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## MITIGATION MONITORING AND REPORTING PLAN

### INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
<b>4. Land Use</b>					
4-3	Compatibility with the Placer County Airport Land Use Compatibility Plan.	4-3 <i>The applicant shall inform and notify prospective buyers and renters of residential properties in writing, prior to purchase or signing of lease agreement, about existing and on-going aircraft overflights in the form of a disclosure statement. The notifications shall disclose that the Timberline at Auburn site is within an overflight zone, which may result in periodic noise from aircraft. The language and format of such notification shall be reviewed and approved by the County Attorney prior to recording any final map(s). Each disclosure statement shall be acknowledged with the signature of each prospective residential property owner/renter.</i>	County Attorney	Prior to purchase or signing of lease agreement	
<b>5. Biological Resources</b>					
5-1	Impacts to special-status plants.	5-1 <i>Prior to Improvement Plan approval for each phase of the project, focused surveys shall be performed by a qualified botanist in order to determine the presence or absence of the following special-status plant species: Butte County fritillary, big-scale balsamroot, Brandegee's clarkia, and oval-leaved viburnum. The surveys shall be conducted on-site as well as in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection), as applicable for each phase, during the identification periods (bloom periods) for all of the special-status plant species listed above. The general bloom periods of each species are as follows: big-scale balsamroot blooms from March to June; Brandegee's clarkia blooms from April to May; Butte County fritillary blooms from March to May; and oval-leaved viburnum blooms from May to June. If any of the special-status plant species are found, a mitigation plan shall be prepared in consultation with the appropriate agencies. The plan shall detail the various mitigation approaches to ensure no net loss of special-</i>	County Planning Department	Prior to Improvement Plan approval for each phase of the project	

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		<i>status plants. Mitigation could include, but would not necessarily be limited to, avoidance of the plant species, salvage of plant materials where possible, acquisition of credits at an approved mitigation bank, or acquisition and preservation of property that supports the plant species.</i>			
5-2	Impacts to western burrowing owl.	<p>5-2(a) <i>Prior to Improvement Plan approval for each phase of the project, pre-construction burrowing owl surveys shall be conducted on the project site and within 250 feet of the boundary of each phase by a qualified biologist no more than 30 days prior to initiation of construction activities for each phase. The surveys shall also be conducted in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection). Presence or signs of burrowing owls and all potentially occupied burrows shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium guidelines. If burrowing owls are not detected by sign or direct observation, further mitigation is not necessary. If burrowing owls are detected, the project applicant shall implement Mitigation Measure 5-2(b).</i></p> <p>5-2(b) <i>Prior to initiation of any construction activities, during the non-breeding season (September 1 through January 31) a non-disturbance buffer of 160 feet, and during the nesting season (February 1 to August 31) a non-disturbance buffer of 250 feet shall be established around each burrow with an active nest until the young have fledged and are able to exit the burrow, as determined by a qualified biologist. In the case of occupied burrows without active nesting, active burrows after the young have fledged, or if development commences after the breeding season, passive relocation, which involves installing a one-way door at the burrow entrance to encourage the owls to move from the occupied burrow of the</i></p>	<p>County Planning Department</p> <p>California Department of Fish and Game (CDFG)</p> <p>County Planning Department</p> <p>CDFG</p>	<p>Prior to Improvement Plan approval for each phase of the project</p> <p>Prior to initiation of any construction activities</p>	



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		<p><i>the typical avian nesting season (February 1 to August 31), a pre-construction survey shall be performed to determine if active migratory bird nests are present on or within 500 feet of the phase area. The survey shall be conducted on-site as well as in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection). The survey shall be conducted by a qualified biologist not more than two weeks prior to the onset of vegetation removal. If active migratory bird nests are found, disturbance or removal of the nest shall be avoided until the young have fledged and the nest is not active any longer.</i></p> <p><i>It should be noted that extensive buffers, such as those recommended for nesting raptors, are not necessary for nesting avian species protected solely by the Migratory Bird Treaty Act. However, depending on the bird species, site conditions, and the proposed construction activities near an active nest, a small buffer could be prescribed, as determined by the biologist. Alternatively, vegetation removal could be scheduled to avoid all potential impacts. Vegetation removal conducted between September 1 and January 31 will prevent impacts to nesting birds or unfledged young.</i></p>	Department	Plan approval for each project phase	
5-4	Impacts to special-status bat species.	<p>5-4(a) <i>Prior to Improvement Plan approval for each phase of the project, pre-construction surveys of all potential special-status bat roosting habitat locations on-site shall be conducted by a qualified biologist no more than 30 days prior to initiation of construction activities associated with each phase. The survey shall be conducted on-site as well as in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection). Any presence and/or signs of the hoary bat, western red bat, Yuma myotis, Townsend's big-eared bat, or the pallid bat shall be recorded and</i></p>	County Planning Department  CDFG	Prior to Improvement Plan approval for each phase of the project	

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		<p><i>monitored according to CDFG guidelines. If bat species are not detected by sign or direct observation, further mitigation is not necessary. If any of the special-status bat species are detected, the project applicant shall be responsible for implementing Mitigation Measure 5-4(b).</i></p> <p><i>5-4(b) If bat roosting sites and/or nursing sites of any special-status bat species are identified within the boundaries of each phase, a no-disturbance buffer zone of 250 feet (or as determined in consultation with CDFG) shall be established by a qualified biologist around each identified roosting site during the nursery season (April 1 through August 31). Any required eviction of bat roosts shall be conducted by a qualified biologist during the non-breeding season (September 1 through March 31). Eviction activities shall be conducted using bat exclusion techniques (i.e., exclusionary nets, etc.) developed by Bat Conservation International (BCI) and in consultation with CDFG.</i></p>	<p>County Planning Department CDFG</p>	<p>If roosting and/or nursing sites are found, during construction activities during the nursery season (April 1 through August 31)</p>	
5-5	Impacts to oak woodland communities and significant trees.	<p><i>5-5(a) The total mitigation cost for the project's impact to oak woodlands is 536,640 (22.36 acres x \$24,000= \$536,640). Prior to Improvement Plan approval, the applicant shall submit to the Placer County Tree Preservation Fund the required amount based upon oak woodland areas to be impacted by each phase. If changes in the project are required during the Improvement Plan process that show less of an impact area, this figure may be altered provided that it is consistent with County policy. Also, if the Joeger Road Lift Station alternative is implemented per Mitigation Measure 12-2(a) of the DEIR, then the total mitigation cost for the project's impact to oak woodlands shall be increased to account for an additional 0.026 acres. This payment must be received prior to Improvement Plan approval.</i></p>	Placer County Tree Preservation Fund	Prior to Improvement Plan approval	

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		<p>5-5(b) <i>Prior to Improvement Plan approval, the applicant shall submit to the Placer County Tree Preservation Fund payment in the amount of \$36,000 for impacts to Significant Trees on-site. If changes in the project areas required during the Improvement Plan process, this figure may be altered provided that it is consistent with County policy. This payment must be received prior to Improvement Plan approval.</i></p>	Placer County Tree Preservation Fund	Prior to Improvement Plan approval	
		<p>5-5(c) <i>Prior to Improvement Plan approval, including the off-site sewer improvements and intersections of Bell Road / First Street and Bell Road / New Airport Road, the plans shall include a list of tree protection methods, for review and approval by the Public Works Department. The list of tree protection methods shall be implemented during construction of off-site improvements. The list of tree protection methods shall include, but not limited to, the following:</i></p> <ul style="list-style-type: none"> <li>• <i>The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans.</i></li> <li>• <i>The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches dbh (or 10 inches dbh aggregate for multi-trunked trees). The fencing shall</i></li> </ul>	County Public Works Department	Prior to Improvement Plan approval	

