



**COUNTY OF PLACER**  
**Community Development/Resource Agency**

Michael J. Johnson, AICP  
Agency Director

**PLANNING  
SERVICES DIVISION**  
Paul Thompson, Deputy Director

**MEMORANDUM**

**TO:** Honorable Board of Supervisors

**FROM:** Michael J. Johnson, AICP  
Agency Director

**DATE:** January 8, 2012

**SUBJECT:** HEADQUARTER RV PARK (PCPA 20110352) - THIRD-PARTY APPEAL OF THE PLANNING COMMISSION'S APPROVAL OF A CONDITIONAL USE PERMIT, AND RECOMMENDATION FOR APPROVAL OF REZONE AND GENERAL PLAN AMENDMENT

**ACTION REQUESTED**

1. Conduct a Public Hearing to consider a third-party appeal filed by Evin and Dawn McKinney, Ron and Deirdre Conroy, and Don and Diane Tomlinson.
2. Deny the third-party appeal filed by Evin and Dawn McKinney, Ron and Deirdre Conroy, and Don and Diane Tomlinson.
3. Adopt the Mitigated Negative Declaration, including the Mitigation Monitoring Reporting Program, for the Headquarter RV Park Project
4. Uphold the Planning Commission's decision to approve a Conditional Use Permit to allow for the construction of a 51-unit recreational vehicle park.
5. Adopt a Resolution amending the Auburn/Bowman Community Plan to reconfigure the existing Commercial and Open Space land use designations as set forth in Attachment D.
6. Adopt an Ordinance approving a Rezone to reconfigure the C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor) and O (Open Space) zoning and to change the C1-UP-Dc zoning to C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic Corridor) as set forth in Attachment E.

There is no net County cost associated with these actions.

**BACKGROUND**

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

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

The applicant is also requesting the approval of an Amendment to the Auburn/Bowman Community Plan to reconfigure the community plan land use designations on the subject property. The applicant proposes to transfer the existing undeveloped portion of the commercially zoned and designated areas to the site that will be developed as the recreational vehicle park. At the same time, the applicant proposes to transfer the Open Space zoned and designated areas from the recreational vehicle park site to those undeveloped areas that are currently zoned and designated in the Community Plan as Commercial. Essentially, this transfer would result in a trade of zoning and land use designations between the areas the applicant proposes to develop for the recreational vehicle park that are currently zoned and designated Open Space and the undeveloped areas on the subject property that are currently zoned and designated Commercial. The trade would neither increase nor decrease the commercial or open space zoning because the commercially designated areas would remain at a total of 5.18 acres and would only overlay the portions of the recreational vehicle park that would be physically developed. The remaining area would maintain the Open Space zoning and community plan land use designation. (Attachment K)

The recreational vehicle park would operate on a year-round basis, and a manager's unit that would be constructed as a part of the project would provide housing for a 24-hour on-site manager. The applicant also proposes to construct a general store that would be located above the manager's unit to accommodate guests of the recreational vehicle park. The applicant plans to construct a laundry room and on-site restrooms to accommodate park guests. Typical customers of the park would be those traveling on Interstate 80 for recreational purposes and for overnight stays during hazardous weather conditions. The park would be open 24-hours a day, and the general store would be open for limited hours depending on demand and time of season. The intent of the recreational vehicle park is to allow for short-term accommodations for park guests. For this reason, each recreational vehicle will be limited to a maximum stay of 180 days and must vacate for a minimum of seven days prior to returning to the park.

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

#### North Auburn Municipal Advisory Council

On June 12, 2012, the project was presented before the North Auburn Municipal Advisory Council as an Action Item. After a staff presentation, the Council unanimously voted to recommend approval of the proposed Amendment to the Auburn/Bowman Community Plan, Rezone and Conditional Use Permit to the Placer County Planning Commission.

#### Planning Commission Hearings

##### **August 9, 2012 Hearing**

The project was presented to the Planning Commission on August 9, 2012. At that hearing, the Commission received a presentation from staff and heard comments from the applicant and members of the community.

Concerns about the project raised at the hearing included site design, tree removal, screening from Interstate 80 and the 180-day maximum stay limitation. After discussing these issues, the Commission took action to continue the item to allow staff to further analyze the identified issues and to return to the Planning Commission with more information.

### **October 11, 2012 Hearing**

The project was presented again to the Planning Commission on October 11, 2012, where staff presented its findings of the research and analysis requested by the Planning Commission at the August 9, 2012 hearing. These findings included information related to the average length of stay for a sampling of both private and public RV parks, review of alternate site designs, site screening and the possibility of minimizing tree removal. After hearing a presentation and testimony from the applicant and from members of the public, the Planning Commission adopted a motion (3:2:2:0 with Commissioners Gray and Rocucci opposing and Commissioners Sevison and Denio absent) to adopt the Mitigated Negative Declaration, approve the Conditional Use Permit (with a maximum 180 day stay per vehicle) and to recommend approval of the Auburn/Bowman Community Plan Amendment, and Rezone. The Planning Commission's decision on the project was based on the consensus that the proposed use was appropriate for the site, given the transient nature of recreational vehicle parks and the project site's proximity to Interstate 80.

### **ANALYSIS**

#### **Amendment to the Auburn/Bowman Community Plan / Rezone / Conditional Use Permit**

The subject property comprises several parcels that total approximately 30 acres. The parcels are zoned O (Open Space) and C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor). The community plan designations for the properties are consistent with the zoning; the areas zoned Open Space have a community plan designation of Open Space; the areas zoned Neighborhood Commercial have a community plan designation of Commercial. The portions of the property that are zoned and designated commercial are located on the east side of the property and consist of two separate half-moon shaped areas that total approximately six acres. Of this area, an approximately 0.76 acre portion and a 0.93 acre portion are developed with commercial uses (golf pro shop, restaurant and associated parking), and the remaining 5.18 acres are undeveloped.

