



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

E. J. Ivaldi, Coordinator

NOTICE OF INTENT
TO ADOPT A Revised MITIGATED NEGATIVE DECLARATION

The project listed below was reviewed for environmental impact by the Placer County Environmental Review Committee and was determined to have no significant effect upon the environment. A proposed Mitigated Negative Declaration has been prepared for this project and has been filed with the County Clerk's office.

PROJECT: Headquarter House RV Park (PCPA 20110352)

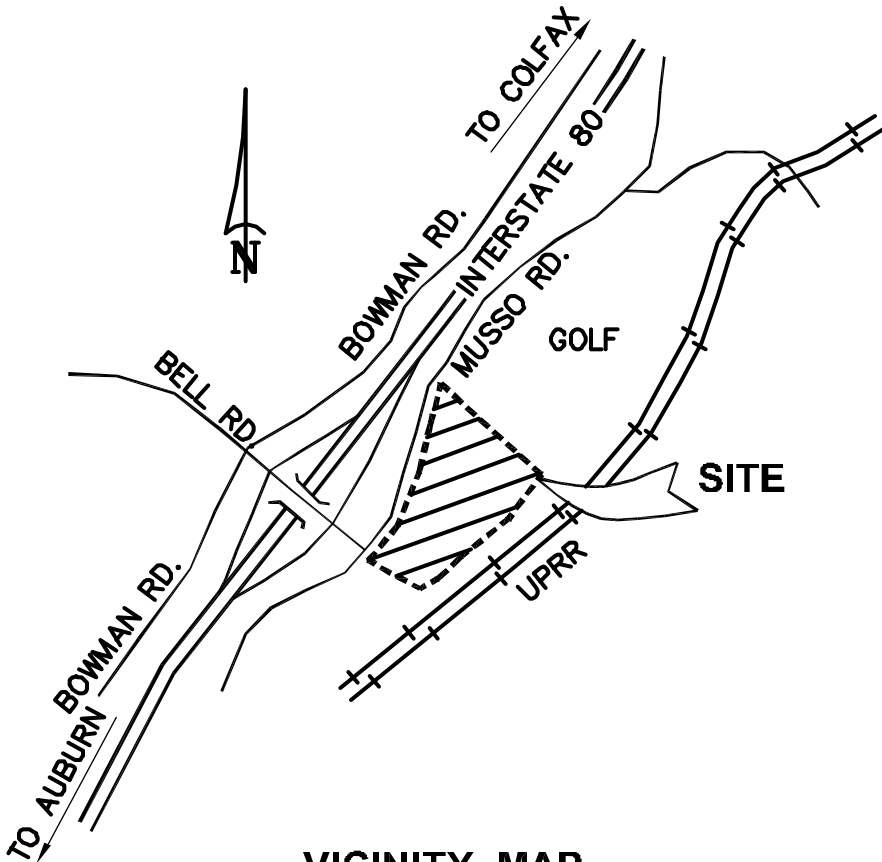
PROJECT DESCRIPTION: The project proposes the approval of a Community Plan Amendment, Rezone, Conditional Use Permit, and Design/Site Agreement to construct a 51-unit recreational vehicle (RV) park with a general store and a manager's unit on a five-acre portion of an approximately 30-acre property.

PROJECT LOCATION: north of the intersection of Bell and Musso Roads, on the east side of Interstate 80, Auburn, Placer County

APPLICANT: Woodside Construction and Development, PO Box 3047, Auburn, CA 95604, 530-878-3704

The comment period for this document closes on **July 30, 2012**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at the Auburn Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the decision-makers. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm, at 3091 County Center Drive, Auburn, CA 95603.

Published in Sacramento Bee on Tuesday, July 10, 2012



VICINITY MAP

NTS



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

E. J. Ivaldi, Coordinator

MITIGATED NEGATIVE DECLARATION (Revised)

In accordance with Placer County ordinances regarding implementation of the California Environmental Quality Act, Placer County has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment, and on the basis of that study hereby finds:

- The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.
- Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration** has thus been prepared.

The environmental documents, which constitute the Initial Study and provide the basis and reasons for this determination are attached and/or referenced herein and are hereby made a part of this document.

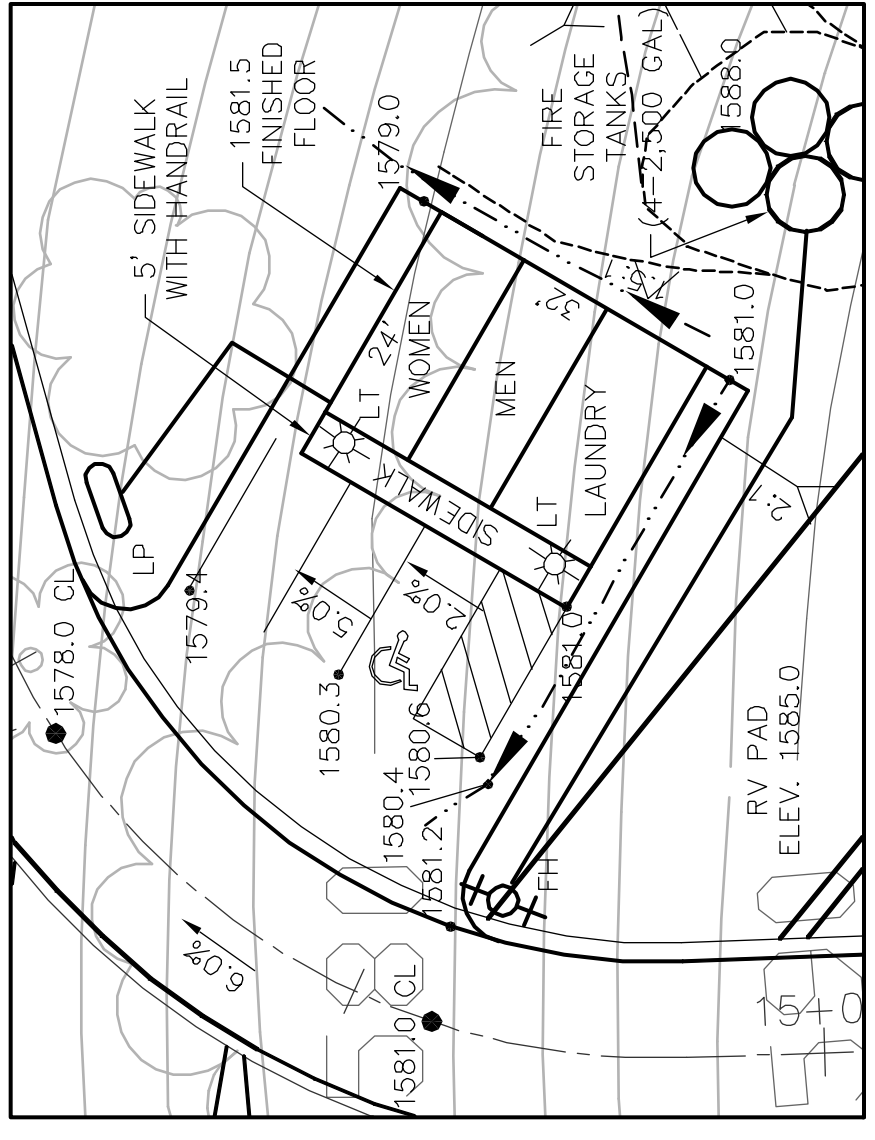
PROJECT INFORMATION

Title: Headquarter House RV Park	Plus# PCPA 20110352
Description: The project proposes the approval of a Community Plan Amendment, Rezone, Conditional Use Permit, and Design/Site Agreement to construct a 51-unit recreational vehicle (RV) park with a general store and a manager's unit on a five-acre portion of an approximately 30-acre property.	
Location: north of the intersection of Bell and Musso Roads, on the east side of Interstate 80, Auburn, Placer County	
Project Owner/Applicant: Woodside Construction and Development, PO Box 3047, Auburn, CA 95604, 530-878-3704	
County Contact Person: Melanie Jackson	530-745-3036

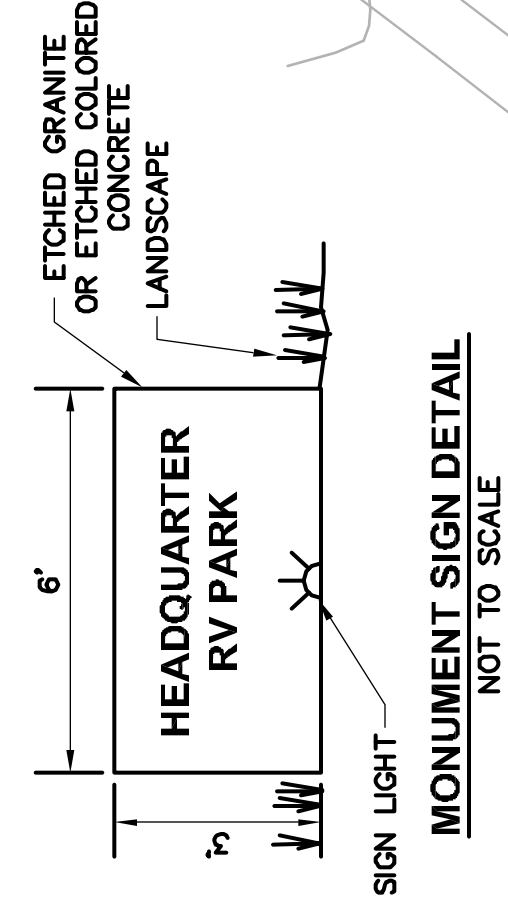
PUBLIC NOTICE

The comment period for this document closes on **July 30, 2012**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx>, Community Development Resource Agency public counter, and at the Auburn Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the decision-makers. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, please visit our Tahoe Office, 565 West Lake Blvd., Tahoe City, CA 96145.

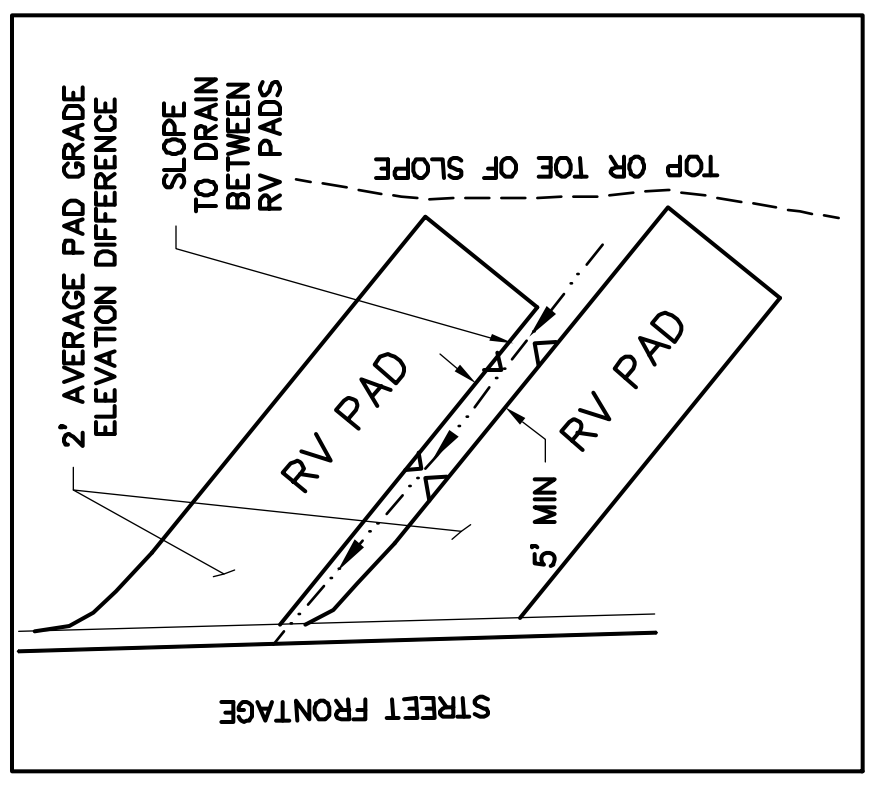
If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references. Refer to Section 18.32 of the Placer County Code for important information regarding the timely filing of appeals.