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		<p><i>delineate an area that is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being moved onsite or any site preparation or construction activities taking place. Development of this site, including grading, shall not be allowed until this condition is satisfied. Any encroachment within the areas listed below, including within driplines of trees to be saved, must first be approved by the Development Review Committee (DRC). Grading, clearing, or storage of equipment or machinery may not occur until a representative of the DRC has inspected and approved all temporary construction fencing. This includes both onsite and offsite improvements. Trees shall be preserved where feasible. This may include the use of retaining walls, planter islands, or other techniques commonly associated with tree preservation. The Improvement Plans shall indicate the location of the fencing and include a note describing the fencing requirements consistent with this mitigation measure.</i></p> <ul style="list-style-type: none"> <li>• <i>The project applicant shall implement the following guidelines before and during grading and construction for protection of all oak trees to be preserved:</i> <ul style="list-style-type: none"> <li>○ <i>Plans and specifications shall clearly state protection procedures for oak trees on the project site. The specifications shall also include a provision for remedies if oak trees are damaged;</i></li> </ul> </li> </ul>			

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		<ul style="list-style-type: none"> <li>○ <i>Before construction commences, those oak trees within 25 feet of construction sites shall be pruned and the soil aerated and fertilized;</i></li> <li>○ <i>Vehicles, construction equipment, mobile offices, or materials shall not be parked, stored, or operated within the driplines of oak trees to be preserved;</i></li> <li>○ <i>Cuts and fills around trees shall be avoided where feasible.</i></li> <li>○ <i>Soil surface removal greater than one foot shall not occur within the driplines of oak trees to be preserved. Cuts shall not occur within five feet of their trunks;</i></li> <li>○ <i>Earthen fill greater than one foot deep shall not be placed within the driplines of oak trees to be preserved, and fill shall not be placed within five feet of their trunks;</i></li> <li>○ <i>Underground utility line trenching shall not be placed within the driplines of oak trees to be preserved where feasible. If it is necessary to install underground utilities within the driplines of oak trees, boring or drilling rather than trenching shall be used;</i></li> <li>○ <i>Paving shall not be placed in the vicinity of oak trees to be preserved (at a minimum, within the dripline of any oak tree); and</i></li> <li>○ <i>Irrigation lines or sprinklers shall not be allowed within the dripline of native oak trees.</i></li> </ul>			
5-6	Impacts to jurisdictional wetlands or other waters of the U.S.	5-6(a) <i>To the extent feasible, the project shall be designed and constructed to avoid and minimize adverse effects to waters of the United States or jurisdictional waters of the State of California within the project area and adhere to the USACE regulations and guidelines.</i>	County Planning Department  United States	Prior to Improvement Plan approval for each phase of the project	

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		<p>5-6(b) <i>Prior to Improvement Plan approval for each phase of the project, a Section 404 permit for fill of jurisdictional wetlands shall be acquired, and mitigation for impacts to jurisdictional waters that cannot be avoided shall conform with the USACE “no-net-loss” policy and the USACE Regulatory Guidance Letter No. 02-2 establishing policies and guidance on appropriate mitigation for impacts to jurisdictional waters. Mitigation for impacts to both federal and State jurisdictional waters shall be addressed using these guidelines.</i></p> <p><i>If a Section 404 permit is obtained, the applicant must also obtain a water quality certification from the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act (CWA).</i></p>	<p>Army Corps of Engineers (USACE)  Regional Water Quality Control Board</p>	<p>Prior to Improvement Plan approval for each phase of the project</p>	
		<p>5-6(c) <i>Implement Mitigation Measure 10-2(c).</i></p>	<p>See Mitigation Measure 10-2(c)</p>	<p>See Mitigation Measure 10-2(c)</p>	
<b>7. Transportation and Circulation</b>					
7-1	Impacts to traffic flow from construction traffic associated with development of the project site.	<p>7-1 <i>Submit, for review and approval, a striping and signing plan with the project Improvement Plans. The plan shall include all on- and off-site traffic control devices and shall be reviewed by the County Traffic Engineer. A construction signing plan shall also be provided with the Improvement Plans for review and approval by the County Traffic Engineer.</i></p>	<p>County Traffic Engineer</p>	<p>At the time of Improvement Plan submittal</p>	

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7-2	Impacts to study intersections under the Existing Plus Project Phase 1 Conditions.	<p><i>Intersection #2) Bell Road/Richardson Drive</i></p> <p>7-2(a) <i>One of the following improvements to the Bell Road/ Richardson Drive intersection (Intersection #2) is necessary to provide adequate capacity, resulting in acceptable LOS C or better under Cumulative Plus Project conditions:</i></p> <ul style="list-style-type: none"> <li>• <i>Signalize the intersection and widen the southbound and westbound approaches as noted below to accommodate the projected 95<sup>th</sup> percentile queue lengths:</i></li> <li>• <i>Widen the westbound (Bell Road) approach to include an exclusive right-turn lane; with this improvement the westbound approach will include one left-turn lane, one through lane and one right-turn lane; or</i></li> <li>• <i>Widen the southbound (Richardson Drive) approach to include an additional left-turn lane; with this improvement the southbound approach will include one left-turn lane, and one shared through-left-right-turn lane.</i></li> </ul> <p><i>Or</i></p> <ul style="list-style-type: none"> <li>• <i>Install a one lane modern roundabout.</i></li> </ul> <p><i>This intersection is included in the improvements list outlined within the CCIP (Placer County, July 2007). Note that some of these improvements are consistent with the mitigations recommended under Existing Plus Phase 1 Conditions (MM 7-2(a)). The appropriate mitigation for the</i></p>	<p>County Department of Public Works</p> <p>County Engineering and Surveying Department</p>	When the improvement is warranted	

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		<p><i>project applicant is to fund and construct one of the above-listed improvements, either of which would reduce project impacts to a less than significant level by creating LOS C conditions. Since this improvement is included within the CIP, the project would be eligible for reimbursement/fee credit towards the CIP fees for this construction.</i></p> <p><i>Intersection #4) Bell Road/First Street</i></p> <p>7-2(b) <i>Construct a traffic signal at the intersection of Bell Road and First Street with the phase of development that will generate a project total of 240 PM peak hour vehicle trips or more. The traffic signal shall be shown on the Improvement Plans to the satisfaction of the Department of Public Works and the Engineering and Surveying Department and shall meet all current and applicable engineering standards.</i></p> <p><i>Intersection #16) New Airport Road/Bell Road</i></p> <p>7-2(c) <i>Improve the intersection of Bell Road and New Airport Road to the following standard with the phase of development that will generate a project total of 106 PM peak hour vehicle trips or more:</i></p> <ul style="list-style-type: none"> <li>• <i>Widen the New Airport southbound approach to include one left turn lane, one through lane, and one right turn lane.</i></li> </ul> <p><i>The improvements shall be shown on the Improvement Plans to the satisfaction of the DPW and ESD and shall meet all current and applicable engineering standards. Additional widening may be required</i></p>	<p>County Department of Public Works</p> <p>County Engineering and Surveying Department</p> <p>County Department of Public Works</p> <p>County Engineering and Surveying Department</p>	<p>During the phase of development that generates a project total of 240 PM peak hour vehicle trips or more</p> <p>During the phase of development that generates a project total of 106 PM peak hour vehicle trips or more</p>	