The Land Use Element of the Auburn/Bowman Community Plan includes specific policies for properties designated for commercial use. Among these is the following: no additional commercial development should be permitted north of the existing commercial area north of the Bowman interchange on Interstate 80 except as specified in this plan [III. Community Development Element; B. Land Use; 3. Policies; Specific Policies for Commercial (t.)]. The subject property is located to the north of the Bowman interchange on I-80, north of Bell Road and east of I-80. The intent of this policy is to avoid an increase in the overall amount of commercial land in this area; the proposed project is consistent with this intent. Although the project proposes a rezoning of property from Open Space to Commercial, the project also proposes the rezoning of existing commercial land to open space. The result is a no-net increase in the overall commercially designated land. On this basis, the Planning Commission concluded the proposed project is consistent with the Auburn/Bowman Community Plan because there will be no increase in the amount of commercially zoned and designated area to the north of the Auburn/Bowman interchange on I-80.

In addition to the relocation of the zoning and community plan land use designations on the property, the applicant is also requesting a rezone of the commercial areas, from C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor), to C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic Corridor). The reason for this request is that recreational vehicle parks are not allowed in the Neighborhood Commercial zone district but are allowed in the General Commercial zone district, with the approval of a Conditional Use Permit. Neighborhood Commercial zoning is the least intensive commercial zoning and is intended to provide areas for small-scale, day-to-day convenience shopping and services for residents of the immediate neighborhood, whereas General Commercial zoning is intended to provide areas for the continued use, enhancement and

development of commercial uses that would attract patrons from all areas of the community and region and should be located mainly along major transportation corridors.

While the proposed rezone would result in allowed uses that are more intensive than those allowed by the current zone district, the location of the project site is consistent with the intent of the General Commercial zone district in that it is located along a major transportation corridor (I-80 and Bell Road interchange) and would attract patrons from all areas of the community and region as it is easily accessible from a heavily traveled transportation corridor (Interstate 80). In addition, the proposed zoning and use of the site is consistent with the uses in the immediate vicinity that consist of Interstate 80, Union Pacific Railroad and industrial uses.

As required by the C2 (General Commercial) zoning, a Conditional Use Permit is required for the establishment of a recreational vehicle park. The Planning Commission concluded that the establishment of the proposed use would not be detrimental to people working or residing in the neighborhood of the proposed park as the subject property is bounded by industrial uses to the south, the Union Pacific Railroad to the east, Interstate 80 to the west and property owned by the applicant and zoned Open Space to the north. The use is also consistent with the intent of the General Commercial zone district in that it would attract patrons from all areas of the community and region as it is easily accessible from a heavily traveled transportation corridor (Interstate 80). The Planning Commission included Conditions of Approval that ensure that the findings required for approval of the Conditional Use Permit are met.

### **Environmental Analysis**

Consistent with the requirements of the California Environmental Quality Act, a Mitigated Negative Declaration (Attachment L) was prepared for the proposed project. Environmental issues discussed in the environmental document include: Aesthetics, Air Quality, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality and Transportation and Traffic. The Mitigated Negative Declaration concludes that, with the implementation of mitigation measures included in the document, environmental impacts will be reduced to less than significant levels.

### **APPEAL**

On October 22, 2012, Evin and Dawn McKinney, Ron and Deirdre Conroy, and Diane and Don Tomlinson submitted an appeal (Attachment B) of the Planning Commission's decision to approve the Conditional Use Permit and to recommend approval to the Board of Supervisors of the General Plan Amendment and Rezone and adoption of the Mitigated Negative Declaration for the Headquarter House Recreational Vehicle Park. The Appellants contend in their appeal that several impacts may result from implementation of the proposed project, including negative impacts to a scenic corridor, noise impacts and traffic impacts. In addition, the appellants state that the proposed project would be inconsistent with the Auburn/Bowman Community Plan and would encourage permanent residency with a 180-day maximum stay limitation.

### Impacts to Scenic Corridor

The appellant's state that the proposed recreational vehicle park will have significant adverse affects on the Interstate 80 scenic corridor. The appellant's cite portions of the Mitigated Negative Declaration prepared for the project to support this statement.

Section I. (Aesthetics) of the MND states that "...recreational vehicles parked on site also may be visible to travelers on Interstate 80. For this reason, the project has the potential to have a substantial adverse effect on a scenic vista." While the Mitigated Negative Declaration acknowledges that the proposed project may have an adverse impact to a scenic vista, the Mitigated Negative Declaration also provides appropriate Mitigation Measures that would reduce the visual impacts to the Interstate 80 scenic corridor to a less than significant level. The mitigation measures include the requirement for Design/Site review of the project prior to improvement plan approval. The Design/Site review process will ensure that appropriate screening for the proposed project will be implemented with the construction of the project.

This screening requirement will include placement of vegetative screening by the planting of native trees along the boundary of the project and Musso Road and other appropriate screening areas on site. In addition to these requirements, the topography of the project site provides natural screening of the proposed recreational vehicle park in that a good portion of the project site is lower in elevation to Musso Road, creating a bank along the perimeter of the project site abutting Musso Road that acts as a visual barrier to the recreational vehicle park. For these reasons, the Planning Commission determined that the Mitigated Negative Declaration adequately addressed impacts to the scenic corridor with appropriate mitigation measures.