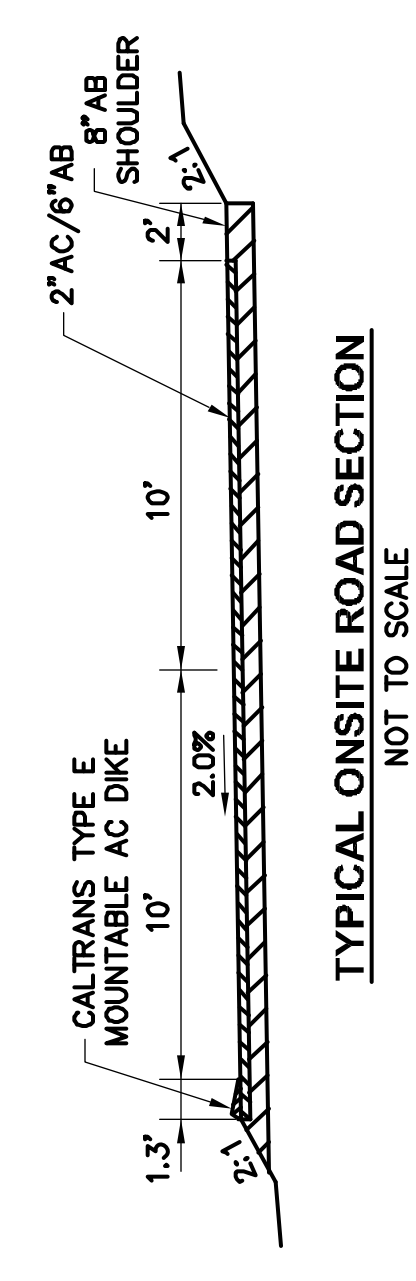
LAUNDRY AND SHOWER BUILDING DETAIL
SCALE: 1" = 20'



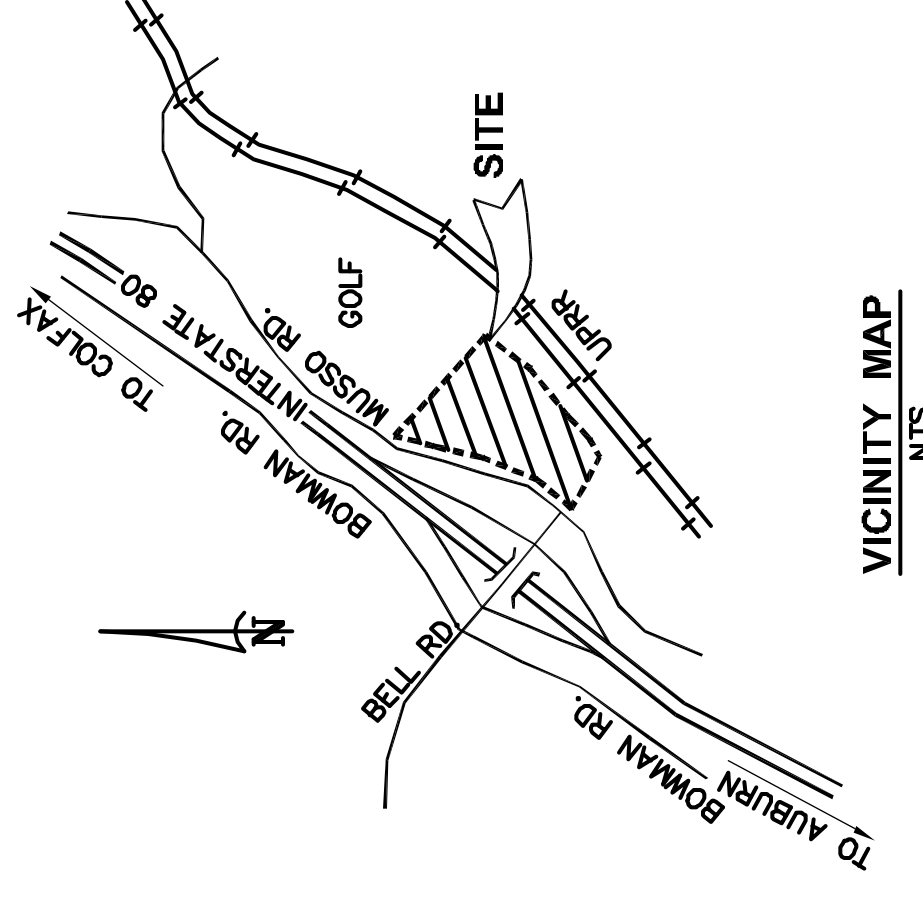
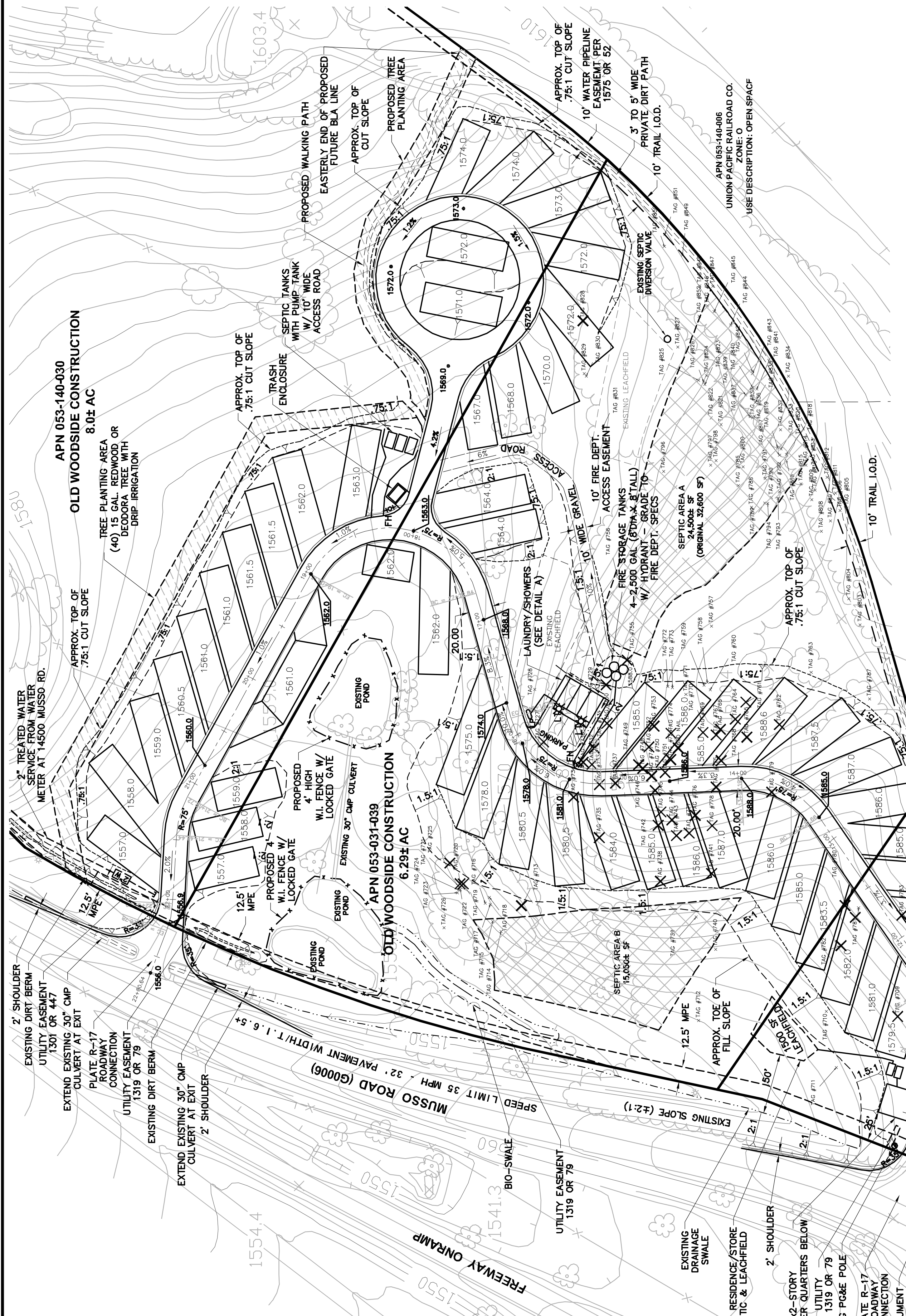
MONUMENT SIGN DETAIL
NOT TO SCALE



TYPICAL RV PAD DRAINAGE DETAIL
SCALE: 1" = 20'



TYPICAL ONSITE ROAD SECTION
NOT TO SCALE



VICINITY MAP
NTS

PROJECT SUMMARY

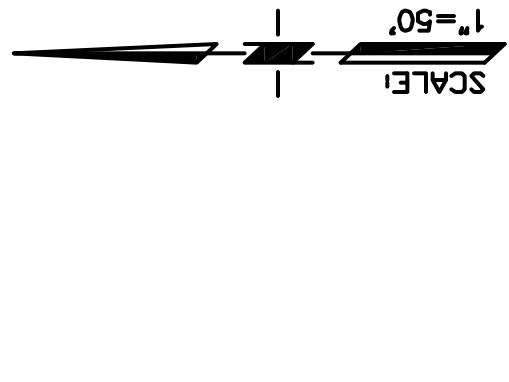
- OWNER:
OLD WOODSIDE CONSTRUCTION
PO BOX 3047
AUBURN, CA 95604
(530) 878-3704
- ASSESSOR'S PARCEL NUMBERS:
PORTIONS OF - 053-031-039, 053-031-043, 053-031-047,
053-140-030
- COMMERCIAL AREA = 5.18± ACRES
- 52 RV PARKING SPACES: 25'X75' MAX

PROJECT NOTES

- ALL SITES TO HAVE UTILITY PEDESTAL, SEWER AND WATER ON DRIVERS SIDE AT APPROXIMATE ONE-THIRD LENGTH OF BACK OF RV SITE.
- SEPTIC REQUIREMENTS: 52 SPACES - 5,200 GAL / DAY.
- THREE QUARTER TO ONE (0.75:1) CUT SLOPES ONLY APPROVED PER HOLDREGE & KULL CONSULTING ENGINEERS AND GEOLOGISTS SITE INVESTIGATION AND DOCUMENTATION (SEE CUT SLOPE DETAIL THIS SHEET).
- TREE SURVEY TAGS NUMBERED PER ARBORIST REPORT BY "ABACUS."