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		<p><i>Intersection #18) Bell Road/I-80 WB Ramps</i></p> <p>7-3(d)     <i>Implement Mitigation Measure 7-2(d). The Bell Road/I-80 WB Ramps intersection is included within the CCIP; therefore, the project applicant shall pay the CCIP fee, which shall reduce the project's impact to a less-than-significant level per Policy 6 of the ABCP.</i></p> <p><i>Intersection #19) Bell Road/I-80 EB Ramps</i></p> <p>7-3(e)     <i>Implement Mitigation Measure 7-2(e). The Bell Road/I-80 EB Ramps intersection is included within the CCIP; therefore, the project applicant shall pay the CCIP fee, which shall reduce the project's impact to a less-than-significant level per Policy 6 of the ABCP.</i></p>	<p>See Mitigation Measure 7-2(d)</p> <p>See Mitigation Measure 7-2(e)</p>	<p>See Mitigation Measure 7-2(d)</p> <p>See Mitigation Measure 7-2(e)</p>	
7-5	Impacts to arterial operations under the Short Term Plus Project Phase 1 Conditions.	7-5 <i>Implement Mitigation Measure 7-2(d).</i>	See Mitigation Measure 7-2(d)	See Mitigation Measure 7-2(d)	
7-6	Impacts to lane queuing under the Short Term Plus Project Phase 1 Conditions.	<p>7-6(a)     <i>Implement Mitigation Measure 7-2(d).</i></p> <p>7-6(b)     <i>Implement Mitigation Measure 7-2(d).</i></p>	<p>See Mitigation Measure 7-2(d)</p> <p>See Mitigation Measure 7-2(d)</p>	<p>See Mitigation Measure 7-2(d)</p> <p>See Mitigation Measure 7-2(d)</p>	
7-7	Impacts to study intersections	7-7 <i>Implement Mitigation Measures 7-2(a) through 7-2(e).</i>	See Mitigation Measures 7-	See Mitigation Measures 7-2(a)	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	under the Short Term Plus Project Phases 1 and 2 Conditions.		2(a) through 7-2(e)	through 7-2(e)	
7-9	Impacts to arterial operations under the Short Term Plus Project Phases 1 and 2 Conditions.	7-9 <i>Implement Mitigation Measure 7-5.</i>	See Mitigation Measure 7-5	See Mitigation Measure 7-5	
7-10	Impacts to lane queuing under the Short Term Plus Project Phases 1 and 2 Conditions.	7-10 <i>Implement Mitigation Measures 7-6(a) and (b).</i>	See Mitigation Measures 7-6(a) and 7-6(b)	See Mitigation Measures 7-6(a) and 7-6(b)	
7-11	Impacts related to emergency access and/or project access.	7-11(a) <i>The Golden Eagle Road EVA shall be installed prior to any one of the following cumulative lengths being exceeded, regardless of the number of parcels served (Per CAL FIRE Title 14, Division 1.5, Chapter 7, Subchapter 2, Article 2, Subarticle 1273.09 (Dead-End Roads):</i> <ul style="list-style-type: none"> <li>• 800 feet – parcels zoned for less than one acre;</li> <li>• 1,320 feet – parcels zoned for 1 acre to 4.99 acres;</li> <li>• 2,640 feet – parcels zoned for five acres to 19.99 acres; and</li> <li>• 5,280 feet – parcels zoned for 20 acres or larger.</li> </ul>	County Engineering and Surveying Department  CAL FIRE	Prior to any one of the cumulative lengths stated in the mitigation measure being exceeded	

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		<p><i>The design and installation of the Golden Eagle Road EVA shall be approved by CAL FIRE and Engineering and Surveying Department.</i></p> <p>7-11(b) <i>Upon completion of the Richardson Drive/Bell Road improvements outlined in Mitigation Measure 7-2(a), the project applicant shall restrict Bell Road driveway movements to right-in right-out by construction of a pork-chop median or raised median. The project applicant shall submit design-level drawings for the proposed Richardson Drive/Bell Road intersection improvements for the review and approval by Engineering and Surveying Department.</i></p>	Engineering and Surveying Department	Upon completion of the Richardson Drive/Bell Road improvements outlined in Mitigation Measure 7-2(a)	
7-13	Impacts to pedestrian and bicycle facilities.	<p>7-13 <i>Prior to Improvement Plan approval for each phase of the project, the project applicant shall ensure that the sidewalk network meets Americans with Disabilities Act accessibility requirements, subject to review and approval by the Engineering and Surveying Department and the Department of Public Works.</i></p>	County Department of Public Works County  Engineering and Surveying Department	Prior to Improvement Plan approval for each phase of the project	
7-14	Impacts resulting from inadequate parking capacity.	<p>7-14 <i>Prior to Improvement Plan approval for the Richardson Drive roadway connection to the north, the applicant shall remove the 17 proposed parallel parking spaces along the west side of Richardson Drive, south of Education Street, to the satisfaction of the Engineering and Surveying Department and the Department of Public Works. The County shall determine the feasibility of retaining three to four parking spaces on the west side of Richardson Drive immediately south of Education Street.</i></p>	County Department of Public Works County  Engineering and Surveying Department	Prior to Improvement Plan approval for the Richardson Drive roadway connection to the north	

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<b>8. Air Quality</b>						
8-1	Impacts related to fugitive particulate matter emissions and the release of NOA associated with project construction activities.	8-1(a)	<i>Prior to Improvement Plan approval for each phase of project construction, the project applicant shall submit a Construction Emission / Dust Control Plan to the PCAPCD for approval. This plan must address the minimum Administrative Requirements found in section 300 and 400 of PCAPCD Rule 228, Fugitive Dust.</i>	Placer County Air Pollution Control District (PCAPCD)	Prior to Improvement Plan approval for each phase of project construction	
		8-1(b)	<i>The project applicant shall include the following standard note on the Improvement Plans: The prime contractor shall submit to the PCAPCD a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. The inventory shall be updated, beginning 30 days after any initial work on site has begun, and shall be submitted on a monthly basis throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the PCAPCD with the anticipated construction time line including start date, and name and phone number of the property owner, project manager, and on-site foreman.</i>	PCAPCD	At the time of Improvement Plan submittal	
		8-1(c)	<i>The project applicant shall include the following standard note on the Improvement Plans: Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified to cease operations and the equipment must be repaired within 72 hours. Additional information regarding Rule 202 can</i>	PCAPCD	At the time of Improvement Plan submittal	

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		<p><i>be found at: <a href="http://www.placer.ca.gov/Departments/Air/Rules.aspx">http://www.placer.ca.gov/Departments/Air/Rules.aspx</a>.</i></p> <p>8-1(d) <i>The project applicant shall include the following standard note on the Improvement Plans: The contractor shall suspend all grading operations when fugitive dust exceeds PCAPCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40 percent opacity and not go beyond property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas they shall be controlled as to not to exceed PCAPCD Rule 228 Fugitive Dust limitations.</i></p> <p>8-1(e) <i>Prior to the approval of Improvement Plans, an enforcement plan shall be established, and submitted to the PCAPCD for review, in order to weekly evaluate project-related on-and-off- road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180-2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.</i></p> <p>8-1(f) <i>The project applicant shall include the following standard note on the Improvement Plans: During construction, no open burning of removed vegetation shall be allowed. All removed vegetative material shall be either chipped on site or taken to an appropriate disposal site.</i></p>	<p>PCAPCD</p> <p>PCAPCD</p> <p>PCAPCD</p>	<p>At the time of Improvement Plan submittal</p> <p>Prior to the approval of Improvement Plans</p> <p>At the time of Improvement Plan submittal</p>	

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		8-1(g) <i>The project applicant shall include the following standard note on the Improvement Plans: The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited.</i>	PCAPCD	At the time of Improvement Plan submittal	
		8-1(h) <i>The project applicant shall include the following standard note on the Improvement Plans: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.</i>	PCAPCD	At the time of Improvement Plan submittal	
		8-1(i) <i>The project applicant shall include the following standard note on the Improvement Plans: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.</i>	PCAPCD	At the time of Improvement Plan submittal	
		8-1(j) <i>The project applicant shall include the following standard note on the Improvement Plans: The contractor shall apply water twice daily to control dust, as required by Rule 228, Fugitive Dust, to prevent dust impacts off-site. Operational water truck(s) shall be on-site, at all times, to control fugitive dust. Construction vehicles leaving the site shall be clean or cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.</i>	PCAPCD	At the time of Improvement Plan submittal	
		8-1(k) <i>The project applicant shall include the following standard note on the Improvement Plans: During construction, the contractor shall minimize idling time to a maximum of five minutes for all diesel powered equipment.</i>	PCAPCD	At the time of Improvement Plan submittal	