#### Noise Impacts

The appellant's state in their appeal that the proposed RV park has the potential to create significant noise impacts to the neighborhoods surrounding the park. In particular, the appellant's argue that the proximity of the recreational vehicle park to the adjacent Union Pacific Railroad would encourage the use of off-road vehicles near the train tracks and that this would create safety and noise impacts to neighboring residents.

Section XII. (Noise) of the Mitigated Negative Declaration discusses noise impacts associated with the proposed project. The Mitigated Negative Declaration determined that noise impacts resulting from the proposed project would result from an increase in ambient noise levels with the construction of the project. As a result, a condition of approval for the proposed project has been included related to project construction for the purposes of minimizing noise disturbance during project development. However, apart from noise generated by the construction of the project, it was determined that the proposed project would not create significant noise impacts to surrounding property owners.

#### Traffic Impacts

The appellants state that traffic impacts resulting from the proposed project were not adequately addressed in the Mitigated Negative Declaration for the project. The appellants cite the wait time at the westbound off-ramp from Interstate-80 onto Bell Road as being inadequately reviewed and addressed in the Mitigated Negative Declaration, and suggest that a more accurate analysis of traffic in this area would result in major safety concerns for those persons trying to turn left from the off-ramp to drive towards the project site.

Section XVI. (Transportation and Traffic) of the Mitigated Negative Declaration discusses possible traffic impacts that would result from the implementation of the proposed project. This included a discussion of the traffic study that was prepared for the proposed project, including impacts to surrounding intersections such as the intersection of the Interstate 80 westbound off-ramp and Bell Road. Preparation of the Mitigated Negative Declaration resulted in the determination that the impacts to this intersection resulting from the implementation of the proposed project were not significant. However, impacts to the Interstate 80 and eastbound off-ramp were determined to be cumulatively significant.

A mitigation measure was included in the Mitigated Negative Declaration that will require that the project contribute its fair share to interchange improvements by paying adopted fees. As a result, traffic impacts were determined to be less than significant. In its analysis, the Planning Commission concluded that traffic issues were in fact adequately addressed, and that the identified mitigation measures were appropriate.

#### Auburn/Bowman Community Plan Consistency

The appellants state that the proposed project is inconsistent with the Auburn/Bowman Community Plan.

As stated above, the relocation of the commercially zoned areas to overlay the proposed recreational vehicle park development would be consistent with the Auburn/Bowman Community Plan because the acreage of the commercially zoned areas would not be increased. Further, the Development Review Committee has determined that this relocation of the commercially zoned areas is consistent with the

Auburn/Bowman Community Plan because development of this area would result in lesser visual impacts to the Auburn/Bowman scenic corridor than the existing commercially zoned areas. This is due to the topography of the existing commercially zoned property because it is much steeper than the proposed development area and as a result, more visible to surrounding properties and scenic corridors. It should also be noted that, due to the steep elevation of the existing commercial areas, the relocation of the commercial zoning would minimize impacts to vegetation by reducing the amount of tree removal and grading.

Finally, at October 11, 2012 Planning Commission hearing, the Planning Commission determined that the proposed Rezone, Community Plan Amendment and Conditional Use Permit were consistent with the Auburn/Bowman Community Plan. This determination was made based on reasoning that impacts resulting from the relocation of the Commercially zoned and designated acreage in comparison to impacts that would result from development of the existing Commercial zoned/designated areas were essentially neutral. In addition, the Commission stated that all areas included in the Rezone and Community Plan Amendment were located in similar areas, in the much of the proposed development would remain towards the back of the property, where the existing Commercial areas are currently located, and that some Open Space acreage would remain located towards the front of the property to provide a visual buffer of the site.

#### Length of stay

As part of its approval, the Planning Commission took action to approve a 180-day maximum length of stay for the recreational vehicle park, with a requirement that recreational vehicles vacate the park for a minimum of seven days prior to returning. The appellants state that the maximum length of stay should be reduced to 60 days because a 180-day length of stay would be likely to encourage permanent residency of the recreational vehicle park and because the approved length of stay could restrict access to the park for potential short-term customers. In addition, the appellant's state that the removal period for the recreational vehicles should be a minimum of 60 days.

The staff report prepared for the October 11, 2012 hearing included findings made by staff resulting from research conducted on the maximum length of stay for private and public recreational parks. A survey of these parks included those located within Placer County as well as several parks located throughout California and some located out-of-state. These findings concluded that the majority of public parks had a maximum length of stay ranging from seven and thirty days with most parks having a 30 day per calendar year limitation, while private parks had much longer maximums for length of stay, ranging from a three week limitation to no limitation on the length of stay.

#### **CONCLUSION**

In its analysis of the issues raised by the appellant, staff could find no validity in any of the assertions included in the appeal. As described in this report, the Mitigated Negative Declaration that was prepared for the project adequately addressed environmental issues that would result from the implementation of the project. The Planning Commission, after conducting a public hearing and considering the testimony of the applicant and public, concluded that the project was appropriate for the subject property and the surrounding area, and the Planning Commission took action to approve the Conditional Use Permit and to recommend approval to the Board of Supervisors of the Rezone and General Plan Amendment to the Auburn/Bowman Community Plan and the adoption of the Mitigated Negative Declaration. Staff recommends the Board deny the appeal, uphold the approval of the Conditional Use Permit, approve the Rezone and General Plan Amendment and adopt the Mitigated Negative Declaration.