LEGEND

- BLA BOUNDARY LINE ADJUSTMENT
- CL CENTERLINE
- FH FIRE HYDRANT
- LT AREA LIGHT
- LP PROPANE TANK
- WI WROUGHT IRON
- X TAG# TREE TAG IDENTIFICATION
- X TREE TO BE REMOVED



**SITE PLAN AND PRELIMINARY GRADING PLAN
HEADQUARTER
RV PARK**

A PORTION OF
SECTIONS 25 & 26, T.13 N., R.8 E., M.D.M.
PLACER COUNTY, CALIFORNIA
SCALE: 1"=50' FEBRUARY 8, 2012

**ANDREGG
GEOMATICS**
800-400-7072

X:\602\1292104\dwg\1292104EX-Tent RV Park.dwg
PREPARED AT THE REQUEST OF:
OLD WOODSIDE CONSTRUCTION

COUNTY OF PLACER

DEPARTMENT OF PUBLIC WORKS

ROADWAY CONNECTIONS

DATE: JULY, 2005 [NTS] [PLATE R-17 (27-1)]

WHERE RESTRICTIVE CONDITIONS DO NOT ALLOW COMPLIANCE WITH THE SPECIFIED SIGHT DISTANCE REQUIREMENTS, THE ENGINEER MAY APPROVE A REDUCTION OF THE CORNER SIGHT STOPPING SIGHT DISTANCES TO THE MINIMUM CALTRANS HIGHWAY DESIGN MANUAL. THE LINE OF SIGHT CLEARANCE SHALL TAKE INTO ACCOUNT EXISTING/FUTURE LANDSCAPING.

APPROVED: DIRECTOR OF PUBLIC WORKS

NOTES:

- INTERSECTING R/W LINES AT ROADWAY CONNECTIONS SHALL BE JOINED BY A 25 FT. OR GREATER RADIUS CURVE TO ALLOW SMOOTH TRANSITION. THE EDGE OF TRAVELED WAY, THIS SETBACK SHALL BE 5 FT. TO STOP BAR, 1 FT. FOR STOP BAR AND 8 FT. FROM THE FRONT OF BUMPER TO THE DRIVER. THIS SETBACK MAY BE REQUIRED TO BE INCREASED UP TO 30 FT. DUE TO INTERSECTION LAYOUT.
- IN BOTH DIRECTIONS OF TRAVEL ALONG THE CROSSROAD, SIGHT DISTANCE (E) IS TO BE MEASURED ALONG THE CROSSROAD CL FOR TWO LANE CROSSROADS, AND ALONG THE CL OF THE NEAREST LANE TO THE ROAD FOR MULTI-LANE ROADS.
- ASSUMED TO BE 4.25' ABOVE PAVEMENT
- MINOR RESIDENTIAL (SERVING LESS THAN 5 LOTS) DESIGN SPEED (M.P.H.)
- MAJOR RESIDENTIAL (SERVING 5 OR MORE LOTS) OR COMMERCIAL DESIGN SPEED (M.P.H.)

	25	30	35	40	45	50	55	60
A	60	70	80	90	100	110	120	130
E	275	330	385	440	495	550	605	660
S	5	5	5	5	5	5	5	5
R	15	15	20	20	25	25	25	25
W	50	75	100	150	200	250	250	250

RESIDENTIAL (SERVING LESS THAN 5 LOTS) DESIGN SPEED (M.P.H.)

	25	30	35	40	45	50	55	60
A	60	70	80	90	100	110	120	130
E	275	330	385	440	495	550	605	660
S	5	5	5	5	5	5	5	5
R	15	15	20	20	25	25	25	25
W	50	75	100	150	200	250	250	250

AS APPROVED



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
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3091 County Center Drive, Suite 190 • Auburn • California 95603 • 530-745-3132 • fax 530-745-3080 • www.placer.ca.gov

INITIAL STUDY & CHECKLIST (Revised)

The Initial Study & Checklist was posted for a 30-day public review from April 30, 2012 to May 29, 2012. Subsequent to the public posting period, the Initial Study has been revised to clarify that the plan amendment is to the Auburn/Bowman Community Plan, rather than the Placer County General Plan.

The above cited revision, made on July 6, 2012 does not constitute a "substantial revision" as defined by CEQA Guidelines Section 15073.5(b) and it has been determined that recirculation is not required (Section 15073.5(c)). However, the County has elected to recirculate for a shortened 20-day public review beginning July 9, 2012.

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the following described project application. The document may rely on previous environmental documents (see Section C) and site-specific studies (see Section I) prepared to address in detail the effects or impacts associated with the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.) CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR, use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

Project Title: Headquarter House RV Park	Plus# PCPA 20110352
Entitlement(s): Community Plan Amendment, Rezone, Conditional Use Permit, and Design/Site Review Agreement	
Site Area: 5 acres / 217,800 square feet	APN: 053-031-039, 043, 047; 053-140-030
Location: The project is located immediately to the north of the intersection of Bell and Musso Roads, on the east side of Interstate 80, Auburn, Placer County.	

A. BACKGROUND:

Project Description:

The applicant is requesting the approval of a Community Plan Amendment to the Auburn/Bowman Community Plan, Rezone, Conditional Use Permit, and Design/Site Agreement for the purpose of constructing a 51-unit recreational vehicle (RV) park with a general store and a manager's unit on a five-acre portion of an approximately 30-acre property. The applicant proposes to rezone the property from C1-UP-Dc (Neighborhood Commercial, combining Use Permit Required and combining Design Scenic Corridor) and O (Open Space) to C2-UP-Dc (General Commercial, combining Use Permit Required and combining Design Scenic Corridor).

The applicant is requesting the approval of a Rezone and Amendment to the Auburn/Bowman Community Plan to reconfigure the zoning and community plan designations of the property. The applicant would like to transfer the undeveloped portion of the commercially zoned/designated area to the area that will be developed as the recreational vehicle park. At the same time, the applicant would like to transfer the Open Space designation/zoning from the recreational vehicle park area to those undeveloped areas that are currently zoned/designated Commercial. Essentially, this transfer would create a trade of zoning between the areas the applicant would like to develop as the RV park that is zoned Open Space to the undeveloped areas that are zoned Commercial. The trade would neither increase nor decrease either the commercial or open space zoning because the commercially designated areas would remain at a total of 5.18 acres and would only overlay the portions of the recreational vehicle park that would be physically developed. The remaining area would maintain the Open Space zoning/community plan designation.

The RV park would operate on a year-round basis, and a manager’s unit that would be constructed as a part of the project would serve to provide housing for a 24-hour on-site manager. The applicant also proposes to construct a general store that would be located above the manager’s unit to accommodate guests of the RV park. The applicant also plans to construct a laundry room and on-site restrooms to accommodate park guests. Typical customers of the park would be those traveling on Interstate 80 for recreational purposes and for overnight stays during hazardous weather conditions. The park would be open 24-hours a day and general store hours would be open for limited hours depending on demand and time of season.

As required by the Dc (Design Scenic Corridor) combining district, the applicant is required to complete Design/Site Review for the project. During the Design/Site Review process, staff would evaluate the proposed project for consistency with the design standards set forth by the Placer County design standards and the Auburn/Bowman Community Plan goals, policies and standards. As a part of the project description and project application, the applicant has described proposed design features for the project such as lighting and landscaping, and has provided the appropriate plans for environmental review. The project description includes tree plantings along the western perimeter of the project to provide screening of the park from areas that may be viewed by travelers on Interstate 80. The project description also includes the installation of metal pole lights which are to be screened to avoid light pollution and degradation of the nighttime environment.

Project Site (Background/Existing Setting):

The subject property is the site of the Headquarter House restaurant and the Raspberry Hill golf course and driving range. The property consists of rolling terrain, golf course greens and manmade ponds. Natural vegetation, including oak woodlands, is located in patches throughout the site. The property is bounded by Interstate 80 to the west of the site, Union Pacific Railroad to the east of the site, open space and residential uses to the north of the site and industrial uses on the southern boundary of the site.

The proposed project would be located on a 5.1 acre portion of the 30-acre project site. The recreational park would consist of approximately 3.3 acres of developed area, and the remaining acreage would be preserved as open space. A portion of the golf course and driving range would be developed as part of the proposed project, and as a result, the driving range will be re-located. The driving range, golf course and restaurant would not be otherwise affected by the implementation of the proposed project and would remain operational.

Construction of the proposed project would require on-site grading and tree removal. Approximately 69 trees that are considered protected by the Placer County Tree Ordinance shall be removed. The applicant shall be required to mitigate for these trees as set forth in the Placer County Tree Ordinance.

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	O (Open Space); C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor)	Open Space; Commercial	Developed with a 9-hole golf course, driving range and a restaurant
North	OP-Dc (Office professional combining Design Scenic Corridor; RA-B-100 (Residential Agricultural, combining Minimum Building Site Designation of 2.3 Acre Minimum;	Professional Office; Rural Residential 2.3-46 Ac. Min.; Open Space	Undeveloped property

	O (Open Space)		
South	C3-UP-Dc (Heavy Commercial, combining Use Permit Required, Combining Design Scenic Corridor)	Industrial	Developed with an industrial use
East	C3-UP-Dc (Heavy Commercial, combining Use Permit Required, Combining Design Scenic Corridor)	Industrial	Union Pacific Railroad
West	O (Open Space)	Open Space	Interstate 80 and Musso Road

C. PREVIOUS ENVIRONMENTAL DOCUMENT:

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigatable impacts resulting from the proposed project. Relevant analysis from the County-wide General Plan and Community Plan Certified EIRs, and other project-specific studies and reports that have been generated to date, were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan and Specific Plan Certified EIRs, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15168 relating to Program EIRs indicates that where subsequent activities involve site-specific operations, the agency would use a written checklist or similar device to document the evaluation of the site and the activity, to determine whether the environmental effects of the operation were covered in the earlier Program EIR. A Program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It will also be incorporated by reference to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The following documents serve as Program-level EIRs from which incorporation by reference will occur:

- ➔ Placer County General Plan EIR
- ➔ Auburn/Bowman Community Plan EIR

Section 15183 states that “projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or site.” Thus, if an impact is not peculiar to the project or site, and it has been addressed as a significant effect in the prior EIR, or will be substantially mitigated by the imposition of uniformly applied development policies or standards, then additional environmental documentation need not be prepared for the project solely on the basis of that impact.

The above stated documents are available for review Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division Office, 565 West Lake Blvd., Tahoe City, CA 96145.

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

The Initial Study checklist recommended by the State of California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project (see CEQA Guidelines, Appendix G). Explanations to answers are provided in a discussion for each section of questions as follows:

- a) A brief explanation is required for all answers including “No Impact” answers.
- b) “Less Than Significant Impact” applies where the project’s impacts are insubstantial and do not require any mitigation to reduce impacts.
- c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
- d) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- e) All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA Guidelines, Section 15063(a)(1)].
- f) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
 - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.
 - ➔ **Impacts adequately addressed** – Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - ➔ **Mitigation measures** – For effects that are checked as “Less Than Significant with Mitigation Measures,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

I. AESTHETICS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)		X		
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)		X		
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (PLN)		X		
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)		X		

Discussion- Item I-1:

The project site is located adjacent to Musso Road on the east side of Interstate 80. The project site is made up of rolling terrain, patches of oak woodlands and other natural vegetation, and is currently developed with a 9-hole golf course, driving range, manmade ponds, parking improvements and a restaurant. The applicant seeks approval of a Rezone, Community Plan Amendment and Conditional Use Permit that would ultimately result in the construction of a 51-unit recreational vehicle park and accompanying manager’s unit on approximately 5.1 acres at the southern end of the property.