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		<p>8-1(l) <i>The project applicant shall include the following standard note on the Improvement Plans: The contractor shall use CARB ultra low diesel fuel for all diesel-powered equipment. In addition, low sulfur fuel shall be utilized for all stationary equipment. The requirement may be reconsidered if the equipment manufacturer states that said use will void equipment warranties.</i></p>	PCAPCD	At the time of Improvement Plan submittal	
		<p>8-1(m) <i>The project applicant shall include the following standard note on the Improvement Plans: The contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</i></p>	PCAPCD	At the time of Improvement Plan submittal	
		<p>8-1(n) <i>The project applicant shall include the following standard note on the Improvement Plans: All on-site stationary equipment that is classified as 50 hp or greater shall either obtain a State-issued portable equipment permit or a PCAPCD-issued portable equipment permit.</i></p>	PCAPCD	At the time of Improvement Plan submittal	
		<p>8-1(o) <i>Prior to the approval of Improvement Plans, the project applicant shall provide a plan to the PCAPCD for approval by the District demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO<sub>x</sub> reduction compared to the most recent CARB 2005 fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, aftertreatment products, and/or other options as they become available.</i></p>	PCAPCD	Prior to the approval of Improvement Plans	

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8-4	Impacts related to long-term increases of criteria air pollutants.	<p>8-4     <i>Prior to Improvement Plan approval, the applicant shall show on the plans incorporation of mitigation measures to reduce the impact to the highest degree feasible. The plans shall be reviewed and approved by the Placer County Air Pollution Control District to ensure proper incorporation of mitigation measures. The mitigation measures shall include, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas.</i></li> <li>• <i>Provide secure and conveniently placed bicycle parking at parks and other facilities.</i></li> <li>• <i>Implement feasible travel demand management (TDM) measures for a project of this type. This would include coordination with regional ride-sharing organization and, provision of transit information.</i></li> <li>• <i>Only natural gas fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves should be permitted. Conventional open-hearth fireplaces should not be permitted. EPA-Certified fireplaces and fireplace inserts are 75 percent effective in reducing emissions from this source.</i></li> <li>• <i>Install exterior outlets in the front and rear of each home to promote use of electric lawn and garden equipment for landscaping.</i></li> <li>• <i>Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc. in coordination with Placer County Transit.</i></li> <li>• <i>Provide direct, safe, attractive pedestrian access from project</i></li> </ul>	PCAPCD	Prior to Improvement Plan approval	

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		<p><i>land uses to transit stops and adjacent development.</i></p> <ul style="list-style-type: none"> <li>• <i>Include shade trees near buildings to shield them from the sun's rays and reduce local air temperature and cooling energy demand.</i></li> <li>• <i>Electrify service equipment where feasible.</i></li> <li>• <i>Install energy-efficient appliances, such as water heaters, refrigerators, furnaces and boiler units that meet or exceed Title 24 requirements.</i></li> <li>• <i>Install automatic lighting on/off controls and energy-efficient lighting.</i></li> <li>• <i>Landscape trees should have low ozone-forming potential.</i></li> <li>• <i>Landscape with drought-resistant species, using groundcover rather than pavement where feasible.</i></li> <li>• <i>Provide information to homebuyers about available local electric lawn and garden equipment exchange program.</i></li> </ul> <p><i>The commercial portion of the project shall be required to apply Transportation Systems Management (TSM) measures to reduce trips. Appropriate strategies would be:</i></p> <ul style="list-style-type: none"> <li>• <i>Provide physical improvements, such as sidewalk improvements, landscaping and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel.</i></li> <li>• <i>Connect site with a regional bikeway/pedestrian trail system.</i></li> <li>• <i>Implement feasible travel demand management (TDM) measures for a project of this type. This would include coordination with regional ridesharing organizations and transit incentives program.</i></li> </ul>			



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9-1	Impacts from construction would temporarily increase noise levels during construction.	<p>9-1(a) <i>Construction activities shall comply with the Placer County Noise Ordinance.</i></p> <p>9-1(b) <i>Fixed construction equipment, which may include, but not be limited to, compressors and generators, shall be located as far away from sensitive receptors, to the extent feasible. In addition, impact tools shall be shielded or shrouded. Intake and exhaust ports of powered construction equipment shall also be muffled or shielded.</i></p> <p>9-1(c) <i>A disturbance coordinator shall be appointed for the project site who would receive any public noise-related complaints about construction equipment and practices. The disturbance coordinator shall be responsible for determining the cause of the complaint(s) and the implementation of any feasible measures to alleviate the complaint(s). The disturbance coordinator's contact information shall be posted throughout the site and adjacent public spaces.</i></p>	<p>County Planning Department</p> <p>County Planning Department</p> <p>County Planning Department</p>	<p>During construction activities</p> <p>During construction activities</p> <p>During construction activities</p>	
9-3	Potential impacts from on-site noise sources to existing sensitive receptors.	<p>9-3(a) <i>Loading and delivery activities shall be limited to daytime hours 7:00 AM to 10:00 PM.</i></p> <p>9-3(b) <i>Prior to Improvement Plan approval, a noise barrier shall be shown along the south and east boundaries of the project site to reduce impacts to affected sensitive receptors from increased parking lot noise levels determined in this DEIR (shown conceptually in Figure 9-6), for the review and approval of the County Engineer. A noise barrier six feet in height would be required (minimum) along the south and eastern property boundaries, lots 26, 27, and 28, to reduce future parking lot noise levels below the Placer County Standards. Barriers could take the</i></p>	<p>County Planning Department</p> <p>County Engineer</p>	<p>During project operation</p> <p>Prior to Improvement Plan approval</p>	

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		<p><i>form of earth berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or masonry block. Other materials may be acceptable provided they have a density of approximately four pounds per square foot.</i></p> <p>9-3(c) <i>Prior to Improvement Plan approval, the project applicant shall be responsible for designing the Central Plant to minimize the ventilation openings facing nearby residences along the project site boundaries. Any openings in the building façade shall require treatment with acoustical silencers/louvers. Additionally, any rooftop ventilation openings or stacks shall be shielded from view with building parapets and may also require treatment with acoustical silencers/louvers. The noise emitted from the mechanical equipment within the Central Plant must comply with the Placer County exterior noise standards (45 dB <math>L_{eq}</math> and 65 dB <math>L_{max}</math> respectively) at the nearest sensitive receptors.</i></p> <p>9-3(d) <i>The emergency backup generator(s) shall be installed with an acoustical enclosure and engine muffler which could reduce noise levels to compliance with the Placer County standards (50 dB <math>L_{eq}</math> daytime exterior noise level standard) at the nearest sensitive receptor.</i></p>	<p>County Planning Department</p> <p>County Planning Department</p>	<p>Prior to Improvement Plan approval</p> <p>During construction activities</p>	
9-4	Potential impacts from project implementation to new on-site sensitive receptors.	9-4(a) <i>Prior to Improvement Plan approval, a noise barrier shall be shown along the boundary of Lot 8 and Lot 19 to reduce impacts to affected sensitive receptors from loading dock noise levels determined in this DEIR (shown conceptually in Figure 9-6), for the review and approval of the County Engineer. A noise barrier six feet in height would be required (minimum) along the boundaries of Lot 8 and Lot 19 and wrap along the north side of Lot 8 to shield the rear year lot of Villa F. Barriers could take the form of earth berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or</i>	County Engineer	Prior to Improvement Plan approval	