#### **RECOMMENDATION**

Staff recommends that the Board of Supervisors take the following action:

1. Deny the third-party appeal filed by Evin and Dawn McKinney, Ron and Deirdre Conroy, and Don and Diane Tomlinson.

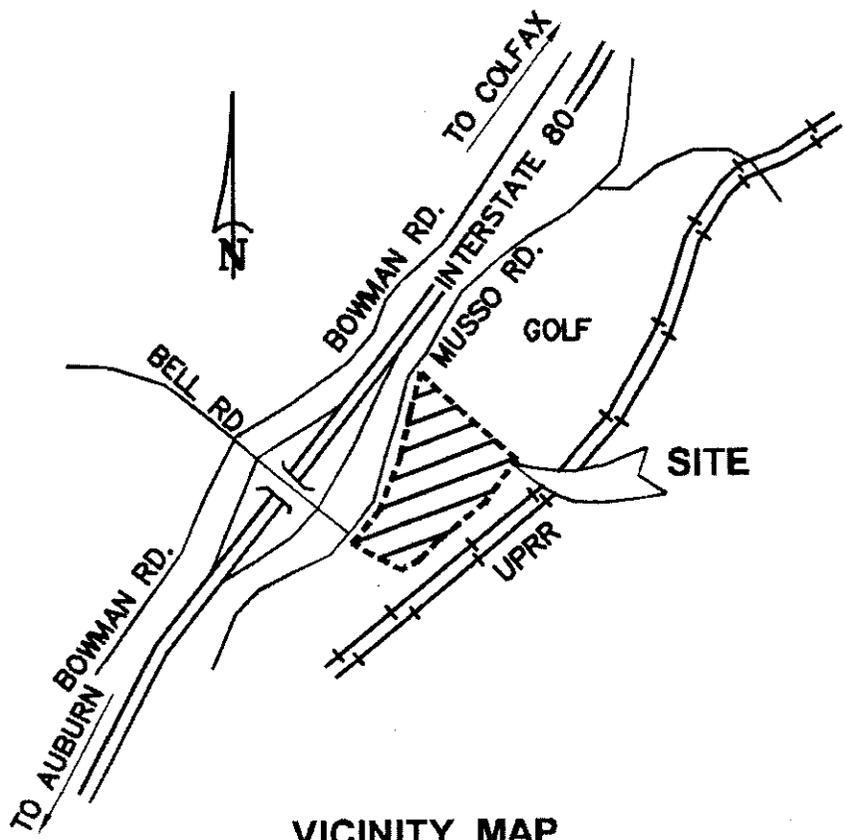
2. Adopt the Mitigated Negative Declaration including the Mitigation Monitoring Program for the Headquarter RV Park Project based on the following findings:
  - A. The Mitigated Negative Declaration for the Headquarter Recreational Vehicle Park project has been prepared as required by law. With the incorporation of all mitigation measures, the project is not expected to cause any significant adverse impacts.
  - B. There is no substantial evidence in the record as a whole that the project as revised and mitigated may have a significant effect on the environment.
  - C. The Mitigated Negative Declaration as adopted for the project reflects the independent judgment and analysis of Placer County which has exercised overall control and direction of its preparation.
  - D. The mitigation plan/mitigation monitoring program prepared for the Project is approved and adopted (Attachment L).
  - E. The custodian of records for the project is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn CA, 95603.
3. Adopt a Resolution amending the Auburn/Bowman Community Plan to reconfigure the existing Commercial and Open Space land use designations based on the following findings:
  - A. The proposed change to the Auburn/Bowman Community Plan from Commercial to Open Space and from Open Space to Commercial is consistent with the character of the area in which the project is located, to the east of Musso Road northeast of the intersection of Bell and Musso Roads.
  - B. The proposed reconfiguration of the Open Space and Commercial designations in the Auburn/Bowman Community Plan is consistent with the Auburn/Bowman Community Plan's Land Use Element policies for Commercially designated properties, which states that no additional commercial development should be permitted north of the existing commercial area north of the Bowman interchange on Interstate 80, as the Community Plan Amendment does not include an increase in Commercially designated areas.
4. Adopt an Ordinance approving a Rezone to reconfigure the C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor) and O (Open Space) zoning and to change the C1-UP-Dc zoning to C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic Corridor). APN's 053-140-043, 053-020-050, 053-031-047 and 053-140-049 are currently zoned O (Open Space) and APN's 053-031-039, 053-031-047, 053-140-030, and 053-140-033 are currently zoned both C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor) and O (Open Space) based on the following finding:
  - A. The zoning, as amended through this action, is consistent with applicable policies and requirements of the Auburn/Bowman Community Plan and is consistent with the land uses in the immediate area.
  - B. The proposed rezone would not increase the area of pre-existing commercial zoning that was located on the property and would not be contrary to the orderly development of the area.
5. Reaffirm Planning Commission's approval of a Conditional Use Permit to allow for the construction of a 51-unit recreational vehicle park subject to the Conditions of Approval for the Project attached to the staff report as Attachment F and based on the following findings:

- A. The proposed uses are consistent with all applicable provisions of Placer County Code, Chapter 17, Placer County Zoning Ordinance and any applicable provisions of other chapters in this code. The proposed project is consistent with the standards set forth by the General Commercial Zone district of the Placer County Zoning Ordinance.
- B. The proposed use is consistent with applicable policies and requirements of the Placer County General Plan and the Auburn/Bowman Community Plan.
- C. The establishment, maintenance or operation of the proposed uses will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, nor will it be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County.
- D. The proposed use is consistent with the character of the immediate neighborhood and will not be contrary to its orderly development.
- E. The proposed use will not generate a volume of traffic beyond the design capacity of all roads providing access to the parcel, consistent with the applicable requirements of the Placer County General Plan and the Auburn/Bowman Community Plan.