A portion of the project site is visible from Interstate 80. Interstate 80 is designated as a scenic highway corridor by the Auburn-Bowman Community Plan and the Placer County General Plan. If approved, the project would involve site grading, tree removal, on-site road improvements and construction of an on-site manager’s unit. With the ultimate build-out of the project, recreational vehicles parked on site also may be visible to travelers on Interstate 80. For this reason, the project has the potential to have a substantial adverse effect on a scenic vista. However, this effect would be mitigated to a less than significant level with the implementation of the following mitigation measure(s).

Mitigation Measures- Item I-1:

MM I.1 The project is subject to review and approval by the Placer County Design/Site Review Committee. Such a review shall be conducted prior to the submittal of the Improvement Plans for the project and shall include, but not be limited to: Architectural colors, materials, and textures of all structures; landscaping; irrigation; signs; exterior lighting; pedestrian and vehicular circulation; recreational facilities; recreation vehicle storage area(s); fences and walls for security and screening; noise attenuation barriers; all open space amenities; tree impacts, tree removal, tree replacement areas, entry features and trails.

Discussion- Items I-2,3:

The proposed project has the potential to cause an adverse effect on a scenic vista because a portion of the project site can be seen from Interstate 80, which is a scenic corridor. The development of the proposed project will ultimately result in an area for short term recreational vehicle parking. Although the site is afforded some screening by the topography of the property and natural vegetation, travelers on Interstate 80 will still be able to view a portion of the site, particularly when the site is occupied by recreational vehicles. Views of parked recreational vehicles from Interstate 80 is considered an adverse impact on a scenic vista, and as a result, the County will require mitigation measures in order to mitigate these affects to less than significant.

Mitigation Measures- Items I-2,3:

Refer to text in MM I.1

Discussion- Item I-4:

The project site is currently developed with a golf course and restaurant. Although the golf course does not contain lighting, the driveway to the restaurant is lined with lamp posts and the parking area and restaurant also contain lighting. The proposed project would result in the creation of a new source or light or glare in the area by the inclusion of lighting near the site access, street lights and structure lighting. However, the impact of additional lights

in the area resulting from the proposed project is not considered significant because there are a minimal number of lights being proposed and the project site is adjacent to a well-lit portion of Interstate 80. To ensure impacts from lighting are minimized to the maximum extent possible, the following mitigation measure will be required.

Mitigation Measures- Item I-4:

MM 1.2 Streetlights shall be of a type, height, and design to direct lighting downward, shielding, to the greatest extent practical, light exposure beyond that needed for proper intersection lighting.

MM 1.3 The following standards shall apply to project lighting: All interior street lighting shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution. Other resources providing technical support include publications of the Illuminating Engineering Society of North America (IESNA) and the IESNA Lighting Handbook, Reference & Application, Ninth Edition and Recommended Practices (RP). The intent of these standards is to design a lighting system, where determined necessary that maintains public safety and security in the project area while curtailing the degradation of the nighttime visual environment through limiting evening light radiation and/or light spill. In addition, metal halide lighting is prohibited unless authorized by the Planning Director. All streetlighting shall be reviewed and approved by the DRC for design, location, photometrics, etc.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (PLN)				X
2. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN)				X
3. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)				X
4. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (PLN)				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in the loss or conversion of Farmland (including livestock grazing) or forest land to non-agricultural or non-forest use? (PLN)				X

Discussion- Item II-1:

The proposed project will not result in the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide or Local Importance because the property does not fall within any of these designations.

Discussion- Item II-2:

The proposed project will not conflict with Auburn/Bowman Community Plan or the Placer County General Plan, or other policies regarding land use buffers for agricultural operations because there are no agricultural operations located on the project site or within the immediate vicinity.

Discussion- Item II-3:

The project site is zoned O (Open Space) and C1-UP-Dc (Neighborhood Commercial combining Use Permit required, combining Design Scenic Corridor). Should the requested rezone and Community Plan Amendment be approved, the project site would be zoned C2-UP-Dc (General Commercial combining Use Permit Required combining Design Scenic Corridor) with a Commercial land use designation in the Auburn/Bowman Community

Plan. Although some agricultural uses are allowed within these zone designations, they are not considered the primary zone districts for agricultural uses. In addition, the project site is developed with a golf course, driving range and a restaurant, all of which are consistent with the current zoning for the property. For this reason, the proposed project will not conflict with existing zoning for an agricultural use nor a Right-to-Farm Policy, and will not conflict with a Williamson Act Contract because no such contract has been executed for the property.

Discussion- Item II-4:

The proposed project will not conflict with existing zoning for, or cause the rezoning of, forest land or timberland because the project site and surrounding properties are not zoned for and do not contain forest land or timberland.

Discussion- Item II-5:

The proposed project will not involve other changes in the existing environment that would result in the loss or conversion of Farmland or forest land to a non-agricultural or non-forest use because the subject property is currently developed with a non-agricultural use and does not contain forest land. Further, there are no properties within the immediate vicinity of the project site that contain forest lands or an agricultural use that would be impacted by the proposed project.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (PLN, Air Quality)			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN, Air Quality)		X		
3. Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN, Air Quality)		X		
4. Expose sensitive receptors to substantial pollutant concentrations? (PLN, Air Quality)			X	
5. Create objectionable odors affecting a substantial number of people? (PLN, Air Quality)			X	

Discussion- Item III-1:

The project is located within the Sacramento Valley Air Basin (SVAB) portion of Placer County. The project proposes the construction of a 51-space recreational vehicle park including an on-site managers unit and general store, laundry and bathrooms. The limited permanent structural improvements on the site and the intermittent use of each of the RV spaces will not contribute a significant impact to the Region, as the associated airborne emissions would be below the significant level. The project will not result in a significant obstruction to the Sacramento Regional Air Quality Plan. No mitigation measures are required.

Discussion- Items III-2,3:

The SVAB is designated non-attainment for the federal and state ozone standards (ROG and NO_x), unclassified for the federal particulate matter standard (PM_{2.5}) and non-attainment for the federal particulate matter standard (PM₁₀).

Development of the project site will include removal of vegetation, grading, paving and construction of septic systems, utilities, a laundry/shower facility, a caretaker's residence and a small general store. These activities may result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel PM emissions from the use of off-road diesel equipment required for site grading. In order to reduce construction related air emissions, associated grading plans shall list applicable Air District Rules and State Regulations. A Dust Control Plan shall be submitted to the Placer County Air Pollution Control District for approval prior to the

commencement of earth disturbing activities demonstrating all proposed measures to reduce air pollutant emissions.

Operational related emissions will result from vehicular guest traffic to and from the site. However, the anticipated traffic generated by the proposed project will not result in significant air quality impacts, will not violate air quality standards and will not substantially contribute to existing air quality violations.

With the implementation of the following mitigation measures and notes on the grading improvement plans, construction and operational related emissions will not result in a cumulatively considerable net increase of any non-attainment criteria.

Mitigation Measures- Items III-2,3:

MM III.1 Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. The applicant shall not break ground prior to receiving APCD approval.

MM III.2 In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules (or as required by ordinance within each local jurisdiction).

MM III.3 Include the following standard notes on the Improvement/Grading Plan:

- The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.
- The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
- During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
- The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
- In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
- The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.
- Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.
- A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.
- During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
- During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.

Discussion- Items III-4,5:

Construction of the project includes minor grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel PM emissions from the use of off-road diesel equipment required for site grading. However, with the implementation of the mitigation measures listed above, short-term construction-generated TAC emissions would not expose sensitive receptors to substantial

pollutant concentrations and therefore would have a less than significant effect, and no additional mitigation measures are required.

Operational activities associated with the project would result in only minor Toxic Air Contaminant (TAC) emissions or odors. On account of these minor emissions, the lack of any immediately adjacent sensitive receptors and the proximity of the site to Interstate 80, air quality and odor impacts to individuals in the vicinity resulting from operational activities will be less than significant, and no mitigation is necessary.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries? (PLN)		X		
2. Substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species? (PLN)		X		
3. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)		X		
4. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodlands, identified in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers or National Oceanic and Atmospheric Administration Fisheries? (PLN)				X
5. Have a substantial adverse effect on federal or state protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)				X
6. Interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nesting or breeding sites? (PLN)		X		
7. Conflict with any local policies or ordinances that protect biological resources, including oak woodland resources? (PLN)				X
8. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				X

Discussion- Item IV-1:

The subject property is located along Musso Road, near the Interstate 80 and Bell Road interchange in the area of north Auburn. The area is located at an elevation between approximately 1,550 and 1,600 feet. The property is developed with a golf course, driving range and a restaurant. Adjacent land uses include industrial development to the south, I-80 and Musso Road to the west, and Union Pacific Railroad tracks to the east. The study area is bounded by Musso Road and Union Pacific Railroad. The applicant intends to develop a 5.1 acre section of the southern end of the property with a 51-unit recreational vehicle park.

A Biological Resource Assessment was completed for the project site on October 21, 2011 by Salix Consulting, Inc. Salix Consulting queried the California Natural Diversity Data Base (CNDDDB) for location records for special-status species known to occur in the region surrounding the study area. As a part of the study, a field assessment of the area was conducted on October 7, 2011. The biological assessment determined that there is a potential for special-status plant and wildlife to occur onsite. However, the botanical assessment was conducted in October, outside of the appropriate survey season, and as a result, an additional botanical survey is required to be conducted during the month of May. A mitigation measure to this effect is included below.

The site survey for special status-wildlife species determined that there is a potential for special status birds and nesting raptors to occur on site, including Cooper's hawk and White-tailed kite. As a result, a pre-construction survey is required to be conducted between the months of February through August. A mitigation measure to this affect is included below.

Mitigation Measures- Item IV-1:

MM IV.1 The applicant shall have a plant survey conducted on the project site to determine the presence or absence of randegee's Clarkia. The survey should occur in May of 2012 or in May of any subsequent year prior to any construction commencing. If the species is located in an area to be graded, the applicant shall salvage the topsoil and place it in a nearby area suitable for growth of this species.