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		<p><i>masonry block. Other materials may be acceptable provided they have a density of approximately four pounds per square foot.</i></p> <p>9-4(b)     <i>Implement Mitigation Measure 9-3(a).</i></p> <p>9-4(c)     <i>Implement Mitigation Measure 9-3(c).</i></p> <p>9-4(d)     <i>Prior to Improvement Plan approval, the project improvement plans shall show a setback distance of 130 feet from the tennis court, as measured from the center of the tennis court, to the nearest on-site residence, for review and approval of the Community Development Resource Agency. In addition, a sign shall be posted on the tennis court, limiting tennis court usage to the hours of 7:00 a.m. to 10:00 p.m. and lighting of the tennis court shall automatically shut off at 10:00 p.m.</i></p>	<p>See Mitigation Measure 9-3(a)</p> <p>See Mitigation Measure 9-3(c)</p> <p>County Community Development Resource Agency</p>	<p>See Mitigation Measure 9-3(a)</p> <p>See Mitigation Measure 9-3(c)</p> <p>Prior to Improvement Plan approval</p>	
<b>10. Soils, Geology, and Seismicity</b>					
10-1	Risks to people and structures associated with seismic activity, including surface rupture, slope instability, and/or landslides.	<p>10-1     <i>The project applicant shall submit to the Engineering and Surveying Department (ESD), for review and approval, a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Road, pavement, and parking area design;</i></li> <li>• <i>Structural foundations, including retaining wall design (if applicable);</i></li> </ul>	<p>County Engineering and Surveying Department</p> <p>County Building Department</p>	Prior to Improvement Plan approval	

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		<ul style="list-style-type: none"> <li>• Grading practices;</li> <li>• Erosion/winterization;</li> <li>• Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and</li> <li>• Slope stability.</li> </ul> <p><i>Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Department for their use. If the soils report indicates the presence of critically expansive or other soils problems which, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a Lot by Lot basis or on a Tract basis. This shall be so noted in the CC&amp;Rs and on the Informational Sheet filed with the Final Map(s). It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.</i></p>			
10-2	Risks associated with erosion (loss of topsoil) and/or sedimentation.	<p><i>10-2(a) The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at</i></p>	County Engineering and Surveying Department	Prior to Improvement Plan approval	

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		<p><i>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. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or DRC review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD prior to acceptance by the County of site improvements.</i></p>			
		<p>10-2(b) <i>All proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or 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 2:1 (horizontal:vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) concurs with said recommendation.</i></p> <p><i>The applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with</i></p>	<p>County Development Review Committee (DRC)</p> <p>County Engineering and Surveying Department</p>	<p>Prior to Improvement Plan approval</p>	

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		<p><i>project Improvement Plans. It is the applicant's responsibility to assure proper installation and maintenance of erosion control/winterization during project construction. Where soil stockpiling or borrow areas are to remain for more than one construction season, proper erosion control measures shall be applied as specified in the Improvement Plans/Grading Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the ESD.</i></p> <p><i>The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.</i></p> <p><i>If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.</i></p>			

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		<p>10-2(c) <i>Water quality Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Engineering and Surveying Department (ESD)). Construction (temporary) BMPs for the project could include, but are not limited to, the following: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Straw Bale Barriers (SE-9), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), revegetation techniques, dust control measures, and concrete washout areas.</i></p> <p>10-2(d) <i>Projects with ground disturbance exceeding one acre that are subject to construction stormwater quality permit requirements of the National Pollutant Discharge Elimination System (NPDES) program shall obtain such permit from the State Water Resources Control Board and shall provide to the Engineering and Surveying Department evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to start of construction.</i></p> <p>10-2(e) <i>Stockpiling and/or vehicle staging areas shall be identified on the Improvement Plans and located as far as practical from existing dwellings and protected resources in the area.</i></p>	<p>County Engineering and Surveying Department</p> <p>State Water Resources Control Board</p> <p>County Engineering and Surveying Department</p> <p>County Engineering and Surveying Department</p>	<p>Prior to Improvement Plan approval</p> <p>Prior to start of construction activities</p> <p>Prior to Improvement Plan approval</p>	
10-3	Loss of structural support due to liquefaction.	10-3 <i>Implement Mitigation Measure 10-1.</i>	See Mitigation Measure 10-1	See Mitigation Measure 10-1	

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10-4	Impacts related to damage from expansive soils on-site.	<p><i>10-4(a) Implement Mitigation Measure 10-1.</i></p> <p><i>10-4(b) The preliminary geotechnical engineering report performed by Holdrege &amp; Kull, dated August 14, 2008, indicated the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects.</i></p> <p><i>For non-pad graded lots, prior to Improvement Plan approval the applicant shall submit to the Engineering and Surveying Department (ESD) for review and approval, a soil investigation of each lot in the subdivision produced by a California Registered Civil or Geotechnical Engineer (Section 17953-17955 California Health and Safety Code).</i></p> <p><i>The soil investigations shall include recommended corrective action that is likely to prevent structural damage to each proposed dwelling. In addition, the applicant shall include in the Development Notebook or modify the Development Notebook to include the soil problems encountered on each specific lot as well as the recommended corrective actions. A note shall be included on the Improvement Plans, CC&amp;Rs, and the Informational Sheet filed with the Final Map(s), which indicates the requirements of this condition. Once approved by the ESD, two copies of the final soil investigations for each lot shall be provided to the ESD and one copy to the Building Department for their use.</i></p>	<p>See Mitigation Measure 10-1</p> <p>County Engineering and Surveying Department</p> <p>County Building Department</p>	<p>See Mitigation Measure 10-1</p> <p>Prior to Improvement Plan approval</p>	
<b>11. Hydrology and Water Quality</b>					
11-1	Project impacts to the existing drainage pattern	<p><i>11-1 Stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities. Retention/detention facilities shall be designed in accordance with the requirements of the Placer</i></p>	<p>County Engineering and Surveying</p>	<p>Prior to Improvement Plan approval</p>	

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	and increases in surface runoff.	<i>County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Department (ESD). The ESD may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event on-site detention requirements are waived, this project may be subject to payment of any in-lieu fees prescribed by County Ordinance. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</i>	Department		
11-2	Construction-related impacts to surface water quality.	<p><i>11-2(a) The location, size, and ownership of any canals (Columbia East Canal) on or adjacent to the property shall be described in the drainage report and shown on the Improvement Plans. The applicant shall provide the Engineering and Surveying Department (ESD) with a letter from the agency(s) controlling the canal(s) describing any restrictions, requirements, easements, etc. relative to construction of the project. Said letter shall be provided to the ESD prior to Improvement Plan approval. During construction, drainage from the project site shall not enter the Columbia East Canal. Measures such as temporary construction fencing shall be placed around the canal to prevent people, animals and debris from entering the canal during construction. Concurrent with the encasement and realignment of the Columbia East Canal, a trash rack and spillway shall be constructed at the downstream end of the canal. The encasement and realignment of the Columbia East Canal shall be coordinated, reviewed, and approved by the NID.</i></p> <p><i>11-2(b) Implement Mitigation Measures 10-2(a) through 10-2(e).</i></p>	<p>County Engineering and Surveying Department</p> <p>Nevada Irrigation District (NID)</p>	<p>Prior to Improvement Plan approval and during construction activities</p>	
			See Mitigation Measures 10-2(a) through	See Mitigation Measures 10-2(a) through 10-2(e)	

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			10-2(e)		
11-3	Operational water quality degradation associated with urban runoff from the project site.	<p><i>11-3(a) Water quality Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Engineering and Surveying Department [ESD]).</i></p> <p><i>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the ESD. BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to, the following: water quality inlets (TC-50), wet ponds (TC-20), detention basins (TC-22), and vegetated swales (TC-30). No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</i></p> <p><i>All BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Maintenance of these facilities shall be provided by the project owners/permittees.</i></p>	County Engineering and Surveying Department	During construction activities	