**ATTACHMENTS:**

- Attachment A: 1. Vicinity Map  
2. Site Plan
- Attachment B: Appeal from and Dawn McKinney, Ron and Deirdre Conroy and Don and Diane Tomlinson
- Attachment C: Opposition Letter from Ronald Conroy
- Attachment D: Proposed Resolution
- Attachment E: Proposed Ordinance
- Attachment F: Conditions of Approval
- Attachment G: October 11, 2012 Planning Commission Staff Report
- Attachment H: Existing Zoning Map
- Attachment I: Proposed Zoning Map
- Attachment J: Existing Community Plan Land Use Designation Map
- Attachment K: Proposed Community Plan Land Use Designation Map
- Attachment L: Mitigated Negative Declaration and Mitigation Monitoring Program
- Attachment M: Correspondence

cc: Evin and Dawn McKinney, Ron and Deirdre Conroy and Don and Diane Tomlinson – Appellants  
 Old Woodside Construction – Mike Reese – Applicant  
 Michael Johnson – Community Development/Resources Agency Director  
 Paul Thompson – Deputy Director, Planning Services  
 Phil Frantz – Engineering and Surveying Department  
 Justin Hansen – Environmental Health Services  
 Karen Schwab – County Counsel



VICINITY MAP  
NTS





RECEIVED

PLACER COUNTY PLANNING SERVICES DIVISION

AUBURN OFFICE TAHOE OFFICE  
3091 County Center Dr, Auburn, CA 95603 775 North Lake Blvd., Tahoe City, CA 96145

530-745-3000/FAX 530-745-3080 PO Box 1909, Tahoe City, CA 96145  
Website : www.placer.ca.gov 530-581-6280/FAX 530-581-6282  
E-mail : planning@placer.ca.gov

CDRA RECEIVED

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CDRA

PLANNING APPEALS

The specific regulations regarding appeal procedures may be found in the Placer County Code, Chapters 16 (Subdivision), 17 (Planning and Zoning), and 18 (Environmental Review Ordinance).

-----OFFICE USE ONLY-----

Last Day to Appeal \_\_\_\_\_ (5 pm) Appeal Fee \$ 529  
Letter \_\_\_\_\_ Date Appeal Filed 10-22-12  
Oral Testimony \_\_\_\_\_ Receipt # 12-0085271  
Zoning CI-UP-DC Received by S  
Maps: 7-full size and 1 reduced for Planning Commission items Geographic Area \_\_\_\_\_

-----TO BE COMPLETED BY THE APPLICANT-----

1. Project name Headquarter House RV Park (PCPA 20110352)  
2. Appellant(s) Evin McKinney, Deirdre Conroy, Dawn McKinney, Ron Conroy, Diane Tomlinson, Don Tomlinson

(530) 878-6402  
Telephone Number Fax Number \_\_\_\_\_

Address 305 Woodside Way, Auburn, CA 95603  
City State Zip Code \_\_\_\_\_

3. Assessor's Parcel Number(s): 053-031-039, 043, 047, 053-140-030

4. Application being appealed (check all those that apply) Application Number \_\_\_\_\_

- Administrative Approval \_\_\_\_\_
- Use Permit PUPA 20110352
- Parcel Map \_\_\_\_\_
- General Plan Amendment AUBURN BOWMAN PLAN
- Specific Plan \_\_\_\_\_
- Environmental Review \_\_\_\_\_
- Minor Boundary Line Adjustment \_\_\_\_\_
- Tentative Map \_\_\_\_\_
- Variance \_\_\_\_\_
- Design Review \_\_\_\_\_
- Rezoning \_\_\_\_\_
- Rafting Permit \_\_\_\_\_
- Planning Director Interpretation \_\_\_\_\_ (date)

X Other: 1) Review Committee's decision to adopt the Mitigated Negative Declaration; 2) approval of the Conditional Use Permit with modification to change length of stay from 60 days to 180 days; 3) and the Review Committee's recommendation for the Board to approve the Rezone and amendment to the Auburn/Bowman Community Plan \_\_\_\_\_

5. Whose decision is being appealed: Planning Commission  
(see reverse)

6. Appeal to be heard by: Board of Supervisors  
(see reverse)

7. Reason for appeal (attach additional sheet if necessary and be specific):

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1) The Headquarter House RV Park project will destroy the scenic corridor. Page 5 of the revised Mitigated Negative Declaration states that views of parked recreational vehicles from Interstate 80 is considered an adverse impact on a scenic vista, and as a result, the County will require mitigation measures. At the October 11<sup>th</sup> Planning Commission hearing, in discussion among some of the commissioners and the planning director it was stated that it would be impossible to completely screen the recreational vehicles from the view of Interstate 80, or any other nearby area, nor was it desirable to do so. They stated that the property owner needed to have the project visible from the street.

2) The Development Review Committee determined that a 60-day maximum length of stay for the Headquarter Recreational Vehicle Park was appropriate. This limitation was arrived at by consideration of the applicant's request (180 days), the Planning Commission's recommendation (60 days), and the information listed on the chart on page 6 and 7 of the October 11, 2012 Staff Report. We agree with the revised Staff Report that indicated a 60-day maximum stay was appropriate. We also believe that the removal period is not sufficiently defined, and should be at least 30 days. We are extremely concerned that without a genuine and measurable restriction on length of stay, the RV Park will become a place of permanent residence for many individuals. Musso Road is already burdened with a facility consisting of trailers and RVs, currently in deplorable condition and recently under investigation by the California Department of Housing and Community Development. Also, without regular turnover there will be no spaces available for the legitimate short-term needs of visitors to the Auburn area for special events such as the Tevis Cup.