MM IV.2 Prior to any grading or tree removal activities, between the months of February through August, a focused survey for raptor nests shall be conducted by a qualified biologist. A report summarizing the survey shall be provided to Placer County and the California Department of Fish & Game (CDFG) within 30 days of the completed survey. If an active raptor nest is identified appropriate mitigation measures shall be developed and implemented in consultation with CDFG. If construction is proposed to take place between March 1st and September 1st, no construction activity or tree removal shall occur within 500 feet of an active nest (or greater distance, as determined by the CDFG). Construction activities may only resume after a follow up survey has been conducted and a report prepared by a qualified raptor biologist indicating that the nest (or nests) is no longer active, and that no new nests have been identified. A follow up survey shall be conducted 2 months following the initial survey, if the initial survey occurs between March 1st and July 1st. Additional follow up surveys may be required by the DRC, based on the recommendations in the raptor study and/or as recommended by the CDFG. Temporary construction fencing and signage as described herein shall be installed at a minimum 500 foot radius around trees containing active nests. If all project construction occurs between September 1st and March 1st no raptor surveys will be required. Trees previously approved for removal by Placer County, which contain stick nests, may only be removed between September 1st and March 1st. A note which includes the wording of this condition of approval shall be placed on the Improvement Plans. Said plans shall also show all protective fencing for those trees identified for protection within the raptor report.

Discussion- Item IV-2:

The subject property consists of six parcels totaling roughly 30 acres. Approximately ten acres of this property was surveyed for the biological study (referenced above). Of this ten acre property, approximately five acres will be utilized for the recreational vehicle park. A portion of this area is currently developed with golf course turf. The remainder of the property is considered Foothill Oak Woodland and is a natural but managed habitat. Brush clearing and general "housekeeping" of this portion of the property have kept this habitat relatively sparse and lacking much of a shrub layer.

The site assessment conducted for the property included a field survey of the site. This survey was conducted to assess habitat conditions and determine the potential for occurrence of special-status plant and wildlife species. Animals observed during the site assessment included California quail, white-breasted nuthatch, Oregon junco, western scrub jay, California towhee, spotted towhee, turkey vulture, red-tailed hawk, western fence lizard, bullfrog, and western gray squirrel. Evidence of mule deer and raccoon were also observed. None of these birds, reptiles, amphibians or mammals have a special-listing status and are commonly associated with the conditions present on the site.

Development of the project site will include the disturbance of approximately three acres of the subject property and will include grading, road construction and tree removal. Because of the disturbed nature of the property, the project site is lacking in suitable habitat for sensitive wildlife species. As a result, impacts to such habitat or impedance on the movement of any resident or migratory wildlife species from implementation of the proposed project would be limited. However, the biological site assessment determined that the project area contains habitat

suitable for nesting raptors. While nesting sites are unlikely due to the projects proximity to Interstate 80, in order to avoid take of such species, the following mitigation measure shall be implemented.

Mitigation Measures- Item IV-2:

Refer to text in MM IV.1, MM IV.2

Discussion- Item IV-3:

A Biological Resources Assessment prepared for the project site identified 5.8 acres of Foothill Woodland, three acres of which are dominated by oaks (Salix Consulting Inc., October 21, 2011). An arborist report was also prepared which identified a total of 151 protected trees on the project site (Abacus, May 2011). The proposed project would result in the removal of approximately 69 protected trees within the project area and would also impact a portion of the three acres of oak woodland habitat. Although these impacts would be significant, implementation of the following mitigation measures would reduce these impacts to less than significant levels:

Mitigation Measures- Item IV-3:

MM IV.3 – Prior to approval of Improvement Plans, the precise area of oak woodland habitat impacted shall be calculated to determine the mitigation requirement as outlined below under subsection C. Alternatively, oak woodland impacts may be calculated on a tree by tree basis (total number of inches) and mitigated through replacement with comparable species on-site, in an area to be reviewed and approved by the Development Review Committee (DRC) or through payment of in-lieu fees as listed in subsection A and B, as follows:

- A. For each diameter inch of tree removed, replacement shall be on an inch-for-inch basis. For example, if 100 diameter inches are proposed to be removed, the replacement trees would equal 100 diameter inches (aggregate). If replacement tree planting is proposed, the tree replacement/mitigation plan must be shown on Improvement Plans and must be installed by the applicant and inspected and approved by the Development Review Committee (DRC). At its discretion, the DRC may establish an alternate deadline for installation of mitigation replacement trees if weather or other circumstances prevent the completion of this requirement.
- B. In-lieu of the tree planting mitigation for tree removal listed above, a tree replacement mitigation fee of \$100 per diameter inch at breast height for each tree removed or impacted or the current market value, as established by an Arborist, Forester or Registered Landscape Architect, or the replacement trees, including the cost of installation, shall be paid to the Placer County Tree Preservation Fund. The unauthorized disturbance to the critical root zone of a tree to be saved shall be cause for the Planning Commission to consider revocation of this permit/approval.; or
- C. The applicant shall mitigate for the loss of oak woodlands through one, or a combination of the following, subject to Planning Services Division approval, consistent with the requirements of CEQA Section 21083.4:
 1. Submit payment of fees for oak woodland conservation at a 2:1 ration consistent with Chapter 12.16.080(C) Placer County Tree Preservation Ordinance – Replacement Programs and Penalties. These fees shall be calculated based upon the current market value of similar oak woodland acreage preservation and an endowment to maintain the land in perpetuity.
 2. Purchase off-site conservation easements at a location approved by Placer County to mitigate the loss of oak woodlands at a 2:1 ratio.
 3. Provide for a combination of payment to the Tree Preservation Fund and creation of an off-site Oak Preservation Easement.
 4. Plant and maintain an appropriate number of trees in restoration of an approved former oak woodland (tree planting is limited to half the mitigation requirement).
 5. Single trunk tees within the project impact area that are greater than 24 inches diameter at breast height (dbh) shall be mitigated for at an inch for inch bases. Multi-stemmed trees with trunks less than 12 inches dbh shall not be included in this calculation.

The reduction in habitat associated with the development activities on this site represents an adverse effect on the environment and the Placer County Tree Preservation Ordinance and CEQA Section 21083.4 requires mitigation for this loss.

Discussion- Items IV-4,5:

The biological assessment conducted for the project area concluded that there are no natural wetlands or riparian areas on the subject property. The subject property contains three ponds that are located in the golf course area. These ponds are managed entirely with regard to the golf course and are not natural landscape features. Because of this, they are not under the jurisdiction of the California Department of Fish, U.S. Fish and Wildlife Service, or the U.S. Army Corps of Engineers. In addition, the ponds are located outside of the project area and therefore, would not be impacted by the construction of the proposed project.

Discussion- Item IV-6:

As stated, the project site area contains managed Foothill Oak Woodlands and golf course turf. The area of disturbance is approximately three acres that are located adjacent to the golf course. The field survey of the project site determined that a portion of the site contains suitable habitat for native resident or migratory wildlife species, however, due to the size of the property and its proximity to Interstate 80 and the existing golf course, development of the project site is unlikely to interfere with such species. Further, the subject property does not contain water bodies with the potential to harbor native fish habitat. However, because there is a potential for nesting raptors to locate on the site during nesting season, the following mitigation measure is included to avoid take and mitigate impacts to nesting raptors to a less than significant level.

Mitigation Measures- Item IV-6:

Refer to text in MM IV.1, MM IV.2

Discussion- Items IV-7,8:

The proposed project would not conflict with any local policies or ordinances protecting biological resources, an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially cause adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5? (PLN)				X
2. Substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)			X	
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)				X
4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)				X
5. Restrict existing religious or sacred uses within the potential impact area? (PLN)				X
6. Disturb any human remains, including those interred outside of formal cemeteries? (PLN)				X

Discussion- Item V-1:

A records search was conducted by the North Central Information Center of the California Historic Resources Information System on September 1, 2011. The information center determined that there was a low to moderate chance of either prehistoric or historic period resources occurring within the project area, based upon known site distribution and historic maps showing the development and use of the area. Further research determined that no properties on the National Register of Historic Places California Register of Historic Places, California Register of Historic Places or California Historical Landmarks are located in the project area.

Discussion- Item V-2:

A Cultural Resources Assessment of the project site was prepared by Peak and Associates, Inc. in December of 2011. The assessment included a field survey of the project site that was conducted on December 15, 2011. During the field survey, a small area containing a prehistoric period lithic scatter consisting of a number of small obsidian and chert flakes from the sharpening of tools was discovered. The surface observations indicated the site was basically a diffuse scatter of chipping debitage. Further testing of the project site produced no evidence of any activity other than finishing, or re-sharpening, of edged lithic tools. No time diagnostic artifacts were observed and no evidence of residential use of the locality was present. The assessment concluded that, due to some surface disturbance, there is a possibility that a prehistoric site such as another small flake scatter, could exist on the

property but be obscured on the surface. For this reason, it is unlikely that construction of the project would result in an adverse change in the significant of a unique archeological resource. No mitigation measures are required. However, the following standard condition of approval shall be included in the entitlement.

If any archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a SOPA-certified (Society of Professional Archaeologists) archaeologist retained to evaluate the deposit. The Placer County Planning Services Division and Department of Museums must also be contacted for review of the archaeological find(s).

If the discovery consists of human remains, the Placer County Coroner and Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division. A note to this effect shall be provided on the Improvement Plans for the project.

Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements which provide protection of the site and/or additional mitigation measures necessary to address the unique or sensitive nature of the site.

Discussion- Item V-3:

The Cultural Resources Assessment conducting by Peak and Associates, Inc. determined that it is unlikely that paleontological resources are located on the project site. Because of this, construction of the proposed project is unlikely to directly or indirectly destroy a unique paleontological resources or site or unique geologic feature. No mitigation measures are required.

Discussion- Item V-4:

The proposed project does not have the potential to cause a physical change which would affect unique ethnic cultural value. No mitigation measures are required.

Discussion- Item V-5:

The proposed project would not restrict existing religious or sacred uses within the potential impact area because this area is not used for sacred or religious purposes. No mitigation measures are required.

Discussion- Item V-6:

It is unlikely that construction of the proposed project would disturb any human remains. No mitigation measures are required. However, a standard condition of approval, as listed in Discussion Item V-2, shall be included in the Conditional Use Permit for the project.

VI. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Expose people or structures to unstable earth conditions or changes in geologic substructures? (ESD)				X
2. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
3. Result in substantial change in topography or ground surface relief features? (ESD)		X		
4. Result in the destruction, covering or modification of any unique geologic or physical features? (ESD)				X
5. Result in any significant increase in wind or water erosion of soils, either on or off the site? (ESD)		X		
6. Result in changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake? (ESD)		X		

7. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? (ESD)			X	
8. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (ESD)			X	
9. Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property? (ESD)		X		

Discussion- Items VI-1,4,9:

According to the United States Department of Agriculture (USDA) Soil Survey of Placer County and the United States Department of Agriculture ~ Natural Resources Conservation Service Web Soil Survey, the proposed project is located on several different soils classified as: Boomer loam, Xerothents, Auburn-Argonaut complex, Boomer Rock outcrop complex, and Auburn-Rock outcrop complex. The predominant soil at the site is Boomer loam. The limitations identified are the potential for bedrock to be located less than 20” below the surface and a moderate potential for expansive soils. The soils survey does not identify any unique geologic or physical features for the existing soil types. No known unique geologic or physical features exist on the site that will be destroyed or modified. The site is not known to be located on a geological unit or soil that is unstable or that will become unstable as a result of the project. Construction of the proposed buildings and associated parking/roadway improvements will not create any unstable earth conditions or change any geologic substructure resulting in unstable earth. The project’s site specific impacts associated with soil disruptions and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-1,4,9:

MM VI.1 The Improvement Plan submittal shall include a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:

- A) Road, pavement, and parking area design;
- B) Structural foundations, including retaining wall design (if applicable);
- C) Grading practices;
- D) Erosion/winterization;
- E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
- F) Slope stability

Once approved by the Engineering and Surveying Department (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required. 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.