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		<p>11-3(b) <i>This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004).</i></p>	<p>County Engineering and Surveying Department</p>	<p>During construction activities</p>	
		<p>11-3(c) <i>All storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek" or other language as approved by the Engineering and Surveying Department and/or graphical icons to discourage illegal dumping. Message details, placement, and locations shall be included on the Improvement Plans. ESD-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area.</i></p>	<p>County Engineering and Surveying Department</p>	<p>During construction activities</p>	
		<p>11-3(d) <i>All stormwater runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use.</i></p>	<p>County Engineering and Surveying Department</p>	<p>During construction activities</p>	
		<p>11-3(e) <i>Materials with the potential to contaminate stormwater that are to be stored outdoors shall be placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the stormwater conveyance system, or protected by</i></p>	<p>County Engineering and Surveying Department</p>	<p>During construction activities</p>	

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		<p><i>secondary containment structures such as berms, dikes, or curbs. The storage area shall be paved to contain leaks and spills and shall have a roof or awning to minimize collection of stormwater within the secondary containment area.</i></p> <p>11-3(f) <i>Loading dock areas shall be covered and run-on and/or runoff of stormwater to the dock area shall be minimized. Direct connections to storm drains from depressed loading docks (truck wells or sumps) are prohibited.</i></p>	County Engineering and Surveying Department	During construction activities	
11-4	Exposure of people and structures to flood hazards on the project site.	<p>11-4(a) <i>Implement Mitigation Measure 11-1(a).</i></p> <p>11-4(b) <i>Show the limits of the future, unmitigated, fully developed, 100-year floodplain (after grading) for the on-site tributaries, as shown in the Preliminary Drainage Report, on the Improvement Plans and Informational Sheet(s) filed with the appropriate Final Map(s), and designate same as a building setback line unless greater setbacks are required by other conditions contained herein.</i></p> <p>11-4(c) <i>The drainage report shall demonstrate that the proposed project will not increase the 100-year floodplain water surface elevation upstream or downstream of the project area.</i></p> <p>11-4(d) <i>Proposed channel/swale construction and/or improvements shall be designed in accordance with the Placer County Flood Control and Water Conservation District's Storm Water Management Manual.</i></p>	<p>See Mitigation Measure 11-1(a)</p> <p>County Engineering and Surveying Department</p> <p>County Engineering and Surveying Department</p> <p>Placer County Flood Control and Water Conservation</p>	<p>See Mitigation Measure 11-1(a)</p> <p>Show on Improvement Plans and Final Maps</p> <p>Prior to Improvement Plan approval</p> <p>Prior to Improvement Plan approval</p>	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
			District		
<b>12. Public Services and Utilities</b>					
12-1	Adequate water supply and delivery to the proposed project.	<p><i>12-1(a) Prior to Improvement Plan approval, the project applicant shall submit to the Environmental Health Services Department a “will-serve” letter or a letter of availability from NID for domestic water service. The applicant shall connect the project to this treated domestic water supply.</i></p> <p><i>12-1(b) Prior to Improvement Plan approval for the initial development, NID shall provide a will-serve letter stating that the required fire flow is available for fire protection services to the project, to the satisfaction of the servicing fire district and the County. If an alternative water source to NID is proposed, then prior to Improvement Plan approval, the alternative water source shall meet the required fire flows for fire protection services to the project, to the satisfaction of the servicing fire district and the County, and may require additional environmental review.</i></p>	<p>County Environmental Health Services Department</p> <p>NID</p> <p>Placer County Fire District</p> <p>CAL FIRE</p>	<p>Prior to Improvement Plan approval</p> <p>Prior to Improvement Plan approval for the initial development</p>	
12-2	Increased demand for wastewater disposal.	<p><i>Conveyance</i></p> <p><i>12-2(a) Prior to Improvement Plan approval of the phase of development with a sewer tributary to the Joeger Road Lift Station, the project applicant shall provide a sewer study and Lift Station Design Report for the upsizing of the Joeger Road Lift Station to accommodate the buildout flows of the Joeger Road Lift Station tributary area for review and approval by the Facility Services Department, Environmental Engineering Division. The project shall upsize the Joeger Road Lift Station to Placer County standards. The sewer study shall describe the</i></p>	County Facility Services Department, Environmental Engineering Division	Prior to Improvement Plan approval of the phase of development with a sewer tributary to the Joeger Road Lift	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>average daily dry weather and peak wet weather wastewater generation from the site, the ultimate sewer shed area and the methodology used to derive the estimates. The applicant shall be responsible for upsizing upstream and downstream pipes to accommodate built-out flows when they are impacted due to the additional flow to the Joeger Road Lift Station from the project.</i></p> <p><i>Prior to approval of the lift station design for the upsizing of the Joeger Road Lift Station, the project applicant may elect to conduct additional flow monitoring of the Joeger Road Lift Station. The method of monitoring is subject to the review and approval of the Facility Services Department, Environmental Engineering Division. The results of the additional flow monitoring analysis may be used in lieu of the data used in the sewer study to design the upsizing of the Joeger Road Lift Station to accommodate buildout flows to the lift station.</i></p> <p><i>If necessary improvements to the Joeger Road Lift Station are determined to be infeasible based on the Lift Station Design Report, the applicant shall provide a sewer study and Lift Station Design Report for an on-site lift station for the review and subject to final determination by the Facility Services Department, Environmental Engineering Division.</i></p> <p><i>12-2 (b) Prior to Improvement Plan approval, the project applicant shall submit a sewer study to the Facility Services Department, Environmental Engineering Division for review and approval of each phase of the project, which at a minimum shall include the project phase description, number of EDUs, ADWF, and PWWF. The sewer study shall identify which sections of off-site sewer pipe need to be upsized to accommodate the phase. The required sewer pipe improvements shall be shown on the</i></p>	<p>Facility Services Department, Environmental Engineering Division</p>	<p>Station and Prior to approval of the lift station design for the upsizing of the Joeger Road Lift Station</p> <p>Prior to Improvement Plan approval</p>	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Improvement Plans for each phase. The applicant shall be responsible for the cost of constructing needed improvements.</i></p> <p><i>Treatment</i></p> <p>12-2(c) <i>Prior to Improvement Plan approval the applicant shall be required to implement an off-site mitigation program to offset the project's increase in peak wet weather flow from the project. The off-site mitigation program shall be coordinated and approved by the Placer County Facility Services Department, Environmental Engineering Division. The off-site mitigation program will replace and/or rehabilitate sewer infrastructure to, in effect, create capacity within the existing system equivalent to this project's peak wet weather flows as determined by the Facility Services Department, Environmental Engineering Division. Projects shall be completed by the applicant and approved by the Facility Services Department, Environmental Engineering Division prior to issuance of a sewer "will-serve" letter.</i></p> <p>12-2(d) <i>Sewer connection fees shall be paid at the time of sewer permit issuance. The connection fee is used to offset the project's increase in capacity at the SMD-1 WWTP. The actual fees paid shall be those in effect at the time the payment occurs.</i></p>	<p>Facility Services Department, Environmental Engineering Division</p> <p>Facility Services Department, Environmental Engineering Division</p>	<p>Prior to Improvement Plan approval and</p> <p>Prior to issuance of a sewer "will-serve" letter</p> <p>At the time of sewer permit issuance</p>	
12-3	Adequate fire protection and emergency medical services	12-3 <i>The project applicant shall provide the Engineering and Surveying Department with a letter from the appropriate fire protection district describing conditions under which service will be provided to this project. Said letter shall be provided prior to Improvement Plan approval</i>	County Engineering and Surveying Department	Prior to Improvement Plan approval	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	for the proposed project.	<i>and a fire protection district representative's signature shall be provided on the plans.</i>			
12-4	Adequate law enforcement services.	<p><i>12-4(a) Prior to Improvement Plan approval, the applicant shall provide the DRC with proof of notification (in the form of a written notice or letter) of the proposed project to the Placer County Sherriff's Office.</i></p> <p><i>12-4(b) Prior to Improvement Plan approval for each phase of development, the Sheriff's Department shall review and approve the design relating to safety and provide a copy of their approval to the ESD. Potential crime problems dealing with circulation systems and structures may be reduced by utilizing the concepts of Crime Prevention Through Environmental Design. Development design shall consider the effect on features that could encourage criminal activity and work to eliminate such features.</i></p>	<p>DRC</p> <p>County Sheriff's Department</p> <p>County Engineering and Surveying Department</p>	<p>Prior to Improvement Plan approval</p> <p>Prior to Improvement Plan approval for each phase of development</p>	
12-7	Impacts to school services and facilities.	<i>12-7 Prior to building permit issuance, the project applicant shall pay minimum statutory developer fees per SB 50, which are in effect at time of building permit issuance to provide revenue for school overcrowding and funding shortfalls.</i>	County Planning Department	Prior to building permit issuance	
<b>13. Hazardous Materials and Hazards</b>					
13-1	Impacts related to past mining activity in the project area.	<i>13-1 During site grading and excavation, discovery of substantial areas that have previously been excavated and filled, or of mining shafts, or of other unanticipated voids shall be reported to the Placer County Environmental Health Services Department. A qualified geotechnical engineer shall consult with the Placer County Environmental Health Services Department and determine whether additional geotechnical studies are required. If so, all recommendations of the geotechnical expert shall be implemented in the final project design and prior to Final Map approval.</i>	County Environmental Health Services Department	<p>During site grading and excavation</p> <p>and</p> <p>Prior to Final Map approval</p>	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
13-2	Impacts related to exposure of people to asbestos and lead-based paint.	<p><i>13-2(a) Prior to the approval of a demolition permit, the project applicant shall provide the Planning Department and the Environmental Health Services Department with a detailed assessment pertaining to the potential presence of asbestos-containing materials in the on-site structure. If asbestos-containing materials are not detected, further mitigation shall not be required. If asbestos-containing materials are detected, the applicant shall prepare and implement an asbestos abatement plan consistent with federal, State, and local standards, subject to the review and approval of the Planning Department prior to the issuance of a demolition permit.</i></p>	<p>County Planning Department</p> <p>County Environmental Health Services Department</p>	<p>Prior to the approval of a demolition permit</p> <p>During removal of the existing asbestos cement pipe within the off-site sewer alignment</p> <p>Prior to the approval of a demolition permit</p>	
		<p><i>13-2(b) During removal of the existing asbestos cement pipe within the off-site sewer alignment, under the oversight of the Environmental Health Services Department, a licensed asbestos abatement consultant or Certified Inspector shall be retained by the contractor during all asbestos cement pipe removal to provide recommendations or suggestions regarding maintaining the pipe in a non-friable state, and generally supervise the removal operation. If any pipe becomes friable, the licensed asbestos abatement consultant or Certified Inspector shall conduct perimeter air monitoring, and ensure proper disposal of the friable asbestos. In addition, if more than 260 linear feet of pipe is removed that becomes friable, a NESHAPs notification shall be filed.</i></p>	<p>County Environmental Health Services Department</p>		
		<p><i>13-2(c) Prior to the approval of a demolition permit, the project applicant shall provide the Planning Department and the Environmental Health Services Department with a detailed assessment pertaining to the potential presence of lead-based paint in the on-site structure. If lead-based paint is not detected in the assessment, further mitigation shall not be required. If such paint is found, all loose and peeling paint shall be removed and</i></p>	<p>County Planning Department</p> <p>County Environmental</p>		