3) The change in commercial zoning is inconsistent with the intent of the authors of the Auburn/Bowman Community Plan. Area neighbors were concerned as far back as 1979 that future commercial development on the parcels would adversely affect the Auburn/Bowman Community Plan and specifically the scenic corridor. At that time Jack Parnell (previous owner of the property) agreed to open space in the front of the property as a visual buffer, and to limit the neighborhood commercial area to the back of the property. Neighbors were concerned that the zoning change in 1979 would open the door to future commercial development, as is now the case.

WE PLAN ON SUBMITTING MORE DETAILED INFORMATION WITHIN OUR 30 DAY ALLOTTED TIME PERIOD.

(If you are appealing a project condition only, please state the condition number)

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**Note:** Applicants may be required to submit additional project plans/maps.

Signature of Appellant(s) Evin McKinney, John McKinney  
Deane Tomlinson, Robert Tomlinson

**PLACER COUNTY ZONING ORDINANCE SECTION 17.60.110**

Rulings made by the below are considered by the Planning Commission:

- Planning Director (interpretations)
- Zoning Administrator
- Design/Site Review Committee
- Parcel Review Committee - other than road improvements which should be appealed to the Director of Public Works
- Environmental Review Committee

Rulings made by the Planning Commission are appealed directly to the Board of Supervisors.

Rulings made by the Development Review Committee are appealed to the hearing body having original jurisdiction

**Note: An appeal must be filed within 10 calendar days of the date of the decision. Appeals filed more than 10 days after the decision shall not be accepted by the Planning Division.**

**For exact specifications on an appeal, please refer to Section 17.60.110 of the Placer County Code.**

Scan to Michael Johnson

David

From: Ronald Conroy [rconroy@youngsmarket.com]  
Sent: Tuesday, November 13, 2012 3:51 PM  
To: Placer County Board of Supervisors  
Subject: Fwd: Planned Headquarter House R.V. Park Musso Rd.  
Attachments: Trailer Park 2.docx; ATT00001.htm

Can some please pass my email on to Jennifer Montgomery?  
I sent it to an email I got off the web-site two weeks ago and have received no response.  
Thank you

Sent from my iPhone  
Ron Conroy  
Youngs Market Co.  
Merchandising Manager  
Northern California

RECEIVED  
BOARD OF SUPERVISORS  
5 BOS Rec'd  COB  CoCo   
TSI  CEO  Other   
DB/LL  
NOV 13 2012

Begin forwarded message:

Sup D1\_\_\_Sup D4\_\_\_Aide D1\_\_\_Aide D4\_\_\_  
Sup D2\_\_\_Sup D5\_\_\_Aide D2\_\_\_Aide D5\_\_\_  
Sup D3\_\_\_Aide D3\_\_\_  57

From: Ronald Conroy <rconroy@youngsmarket.com>  
Date: October 31, 2012, 11:24:33 AM PDT  
To: "JenMonten@placer.ca.gov" <JenMonten@placer.ca.gov>  
Cc: Ronald Conroy <rconroy@youngsmarket.com>  
Subject: Planned Headquarter House R.V. Park Musso Rd.

Mrs. Montgomery,  
I would like to bring to your attention a developer's plan to put in an R.V. park on the existing Raspberry Hill 9 hole golf course on Musso Rd.  
The plans have been approved by the planning Dept. on October 11<sup>th</sup>. With very little concerns of the impact on the environment, and more on the R.V. Park itself.  
Part of this development will be a rezoning from Open space to commercial in the Auburn/Bowman Community Plan area.  
I and many residences in the area are against this plan.

It goes against the Auburn/Bowman Community plans. (Which one of the Planning Commissioners said was over 30 years old and did not matter?)  
We have filed an appeal with the County on many different points of this plan. I believe this will go to the Board for review in the very near future  
We would sure like to meet with you and go over our reason why this is not a good fit for our community.  
Please do not hesitate to give me a call and schedule a meeting so we can all meet.  
(I have attached my findings on this project.)  
Thank You for your time

Ron Conroy  
Director Of Merchandising  
916.300.1374 CELL  
rconroy@youngsmarket.com

Ron Conroy  
14650 Musso Rd.  
Auburn, Ca 916-300-1374

October 11, 2012

After reviewing the plans for the Headquarter R.V. Park on Musso Rd I have some concerns that I would like to bring to the attention of The Planning Commission.

**Pg 12 (5)** "No grading, clearing, tree disturbance shall occur until the improvement plans are approved" A great deal of grading, clearing and tree removal has already been done prior to initial projects submittal. This may have impacted raptor nesting sites.

**Pg 13 (8)** Developer has already put in a detention pond, with boxes valve and inlets. (Looking back, I wondered why he was digging a pond right adjacent to the pond he cleared of all vegetation) I believe that reason was to have a detention pond in place before he submitted the R.V. Park plans. (Photo attached)

**Pg 13 (10)** "No water quality facility construction shall be within any identified wetland area, floodplain..." Why did the owner have a large excavator on the property that cleared out at least two ponds of all wetland vegetation and any aquatic wildlife? Basically "sterilizing" the ponds. One of those ponds is directly on the proposed R.V. Park site. Was this to avoid Wetland mitigation? (Photo Attached)

**Pg 24 (40)** Sewage disposal area. Clearing has already happened to the Restaurants grey water leach field (A). A gravel access road is planned to cut next to this leach field. My knowledge of this area is that it's the wettest part of the golf course, especially in early spring after rains. The entire 8<sup>th</sup> Fairway is a ground water bog, due the elevation drop. The improvement map gives reference to a "proposed future BLA". How can the R.V. park parcel ever stand alone and be separate from the Restaurant parcel which utilizes the RV parks site for its grey water disposal?