MM VI.2 Prior to Improvement Plan approval, submit Proof of Contract with a State licensed contractor if blasting is required for the installation of site improvements. The developer shall comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations.

Discussion- Items VI-2,3:

This project proposal will result in the construction of an RV park with individual concrete or asphalt pads, common laundry area, and an office/managers quarter. To construct the improvements proposed, potentially significant disruption of soils on-site will occur, including excavation/compaction for the on-site buildings, roadway and parking area improvements, foundations, and various utilities. Approximately 3.5 acres will be disturbed by grading activities. The earthwork is proposed to balance on site and not require any import or export of soil material. In addition, there are potentially significant impacts that may occur from the proposed changes to the existing topography. The project proposes maximum soil cuts of up to 12 feet and soil fills of up to 20 feet as shown on the preliminary grading plan and in the project description. The soil on the site has the potential to contain bedrock and the project may be required to use blasting techniques as part of the site disruption. The project’s site specific impacts associated with soil disruptions and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-2,3:

Refer to text in MM VI.1 and MM VI.2

MM VI.3 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 (ESD) for review and approval of each project phase. 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, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (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) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.

Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Department.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Department two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.

MM VI.4 The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, 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 Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

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 ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Department.

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.

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.

Discussion- Items VI-5,6:

The disruption of the soil discussed in Items 2 and 3 above increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. In addition, this soil disruption has the potential to modify the existing on site drainage ways by transporting erosion from the disturbed area into local drainage ways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily shaping of building pads, grading for transportation systems and construction for utilities that are responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion impacts without appropriate mitigation measures. The project’s site specific impacts associated with erosion can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-5,6:

Refer to text in MM VI.1, MM VI.3 and MM VI.4

MM VI.5 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Department (ESD) such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.

Construction (temporary) BMPs for the project include, but are not limited to: Fiber Rolls (SE-5), Straw Bale Barrier (SE-9), Straw Wattles, Storm Drain Inlet Protection (SE-10), Hydroseeding (EC-4), Silt Fence (SE-1), Stabilized Construction Entrance (TC-1), Wind Erosion Control (WE-1), Velocity Dissipation Devices (EC-10), Wood Mulching (EC-8), and revegetation techniques.

MM VI.6 Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering and Surveying Department evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees.

MM VI.7 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. Best Management Practices (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, Board Order 2003-005-DWQ) and shall be shown on the Improvement Plans.

Discussion- Items VI-7,8:

The California Department of Mines and Geology classifies the project site as a low severity earthquake zone. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. The site does not lie within an Alquist-Priolo special study zone for seismic impacts. The site is located in a relatively quiet seismic area when compared to other more active areas of California. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. The only structures proposed are an office/managers quarters and a laundry/shower building. However, there is a potential for the site to be subjected to at least moderate earthquake shaking during the useful life of any future buildings. The project will be constructed in compliance with the California Building Code, which includes seismic standards. Therefore, these impacts are less than significant.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant and/or cumulative impact on the environment? (PLN, Air Quality)			X	
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (PLN, Air Quality)			X	

Discussion- All Items:

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by guests, on-site fuel combustion for space and water heating, landscape maintenance equipment, and fireplaces/stoves; and off site emissions at utility providers associated with the project’s electricity and water demands.

The project would result in minor grading and minimal traffic. The construction and operational related GHG emissions resulting from the project would not substantially hinder the State’s ability to attain the goals identified in AB 32 (i.e., reduction of statewide GHG emissions to 1990 levels by 2020; approximately a 30 percent reduction from projected 2020 emissions). Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact.

VIII. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials? (EHS)			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EHS)			X	
3. Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school? (PLN, Air Quality)				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (EHS)				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (PLN)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area? (PLN)				X
7. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (PLN)				X
8. Create any health hazard or potential health hazard? (EHS)		X		

9. Expose people to existing sources of potential health hazards? (EHS)		X		
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Discussion- Items VIII-1,2:

The use of hazardous substances during normal construction activities is expected to be limited in nature, and will be subject to standard handling and storage requirements. Accordingly, impacts related to the handling, use, disposal, or release of hazardous substances, are considered to be less than significant. No mitigation measures are required.

Discussion- Item VIII-3:

The project does not propose a use that will emit hazardous substances or waste that would affect a substantial number of people and is therefore considered to have a less than significant impact.

Discussion- Item VIII-4:

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the potential for this project to create a hazard to the public or the environment as a result of being included on this list is considered to be less than significant.

Discussion- Items VIII-5,6:

The project site is not located within an airport land use plan, within two miles of a public airport or public use airport, and is not within the vicinity of a private airstrip and therefore, will not result in a safety hazard for people residing or working in the project area.

Discussion- Item VIII-7:

The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires because the project area and surrounding vicinity do not contain wildlands.

Discussion- Items VIII-8,9:

The project description includes three ponds on the property which have the potential to breed mosquitoes. The ponds create a health and safety hazard to small children.

Mitigation Measures- Items VIII-8,9:

MM VIII.1 The project proponent agrees to abide by a mosquito abatement program with the Mosquito Abatement District. The project will be conditioned to allow the Mosquito and Vector Control District to review the Improvement Plans. The ponds will be fenced to keep small children out. The project will be conditioned to show the pond fencing on the Improvement Plans and will be included as a requirement of the conditional use permit.

IX. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any federal, state or county potable water quality standards? (EHS)				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies (i.e. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (EHS)			X	
3. Substantially alter the existing drainage pattern of the site or area? (ESD)			X	
4. Increase the rate or amount of surface runoff? (ESD)		X		
5. Create or contribute runoff water which would include substantial additional sources of polluted water? (ESD)		X		

6. Otherwise substantially degrade surface water quality?(ESD)		X		
7. Otherwise substantially degrade ground water quality? (EHS)			X	
8. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map? (ESD)			X	
9. Place within a 100-year flood hazard area improvements which would impede or redirect flood flows? (ESD)			X	
10. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (ESD)			X	
11. Alter the direction or rate of flow of groundwater? (EHS)				X
12. Impact the watershed of important surface water resources, including but not limited to Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)		X		

Discussion- Item IX-1:

This project will not rely on groundwater wells as a potable water source. Potable water for this project will be treated water from PCWA. Therefore, the project will not violate water quality standards with respect to potable water.

Discussion- Item IX-2:

This project will not utilize groundwater, and is not located in an area where soils are conducive to groundwater recharge. Therefore, the project will not substantially deplete groundwater supplies or interfere with groundwater recharge. No mitigation measures are required.

Discussion- Item IX-3:

A preliminary drainage report was prepared by the applicant’s engineer. The pre development drainage from the site includes overland flows and flows within natural swales. The site runoff generally flows from the north, east, and south to a low point along the western property boundary. The discharge point from the site is conveyed into an existing 48 inch storm drain pipe under Musso Road and then under Interstate 80. The approximately 6 acre site is encompassed within an approximate 22 acre tributary watershed. The site is located within the within the Dry Creek sub-watershed as identified in the Auburn/Bowman Community Plan.

The project has analyzed a drainage system that will change the onsite drainage patterns due to the construction of the proposed project improvements. However, the change in direction from existing on site surface runoff is less than significant as the overall on site watershed runoff continues to be conveyed to the same existing discharge point as the pre development condition and ultimately into the same existing drainage facilities and watershed leaving the site. Therefore, this impact is less than significant.

Discussion- Item IX-4:

The proposed project has the potential to increase the stormwater runoff amount and volume. The potential for increases in stormwater runoff have the potential to result in downstream impacts. A preliminary drainage report was prepared for the project. The existing 2, 10, and 100 year peak flows from the site are identified as 10.49, 22.58, and 41.43 cubic feet per second, respectively. The post project flows identified in the report indicated an increase in flows from pre development levels of 2.16, 3.57, and 6.27 cubic feet per second for the 2, 10, and 100 year storm event, respectively. The project site is located in an area identified in the Auburn/Bowman Community Plan as recommended for local stormwater detention. The project proposes to ensure that the quantity of post development peak flow from the project is, at a minimum, no more than the pre development peak flow quantity for the 2, 10, and 100 year storm events by installing detention facilities.

The post development volume of runoff will be slightly higher due to the increase in proposed impervious surfaces; however, this is considered to be less than significant because drainage facilities are generally designed to handle the peak flow runoff.

A final drainage report will be prepared and submitted with the site improvement plans for County review and approval in order to monitor the preliminary report drainage calculations and results. The proposed project's impacts associated with increases in peak flow and volumetric runoff can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item IX-4:

Refer to text in MM VI.3, MM VI.4

MM IX.1 The Improvement Plan submittal shall include a drainage report in conformance with the requirements of Section 5 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 for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.

MM IX.2 The Improvement Plan submittal and Drainage Report shall provide details showing that storm water run-off shall be reduced to pre-project conditions through the installation of retention/detention facilities. Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Department (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event on-site detention requirements are waived, this project may be subject to payment of any in-lieu fees payable prior to Improvement Plan approval as prescribed by County Ordinance. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

Discussion- Items IX-5,6:

The construction of the proposed improvements has the potential to degrade water quality. Stormwater runoff naturally contains numerous constituents; however, urbanization and urban activities including development and redevelopment typically increase constituent concentrations to levels that potentially impact water quality. Pollutants associated with stormwater include (but are not limited to) sediment, nutrients, oils/greases, etc. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants and also has the potential to increase the concentration and/or total load of said pollutants in wet weather stormwater runoff. The proposed project's impacts associated with water quality can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-5,6:

Refer to text in MM VI.3, MM VI.4, MM VI.5, MM VI.6, MM VI.7 and MM IX.1

MM IX.3 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Department (ESD) such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.

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 Engineering and Surveying Department (ESD). BMPs shall be designed at a minimum 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: Vegetated Swales (TC-30), Infiltration Trenches (TC-10), Extended Detention/Water Quality Basins (TC-22), Storm Drain Signage (SD-13), Sweeping and Vacuuming Pavement (SE-7), etc. 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 insure effectiveness. The 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. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request. Failure to do so will be grounds for discretionary permit revocation. Prior to Improvement Plan or Final Subdivision 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.

MM IX.4 The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek." or other language /graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Department (ESD). ESD-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area. The Property Owners and Property Owners' association are responsible for maintaining the legibility of stamped messages and signs.

MM IX.5 All stormwater runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use.

MM IX.6 The Improvement Plans shall show that vehicle/equipment wash areas shall be designed to be self-contained and/or covered and equipped with a clarifier or other pretreatment facility. Direct connection of a vehicle/equipment wash area to the storm drain system is prohibited. The applicant/permittees shall properly connect to a sanitary sewer via an external grease or sand/oil interceptor and contact the Department of Facility Services or other applicable sewer agency to obtain an Industrial Waste Discharge Permit, if required. If so, said permit shall be provided to the Engineering and Surveying Department prior to Improvement Plan approval. If connection to sanitary sewer is not available, the method of discharge shall be subject to review and approval by Placer County.