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>disposed of by a licensed and certified lead paint removal contractor, in accordance federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to review approval of the Planning Department, prior to the issuance of a demolition permit.</i>	Health Services Department		
13-3	Impacts related to exposure of project residents or the surrounding population to chemical hazards or construction hazards.	13-3 <i>If blasting is required for the installation of site improvements, the developer shall comply with applicable County Ordinances that relate to blasting and shall use only State-licensed contractors to conduct blasting operations.</i>	County Planning Department	During the installation of site improvements	
<b>15. Cumulative Impacts and Other CEQA Sections</b>					
15-4	Impacts to intersections under Cumulative Plus Project Conditions.	<i>Intersection #1) Dry Creek Road/Richardson Drive</i>  15-4(a) <i>The following improvement is necessary to improve the LOS for the Dry Creek Road/Richardson Drive intersection (Intersection #1) to LOS C or better under Cumulative Plus Project conditions:</i>  <ul style="list-style-type: none"> <li>• <i>Convert the TWSC intersection to AWSC intersection.</i></li> </ul>	County Department of Public Works  County Engineering	Pay CCIP fee at time of building permit issuance	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
			and Surveying Department		
		<i>Intersection #2) Bell Road/Richardson Drive</i>			
		<i>15-4(b) Implement Mitigation Measure 7-2(a).</i>	See Mitigation Measure 7-2(a)	See Mitigation Measure 7-2(a)	
		<i>Intersection #4) Bell Road/First Street</i>			
		<i>15-4(c) Implement Mitigation Measure 7-2(b).</i>	See Mitigation Measure 7-2(b)	See Mitigation Measure 7-2(b)	
		<i>Intersection #16) New Airport Road/Bell Road</i>			
		<i>15-4(d) Implement Mitigation Measure 7-2(c).</i>	See Mitigation Measure 7-2(c)	See Mitigation Measure 7-2(c)	
		<i>Intersection #17) Bell Road/Bowman Road</i>			
		<i>15-4(e) Implement Mitigation Measure 7-2(d).</i>	See Mitigation Measure 7-2(d)	See Mitigation Measure 7-2(d)	
		<i>Intersection #18) Bell Road/I-80 WB Ramps</i>			
		<i>15-4(f) Implement Mitigation Measure 7-2(d).</i>	See Mitigation Measure 7-2(d)	See Mitigation Measure 7-2(d)	
		<i>Intersection #19) Bell Road/I-80 EB Ramps</i>			
		<i>15-4(g) The following improvements are necessary to improve the LOS for the Bell Road/I-80 EB Ramps intersection (Intersection #19) to acceptable LOS D or better under Cumulative Plus Project conditions:</i>	County Department of Public Works	When the improvement is warranted	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> <li>• <i>Signalize the intersection;</i></li> <li>• <i>Widen the eastbound (Bell Road) approach to include an exclusive left-turn lane; with this improvement the eastbound approach will include one left-turn lane, and one shared left-through lane. CCIP notes that Bell Road at I-80 will be widened to 4+ lanes; or</i></li> <li>• <i>Install a modern roundabout.</i></li> </ul> <p><i>The Bell Road/I-80 EB Ramps intersection is included within the CCIP; therefore, the project applicant shall pay the CIP fee, which shall reduce the project's impact to a less-than-significant level per Policy 6 of the ABCP. It should be noted that some of these improvements are required under Existing Plus Project Phase 1 Conditions (MM 7-2(e)).</i></p>	County Engineering and Surveying Department		
15-6	Impacts to arterial segments under Cumulative Plus Project Conditions.	<p><i>Northbound SR 49 (Between Willow Creek Drive and Bell Road)</i></p> <p>15-6      <i>Implement Mitigation Measure 7-2(d).</i></p>	See Mitigation Measure 7-2(d)	See Mitigation Measure 7-2(d)	
15-7	Impacts to lane queuing under Cumulative Plus Project Conditions.	<p><i>Northbound Left at the Intersection of SR 49/Dry Creek Road</i></p> <p>15-7(a)      <i>Implement Mitigation Measure 7-6(a)</i></p> <p><i>Southbound Left at the Intersection of SR 49/Dry Creek Road</i></p> <p>15-7(b)      <i>Implement Mitigation Measure 7-2(d).</i></p>	See Mitigation Measure 7-6(a)	See Mitigation Measure 7-6(a)	
			See Mitigation Measure 7-2(d)	See Mitigation Measure 7-2(d)	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>Northbound Left at the Intersection of SR 49/Willow Creek Drive</i>			
		15-7(c) <i>Implement Mitigation Measure 7-2(d).</i>	See Mitigation Measure 7-2(d)	See Mitigation Measure 7-2(d)	
15-8	Cumulative impacts to regional air quality.	15-8(a) <i>Low- or No-VOC paints, adhesives and sealants shall be used during the construction of all proposed onsite structures.</i>	County Building Department	During the construction of all proposed onsite structures	
		15-8(b) <i>In order to mitigate the project's contribution to long-term emission of pollutants, the applicant shall:</i>  <i>Participate in the PCAPCD Off-site Mitigation Program by paying the equivalent amount of money that is equal to the project's contribution of pollutants (ROG and NO<sub>x</sub>) that exceed the cumulative threshold of 10 lbs/day. The estimated total amount of excessive ROG for this project is 7.05 tons (87.46 lbs/day – 10 lbs/day = 77.46 lbs/day x 182 days = 14,097.7 lbs/year / 2,000 lbs/ton = 7.05 tons/year), and the estimated total amount of excessive NO<sub>x</sub> for this project is 1.50 tons (26.45 lbs/day – 10 lbs/day = 16.45 lbs/day x 182 days = 2,993.9 lbs/year / 2,000 lbs/ton = 1.50 tons/year). The estimated payment for the proposed project is \$127,127 based on the amount of \$14,300 per ton (7.05 tons ROG + 1.50 tons NO<sub>x</sub> = 8.55 tons x 14,300 \$/ton = \$122,265. The actual amount to be paid shall be determined, per current California Air Resource Board guidelines, at the time of recordation of the Final Map. This condition shall be satisfied prior to recordation of a Final Map. The applicant requests that a portion of the cost of the project's on-site bus and NEV plug-in stations shall be credited against this mitigation fee.</i>	PCAPCD	Prior to recordation of a Final Map	