**Pg 60 X (2, 3)** Land use and planning: Jack Parnell on August 9<sup>th</sup>, 1979 (CUP 338), stated "that in a recent zoning hearing, in order to have a commercial designation on this property, he had to, in turn, place the remainder of the property in open space. He stated that the golf course would be the open space area" Parnell negotiated commercial zoning at the back of the property and agreed to open the space in the front as a visual buffer, in keeping with maintaining an Auburn/Bowman scenic corridor. Many neighbors in attendance felt concern that the zoning change he requested would open the door to future commercial development. See: REA (420), GPA (143), CUP (042), and CUP (254).

The issue here is the RV Park should be downsized and placed in the area zoned C-1 as established through prior hearings and public input. This would have limited impact on the golf course, Restaurant, and preserve the scenic corridor and minimize grading and tree removal. An additional benefit would keep the RV Park as planned out of a drainage basin.

The mitigated Neg. Dec. states that "The trade would neither increase nor decrease either the commercial or open space zoning because the commercially designated area would remain at a total of 5.18 acres and would only overlay the portion of the recreational vehicle park that would be physically developed."

This misses the point that swapping the zoning and permitting the RV Park to be built as proposed, results in a significant and irreversible physical impact to wildlife and a dramatic visual impact on the neighborhood as well as the scenic I-80 corridor.

**Pg 61 X-7** The golf course change is very significant and will have a negative impact, keeping it hard to stay open. A big loss to low income golfers county wide.

**Pg 62 XII (1)** The Mitigated Neg. Dec. states: "A portion of the golf course and driving range would be developed as part of the proposed project, and as a result, the driving range would be relocated. The driving range, golf course and restaurant would not be otherwise affected by the implementation of the proposed project and would remain operational" The Restaurants outdoor music venue will annoy and be a point of conflict for many RV guests. Some restaurant patrons as well, will be turned off by looking down off the deck at an RV Park. The tranquil beauty of looking over green pastures at the beautiful sunset will be forever impacted. Few Restaurants can afford to have dissatisfied guests.

**Pg 62 XII (3)** Noise Issues. Many RV enthusiasts bring off road vehicles with them. Word would travel that the RV Parks close proximity to the RxR tracks as a gateway to the Sierras. This will increase noise and safety issues for residents.

**Traffic:** Any RV coming from west bound I-80 at Bell Rd. during peak traffic will wait for 5 minutes or longer or risk their lives pulling out to turn left to go across the overpass to the RV Park. The two lanes of traffic coming off east bound I-80 only have a stop sign, which rarely provides a break for safe crossing. The Mitigated Negative Declaration says expect a .1 second delay. This is grossly inaccurate in the field.

I looked on a web-site about developing RV Parks I found Bud Surles Consulting group "Leaders in R.V. Park Development" It stated "Things such as poor terrain and noise producers (Railroads, Truck routes, loud music or warehouses) can make quality recreating development risky."

Also we currently have 3 R.V. Parks within 3 miles of this proposed development. (Bell Road, Bowman Road and Highway 49) We don't need another one!

# Before the Board of Supervisors County of Placer, State of California

In the matter of:  
**A Resolution Amending the  
Auburn/Bowman Community Plan**

Resolution No.: \_\_\_\_\_

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held \_\_\_\_\_, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Attest:  
Clerk of said Board

Chair, Board of Supervisors

\_\_\_\_\_  
Clerk of the Board Signature

\_\_\_\_\_  
Chair Signature

---

BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, AS FOLLOWS:

WHEREAS, on October 11, 2012, the Placer County Planning Commission ("Planning Commission") held a public hearing to consider the Headquarter Recreational Vehicle Park project ("Headquarter Project"), including certain proposed amendments to the Auburn/Bowman Community Plan ("Community Plan"), and the Planning Commission has made recommendations to the Board of Supervisors ("Board") related thereto, and

WHEREAS, on January 8, 2013, the Board held a public hearing to consider the recommendations of the Planning Commission and to receive public input regarding the proposed amendments to the Community Plan, and

WHEREAS, the Board has reviewed the proposed amendments to the Community Plan, considered the recommendations of the Planning Commission, received and considered the written and oral comments submitted by the public thereon, and

WHEREAS, the Board has adopted a Mitigation Negative Declaration for the Headquarter Project; and

WHEREAS, the Headquarter Project proposes to reconfigure the existing Community Plan Commercial and Open Space land use designations; and

WHEREAS, Community Development Element; B.Land Use; 3. Policies; Specific Policies for Commercial proscribes the creation of additional commercial development north of the Bowman Interchange; and

WHEREAS, the Board finds that the proposed amendments are consistent with the above Community Plan policy regarding commercially designated land because the Headquarter Project proposes to reconfigure the location of the existing commercially designated areas but will not expand the overall existing total of 5.18 acres of commercially designated areas on the property; and

WHEREAS, the Board finds the proposed amendments will serve to protect and enhance the health, safety and general welfare of the residents of the Community Plan area and the County as a whole, and

WHEREAS, the Board further finds the proposed amendments are consistent with the provisions of the Placer County General Plan and other provisions of the Community Plan and are in compliance with applicable requirements of State law; and