Discussion- Item IX-7:

The project will not utilize groundwater and does not propose to use groundwater wells. The project could result in urban stormwater runoff. Standard Best Management Practices will be used and as such, the potential for the project to violate any water quality standards is less than significant. No mitigation measures are required.

Discussion- Items IX-8,9,10:

The project development area is not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The project improvements are not proposed within a local 100-year flood hazard area and no flood flows would be redirected after construction of the improvements. The project development area is not located within any levee or dam failure inundation area. The proposed project does not include any permanent housing product other than the second floor manager's quarters above the office. Therefore, this impact is less than significant.

Discussion- Item IX-11:

The project will not alter the direction or rate of flow of groundwater.

Discussion- Item IX-12:

The proposed project is located within the Dry Creek sub watershed identified in the Auburn/Bowman Community Plan. The proposed project's impacts associated with impacts to surface water quality within this watershed can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item IX-12:

Refer to text in MM VI.1, MM VI.3, MM VI.4, MM VI.5, MM VI.6, MM VI.7, MM IX.1, MM IX.3 through MM IX.6

X. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)				X
2. Conflict with General Plan/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect? (EHS, ESD, PLN)			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects? (PLN)				X
4. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)				X
5. Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? (PLN)				X
6. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (PLN)				X
7. Result in a substantial alteration of the present or planned land use of an area? (PLN)			X	
8. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)				X

Discussion- Item X-1:

The proposed project does not conflict with general plan/community plan/specific plan policies related to grading, drainage, and transportation. Therefore, there is no impact.

Discussion- Item X-2:

The subject property is made up of six parcels that total approximately 30 acres. The parcels are zoned O (Open Space) and C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor). The community plan designations for the properties are consistent with the zoning; the areas zoned Open Space have a community plan designation of Open Space; the areas zoned Neighborhood Commercial have a community plan designation of Commercial. The portions of the property that are zoned/designated commercial are located on the east side of the property and consist of two separate half-moon shaped areas that total approximately six acres. Of this area, approximately 0.76 acres are developed with a commercial use, and the remaining 5.18 acres are undeveloped.

The applicant is requesting the approval of a Rezone and Community Plan Amendment to reconfigure the zoning and community plan designations of the property. The applicant would like to transfer the undeveloped portion of the commercially zoned/designated area to the area that will be developed as the recreational vehicle park. At the same time, the applicant would like to transfer the Open Space designation/zoning from the recreational vehicle park area to those undeveloped areas that are currently zoned/designated Commercial. Essentially, this transfer would create a trade of zoning between the areas the applicant would like to develop as the RV park that is zoned Open Space to the undeveloped areas that are zoned Commercial. The trade would neither increase nor decrease either the commercial nor open space zoning because the commercially designated areas would remain at a total of 5.18 acres and would only overlay the *developed* portions of the recreational vehicle park. The remaining area would maintain the Open Space zoning/community plan designation.

The subject property is located within the Auburn/Bowman Community Plan area and, as stated, is designated both Open Space and Commercial. The Land Use element of the Auburn/Bowman Community plan includes specific

policies for properties designated for commercial use. Among these is the following: No additional commercial development should be permitted north of the existing commercial area north of the Bowman Interchange on I-80 except as specified in this plan [III. Community Development Element; B. Land Use; 3. Policies; Specific Policies for Commercial (t.)]. The subject property is located to the north of the Bowman interchange on I-80, north of Bell Road and east of I-80. However, portions of the property are designated as commercial land use in the Auburn/Bowman Community Plan. Although the project involves a rezoning of property from Open Space to Commercial in the area described in the Auburn/Bowman Community Plan Policy, the project is consistent with the Auburn/Bowman Community Plan because there will be no increase in the amount of commercially zoned/designated area to the north of the Auburn/Bowman interchange on I-80 and because this designation is consistent with the current designation of the subject property in the Auburn/Bowman Community Plan.

In addition to the relocation of the zoning and community plan designations on the property, the applicant is also requesting a rezone of the commercial areas from C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor) to C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic Corridor). The reason for this request is that recreational vehicle parks are not allowed in the Neighborhood Commercial zone district but are allowed in the General Commercial zone district, with the approval of a Conditional Use Permit. Neighborhood Commercial zoning is the least intensive commercial zoning and is intended to provide areas for small-scale, day-to-day convenience shopping and services for residents of the immediate neighborhood, whereas General Commercial zoning is intended to provide areas for the continued use, enhancement and development of commercial uses that would attract patrons from all areas of the community and region and should be located mainly along major transportation corridors. Thus, the proposed rezone would result in allowed uses that are more intensive than those allowed by the current zoned district. However, the location of the project site is consistent with the intent of the General Commercial zone district in that it is located along a major transportation corridor (I-80 and Bell Road interchange) and would attract patrons from all areas of the community and region as it is easily accessible from a heavily traveled transportation corridor (Interstate 80). In addition, the proposed zoning and use of the site is consistent with the uses in the immediate vicinity that consist of Interstate 80, Union Pacific Railroad and industrial uses.

Discussion- Item X-3:

The project site is not located within any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved Habitat Plan Area.

Discussion- Item X-4:

The proposed project would not result in the development of incompatible uses and/or the creation of land use conflicts. No mitigation measures are required.

Discussion- Item X-5:

The proposed project will not result in impacts to agricultural and timber resources or operations because the subject property and those in the immediate vicinity do not contain agricultural or timber resources or operations.

Discussion- Item X-6:

The proposed project will not disrupt or divide the physical arrangement of an established community. No mitigation measures are required.

Discussion- Item X-7:

The proposed project would result in an alteration of the present land use of the property because the property is currently developed with a golf course, driving range and a restaurant. The proposed project will convert a portion of the golf course and driving range into the recreational vehicle park. However, the impact to the present land use of the property by the conversion of this area to the recreational vehicle park is considered less than significant because it will not be a substantial enough change to cause a discontinuation of the use of the golf course and driving range. Rather, the golf course and driving range will remain in operation. Additionally, the proposed project will not result in a change in the planned use of an area because the planned use of the property is consistent with the Auburn/Bowman Community Plan and the Placer County General Plan. No mitigation measures are required.

Discussion- Item X-8:

The proposed project will not cause economic or social changes that would result in significant adverse physical changes to the environment, such as urban decay or deterioration.

XI. MINERAL RESOURCES – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. The loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (PLN)			X	
2. The loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (PLN)				X

Discussion- Item XI-1:

The Mineral Land Classification of Placer County (California Department of Conservation-Division of Mines and Geology, 1995) was prepared for the purpose of identifying and documenting the various mineral deposits found in the soils of Placer County. The Classification is comprised of three primary mineral deposit types: those mineral deposits formed by mechanical concentration (placer gold); those mineral deposits formed by hydrothermal processes (lode gold, silver, copper, zinc and tungsten); and construction aggregate resources, industrial mineral deposits and other deposits formed by magmatic segregation processes (sand, gravel, crushed stone, decomposed granite, clay, shale, quartz and chromite).

With respect to those deposits formed by mechanical concentration, the site and immediate vicinity are classified as Mineral Resource Zone MRZ-1, meaning, this is an area where available geologic information indicates there is little likelihood for the presence of significant mineral resources.

With respect to those mineral deposits formed by hydrothermal processes, as well as aggregates and industrial minerals, the site and vicinity have been classified as Mineral Resource Zone MRZ-3a^(h-9). This is an area that is underlain by volcanic rocks that house syngenetic massive sulfide deposits enriched in copper, zinc, and local gold. These deposits appear to occur along the strike length of certain stratigraphic horizons that are repeated along the limbs of a series of northwest-trending folds. Additional base and precious metal deposits are likely to exist in this area.

Because the site has never been mined, and because no valuable, locally important mineral resources have been identified on the project site, implementation of the proposed project will result in less than significant impacts to mineral resources. No mitigation measures are required.

Discussion- Item XI-2:

No recovery site has been delineated on the subject property or vicinity. Therefore, no impacts to the availability of locally-important mineral resources would occur as a result of the development of this site.

XII. NOISE – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? (PLN)			X	
2. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)				X
3. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	

4. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X
5. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X

Discussion- Items XII-1,3:

Construction of the project, through build-out, will increase ambient noise levels. Properties surrounding the proposed construction site are developed with Interstate 80, Union Pacific Railroad and industrial uses. Occupants of these properties may be negatively impacted by the noise generated by construction of the project. This impact is considered to be temporary and less than significant. A condition of approval for the project will be recommended that limits construction hours so that early evening and early mornings, as well as all day Sunday, will be free of construction noise. No mitigation measures are required.

Discussion- Item XII-2:

The project will not create a substantial permanent increase in ambient noise. No mitigation measures are required.

Discussion- Item XII-4:

The project does not lie within the boundaries of an airport land use plan. No mitigation measures are required.

Discussion- Item XII-5:

The project does not lie with the vicinity of a private airstrip. No mitigation measures are required.

XIII. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (i.e. by proposing new homes and businesses) or indirectly (i.e. through extension of roads or other infrastructure)? (PLN)			X	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (PLN)				X

Discussion- Item XIII-1:

The proposed project involves construction of a 51-unit short term recreational vehicle park and a manager’s unit. The manager’s unit will induce population growth by providing an on-site residence for one employee. This increase in population in the project area is considered negligible and will have a less than significant impact on the population in the area.

The recreational vehicle park will include 51 short-term parking areas for recreational vehicles. The park would be occupied by between one and 51 recreational vehicles at any time while the park is in operation. Additionally, recreational vehicles may involve multiple occupancies and thus, the recreational vehicle park would increase the population density by at least 51 people at any time when the park is full and more so depending on the number of occupants of each vehicle. The use of the recreational vehicle park will be seasonal in nature, with higher occupancy at certain times of the year than others. At full occupancy, the transient population growth resulting from implementation of the recreational vehicle park is considered minimal and would have a less than significant impact on the environment. No mitigation measures are required.

Discussion- Item XIII-2:

The proposed project would not displace substantial numbers of existing housing because the project site is not developed with residential uses. No mitigation measures are required.

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Fire protection? (ESD, PLN)				X
2. Sheriff protection? (ESD, PLN)				X
3. Schools? (ESD, PLN)				X
4. Maintenance of public facilities, including roads? (ESD, PLN)			X	
5. Other governmental services? (ESD, PLN)				X

Discussion- Item XIV-1:

The proposed project does not generate the need for new fire protection facilities as a part of this project. Therefore, there is no impact.

Discussion- Item XIV-2:

The proposed project does not generate the need for new sheriff protection facilities as a part of this project. Therefore, there is no impact.

Discussion- Item XIV-3:

The proposed project does not generate the need for the construction of a new school facility as a part of this project. Therefore, there is no impact.

Discussion- Item XIV-4:

The proposed project will result in the construction of a RV park with associated infrastructure that will be accessed from a County maintained road. The project does not generate the need for more maintenance of public facilities than what was expected with the build out of the Community Plan. Therefore, this is a less than significant impact. No mitigation measures are required.

Discussion- Item XIV-5:

The proposed project is not expected to significantly impact any other governmental services. Therefore, there is no impact.