<b>MITIGATION MONITORING AND REPORTING PLAN TIMBERLINE AT AUBURN</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<p style="text-align: center;"><i>Or</i></p> <p><i>Participate in an offsite mitigation program, coordinated through the PCAPCD, to offset the project's long-term emission of pollutants. Examples include participation in a "Biomass" program, retrofitting mobile sources (i.e. busses, heavy duty diesel equipment), or any other program that is deemed acceptable by the Director of the PCAPCD. Any proposed off-site mitigation shall be located within the same region as the proposed project. The fair-share Off-site Mitigation Fee shall be adjusted accordingly.</i></p> <p>15-8(c)     <i>Implement Mitigation Measure 8-1(o).</i></p>	See Mitigation Measure 8-1(o)	See Mitigation Measure 8-1(o)	
15-9	The project could potentially result in a cumulatively considerable incremental contribution to the global production of greenhouse gases.	<p>15-9(a)     <i>Prior to Improvement Plan approval, the project applicant shall submit, for review and approval by Placer County Planning Department and the PCAPCD, building and landscaping plans that demonstrate compliance with the following mitigation measures set forth in Table 15-12:</i></p> <ul style="list-style-type: none"> <li>• <i>Landscaping plans will provide for tree planting throughout all parking areas to attain 50 percent shading of parking areas within 15 years of building permit issuance. Landscaping plans will incorporate native and/or drought-resistant species (plants, trees, and bushes) to reduce the demand for use of landscape maintenance equipment;</i></li> <li>• <i>Design buildings to be as energy efficient as possible, including the incorporation of solar energy to the maximum extent feasible and to exceed by 20 percent, to the extent feasible, all applicable Title 24 or California Energy Efficiency Standards. Where solar</i></li> </ul>	County Planning Department  PCAPCD	Prior to Improvement Plan approval	

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		<p><i>systems cannot feasibly be incorporated into the project at the outset, the building shall be constructed as “solar ready,” as described in the U.S. Department of Energy’s “A Homebuilder’s Guide to Going Solar,” available at <a href="http://www.eere.energy.gov/solar">http://www.eere.energy.gov/solar</a>;</i></p> <ul style="list-style-type: none"> <li>• <i>Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings;</i></li> <li>• <i>Install light colored “cool” roofs, cool pavements, and strategically placed shade trees;</i></li> <li>• <i>Install energy efficient heating and cooling systems, appliances and equipment, and control systems;</i></li> <li>• <i>Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting;</i></li> <li>• <i>Create water-efficient landscapes;</i></li> <li>• <i>Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</i></li> <li>• <i>Design buildings to be water-efficient. Install water-efficient fixtures and appliances;</i></li> <li>• <i>Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff;</i></li> <li>• <i>Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site);</i></li> <li>• <i>Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, and concrete, lumber, metal, and cardboard);</i></li> </ul>			

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		<ul style="list-style-type: none"> <li>• Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas;</li> <li>• Demonstrate on Improvement Plans that improved accessibility to the existing pathway infrastructure that leads to and from local services will be provided along the southern boundary of the project site;</li> <li>• Demonstrate on Improvement Plans that the site will provide maximum access and connectivity to the existing Placer County bus shelter at the entrance of the project site;</li> <li>• Limit idling time for commercial vehicles, including delivery and construction vehicles;</li> <li>• Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling);</li> <li>• For commercial uses, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking;</li> <li>• Create bicycle lanes and walking paths directed to the location of schools, parks, and other destination points; and</li> <li>• Comply with the requirements within the Regulation for the Management of High Global Warming Potential Refrigerants for Stationary Sources in order to reduce the project's potential emissions of high GWP refrigerants.</li> </ul>			

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		<p>15-9(b) <i>Prior to the issuance of building permits for the proposed project, the project applicant shall submit, for review and approval by Placer County Planning Department and the PCAPCD, building plans that demonstrate compliance with the following mitigation measures:</i></p> <ul style="list-style-type: none"> <li>• <i>All homes within the proposed project shall utilize AC units that are two points above the Seasonal Energy Efficient Ratio (SEER) energy efficiency rating in effect at the time of the approval of the Tentative Subdivision Map. Any plans submitted to the Building Division must clearly show that this condition is being met;</i></li> <li>• <i>All villas shall include “whole house fans,” as feasible. Any plans submitted to the Building Division must clearly show that this condition is being met; and</i></li> <li>• <i>All homes shall include, at the builder’s discretion, one of the following: a) a “tankless” water heater, or b) upgraded insulation in all walls and ceilings to exceed the Title 24 requirements in place at the time of building permit issuance. Any plans submitted to the Building Division must clearly show that this condition is being met.</i></li> </ul>	<p>County Planning Department</p> <p>PCAPCD</p>	<p>Prior to the issuance of building permits for the proposed project</p>	
<b>Initial Study</b>					
VIII-8	Create any health hazard or potential health hazard?	<p>MM VII.1 <i>In order to minimize potential health hazards related to mosquito breeding, the project proponent will abide by the Placer Mosquito Abatement District construction guidelines for stormwater detention systems. In order to minimize the potential for breeding mosquito disease vectors in the ponds, the project proponent will develop a Mosquito Management Plan with the Placer County Mosquito Abatement District. The project will be conditioned to allow the Placer County Mosquito</i></p>	<p>Placer Mosquito Abatement District</p>	<p>Prior to Improvement Plan approval</p>	

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		<i>Abatement District to review the Improvement Plans.</i>			
VIII-7	Otherwise substantially degrade ground water quality?	<i>MM VIII.1 If any indication of an abandoned septic system is discovered, it will be properly destroyed under permit with Environmental Health Services. If any indication of abandoned water well is discovered, it will be properly destroyed by a licensed well driller, under permit with Environmental Health Services.</i>	Environmental Health Services	Prior to Improvement Plan approval	