XV. RECREATION – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (PLN)			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN)				X

Discussion- Item XV-1:

The proposed project would result in the creation of a 51-unit recreational vehicle park and one on-site manager’s unit. The creation of the vehicle park is unlikely to create a significant impact by increasing the use of the existing neighborhood and regional parks or other recreational facilities. However, creation of the on-site manager’s unit would have a minimal impact on existing neighborhood and and regional parks. This impact would be offset by the payment of park fees as part of the conditioning process No mitigation measures are required.

Discussion- Item XV-2:

The project does not include, nor does it require, construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

XVI. TRANSPORTATION & TRAFFIC – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ESD)		X		
2. Exceeding, either individually or cumulatively, a level of service standard established by the County General Plan and/or Community Plan for roads affected by project traffic? (ESD)		X		
3. Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)			X	
4. Inadequate emergency access or access to nearby uses? (ESD)			X	
5. Insufficient parking capacity on-site or off-site? (ESD, PLN)				X
6. Hazards or barriers for pedestrians or bicyclists? (ESD)			X	
7. Conflicts with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities? (ESD)				X
8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				X

Discussion- Items XVI-1,2:

The proposed project will result in the construction of an approximate 50 space overnight Recreational Vehicle (RV) park with an office/manager’s quarters. A traffic impact analysis was prepared for the project.

The traffic study includes the existing plus project analysis and a cumulative analysis. The proposed project will generate approximately 230 weekday daily trips. Approximately 10 trips will be generated during the AM peak hour and approximately 19 trips will be generated in the PM peak hour.

The proposed project’s traffic was superimposed onto existing background volumes. The following intersections were analyzed: Bell Road/Bowman Road, Bell Road/WB I-80 ramp, Bell Road/EB I-80 ramp, Bell Road/Musso Road, Musso Road/Project South Entrance, and Musso Road/Project North Entrance. The following roadway segments were analyzed: Musso Road; and Bell Road from: New Airport Road to Bowman Road; Bowman Road to I-80; and I-80 to Musso Road.

Existing Plus Project: The addition of project traffic will increase the volume of traffic on the existing roadway segments in the area and may slightly increase the length of delays occurring at intersections. However, with one exception, the addition of project traffic does not result in any analyzed intersection operating at a Level of Service that exceeds the minimum established by the Auburn/Bowman Community Plan (LOS C) during the AM and PM peak hour.

The exception is the Bell Road / EB I-80 ramp intersection which will operate at LOS E with and without the proposed project. Because the minimum standard is already exceeded, the significance of the project's impact is determined based on the incremental change in delay. In this case, the difference resulting from the project is 1.7 seconds. Because this change is less than the 2.5 second increment permitted under Placer County's methodology, the project's impact to this intersection is not significant.

The roadway segments analyzed will all operate within Placer County's LOS C standard.

The existing plus project Level of Service standards are not exceeded; therefore, the project impacts are less than significant.

Cumulative: The traffic study analyzed the weekday peak hour Levels of Service under the Year 2030 conditions with and without the proposed project. As the background traffic volume at the Bell Road / I-80 interchange increases in the future, the length of delays for motorists will increase. The Level of Service at the Bell Road / Bowman Road intersection will drop to LOS D with and without the project. LOS D exceeds the minimum LOS C standard at this location. The overall Level of Service at the intersection of Bell Road and both the eastbound and westbound ramp intersections will reach LOS F in the a.m. peak hour, which also exceeds the minimum LOS D standard.

The significance of the project's contribution to cumulative conditions can be determined based on Placer County's methodology. Because background Levels of Service are already forecast to exceed the minimum standard, the project's impact is based on the incremental increase in delay (v/c). At the Bell Road / Bowman Road intersection, the project's increase in delay is 0.001 seconds, which is less than the 0.025 increment adopted by the County. Therefore, the project's impacts at this intersection are not significant. At the Bell Road / westbound I-80 ramp intersections, the project's increase in delay is 0.1 seconds. Because this is less than the 2.5 second increase permitted by the County methodology, the project's impact at this intersection is not significant. At the Bell Road/ eastbound I-80 ramp intersection, the project's increase in delay is 3.5 seconds. This increase exceeds the 2.5 second increase permitted by the County methodology. Therefore the project's impact at this intersection is cumulatively significant. The improvements to mitigate this intersection are included and funded through the existing County-wide traffic fee program; the project will contribute its fair share to interchange improvements by paying the adopted fees.

The other intersections would operate within the County's adopted LOS C standard.

The roadway segments analyzed will all operate within Placer County's LOS C standard.

The proposed project's impacts associated with increases in traffic can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items XVI-1,2:

MM XVI.1 Prior to issuance of any Building Permits, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Auburn/Bowman), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPW:

- A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code

The current total combined estimated fee is \$87,042 (based on 50 RV stalls). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete.

Discussion- Item XVI-3:

The traffic study prepared for the project analyzed the extent to which improvements are needed at the project access to safely accommodate anticipated traffic. The need for a left turn lane was analyzed and determined to not

be necessary. The project proposes to construct Placer County Land Development Manual standard Plate R-17 encroachments onto Musso Road. Therefore, this impact is less than significant.

Discussion- Item XVI-4:

The servicing fire district has provided comments on the proposed project and has not identified any significant impacts that would result in any physical change to the environment. Therefore, this impact is less than significant.

Discussion- Item XVI-5:

The proposed project is providing parking spaces in accordance with the Placer County Zoning Ordinance. The project will not result in insufficient parking capacity on or off-site, nor will it cause a change in air traffic patterns.

Discussion- Item XVI-6:

The traffic study prepared for the project analyzed the impacts to pedestrian and bicycle facilities. The Musso Road frontage improvements are proposed to include a 4 foot shoulder. Paved shoulders and sidewalks are available on Bowman Road and Bell Road as well. The proposed project will be constructing site improvements that do not create any significant hazards or barriers for pedestrians or bicyclists. Therefore, this impact is less than significant.

Discussion- Item XVI-7:

The proposed project will not conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting alternative transportation. Therefore, there is no impact

Discussion- Item XVI-8:

The project will not change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, there is no impact.

XVII. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ESD)			X	
2. Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (EHS, ESD)			X	
3. Require or result in the construction of new on-site sewage systems? (EHS)			X	
4. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ESD)			X	
5. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (EHS)			X	
6. Require sewer service that may not be available by the area's waste water treatment provider? (EHS, ESD)			X	
7. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws? (EHS)			X	

Discussion- Items XVII-1,2,6:

The proposed project will utilize septic systems for the method of sewage disposal. The proposed project will connect to the existing PCWA water line located in Musso Road north of the project site. PCWA has provided comments that the proposed project will not create any significant impacts for the water delivery/treatment facilities. Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion- Item XVII-3:

The project will result in the construction of a new on-site sewage disposal system. Soils testing has been conducted by a qualified consultant and reports submitted showing the type of septic systems required to adequately treat the sewage effluent generated by the project. The sewage disposal system will be located on a total parcel area of 5 acres in size and thus the impact from this septic system is considered to be less than significant. No mitigation measures are required.

Discussion- Item XVII-4:

The storm water will be collected in the proposed on site drainage facilities and conveyed via a storm drain system into the existing discharge point location along the western boundary of the project site. The existing drainage system has the capacity to accept flows from the proposed project since the proposed project will not increase any downstream flows from the pre development condition. This project proposes the construction of a storm drain system to Placer County standards including stormwater detention. The construction of the drainage facilities will not cause significant environmental effects. Therefore, this impact is less than significant.

Discussion- Item XVII-5:

The agencies charged with providing treated water services have indicated their requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. Typical project conditions of approval require submission of “will-serve” letters from each agency. No mitigation measures are required.

Discussion- Item XVII-6:

Sewer service is not available for this project as it lies in a rural area served by onsite sewage disposal systems.

Discussion- Item XVII-7:

The project lies in an area of the County that is served by the local franchised refuse hauler and is served by a landfill with sufficient permitted capacity. The concern whether this project is served by a landfill with sufficient capacity is considered to be less than significant. No mitigation measures are required.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?		X
2. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X

F. OTHER RESPONSIBLE AND TRUSTEE AGENCIES whose approval is required:

<input checked="" type="checkbox"/> California Department of Fish and Game	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input checked="" type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Health Services	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input checked="" type="checkbox"/> U.S. Army Corp of Engineers
<input checked="" type="checkbox"/> California Department of Transportation	<input checked="" type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> _____

G. DETERMINATION – The Environmental Review Committee finds that:

Although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because the mitigation measures described herein have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

H. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

Planning Services Division, Melanie Jackson, Chairperson
 Planning Services Division, Air Quality, Lisa Carnahan
 Engineering and Surveying Department, Phillip A. Frantz
 Department of Public Works, Transportation
 Environmental Health Services, Justin Hansen
 Flood Control Districts, Andrew Darrow
 Facility Services, Parks, Andy Fisher
 Environmental Engineering Division, Janelle Heinzler
 Placer County Fire/CDF, Brad Albertazzi



Signature _____ Date July 6, 2012
 E. J. Ivaldi, Environmental Coordinator

I. SUPPORTING INFORMATION SOURCES: The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available for public review, Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, Environmental Coordination Services, 3091 County Center Drive, Suite 190, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 565 West Lake Blvd., Tahoe City, CA 96145.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations
	<input checked="" type="checkbox"/> Community Plan
	<input checked="" type="checkbox"/> Environmental Review Ordinance
	<input checked="" type="checkbox"/> General Plan
	<input checked="" type="checkbox"/> Grading Ordinance
	<input checked="" type="checkbox"/> Land Development Manual
	<input type="checkbox"/> Land Division Ordinance
	<input checked="" type="checkbox"/> Stormwater Management Manual
	<input type="checkbox"/> Tree Ordinance
	<input type="checkbox"/> _____
Trustee Agency Documents	<input type="checkbox"/> Department of Toxic Substances Control
	<input type="checkbox"/> _____

Site-Specific Studies	Planning Services Division	<input checked="" type="checkbox"/> Biological Study
		<input checked="" type="checkbox"/> Cultural Resources Assessment
		<input checked="" type="checkbox"/> Cultural Resources Records Search
		<input type="checkbox"/> Lighting & Photometric Plan
		<input type="checkbox"/> Paleontological Survey
		<input checked="" type="checkbox"/> Tree Survey & Arborist Report
		<input type="checkbox"/> Visual Impact Analysis
		<input type="checkbox"/> Wetland Delineation
		<input type="checkbox"/> Acoustical Analysis
	<input type="checkbox"/> _____	
	Engineering & Surveying Department, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input checked="" type="checkbox"/> Traffic Study
		<input type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input type="checkbox"/> Utility Plan
	<input checked="" type="checkbox"/> Tentative Map	
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
	<input type="checkbox"/> Preliminary Onsite Sewage Disposal Site Evaluation	
	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
<input checked="" type="checkbox"/> Construction Emission & Dust Control Plan		
<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)		
<input type="checkbox"/> Health Risk Assessment		
<input type="checkbox"/> URBEMIS Model Output		
<input type="checkbox"/> _____		
Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan	
	<input type="checkbox"/> Traffic & Circulation Plan	
	<input type="checkbox"/> _____	
Mosquito Abatement District	<input type="checkbox"/> Guidelines and Standards for Vector Prevention in Proposed Developments	
	<input type="checkbox"/> _____	