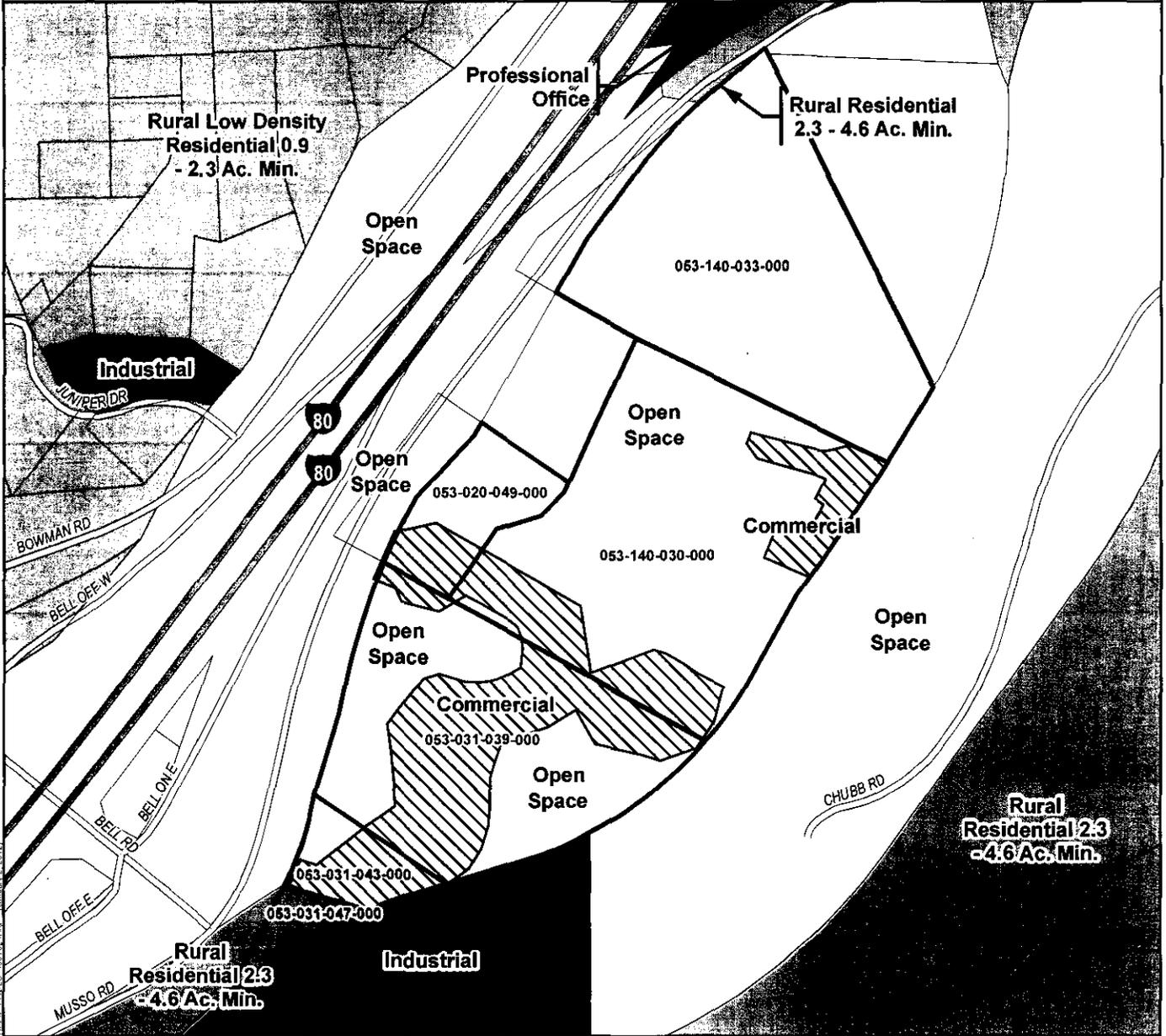
WHEREAS, notice of all hearings required has been given and all hearings have been held as required by County ordinance and State law, and

WHEREAS, the Board finds the foregoing recitals setting forth the actions of the County are true and correct.

NOW, THEREFORE, BE IT RESOLVED, the Placer County Board of Supervisors hereby amends the Community Plan to reconfigure the existing Commercial and Open Space Community Plan designations for the Headquarter Project as shown in Exhibit A, attached hereto and incorporated herein by reference.

# EXHIBIT A

## HEADQUARTER RV PARK AMENDMENT TO THE AUBURN/BOWMAN COMMUNITY PLAN PROPOSED LAND USE DESIGNATIONS



### LEGEND

 PROPOSED COMMERCIAL LAND USE DESIGNATION	 PROFESSIONAL OFFICE	 PROJECT PARCEL
 COMMERCIAL	 RURAL LOW DENSITY RESIDENTIAL 0.9 - 2.3 AC. MIN.	 PARCEL
 INDUSTRIAL	 RURAL RESIDENTIAL 2.3 - 4.6 AC. MIN.	 INTERSTATE
 OPEN SPACE		 ROADS

#### DATA DISCLAIMER:

The features on this map were prepared for geographic purposes only and are not intended to illustrate legal boundaries or supersede local ordinances. Official information concerning the features depicted on this map should be obtained from recorded documents and local governing agencies.

# Before the Board of Supervisors County of Placer, State of California

In the matter of:

**An Ordinance Rezoning Certain  
Properties identified by Assessor  
Parcel Numbers: 053-031-039,  
053-140-043, 053-031-047, 053-140-030,  
053-020-050, 053-020-049, 053-140-033**

Ordinance No.: \_\_\_\_\_

The following Ordinance was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held \_\_\_\_\_, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Attest:

Clerk of said Board

Chair, Board of Supervisors

\_\_\_\_\_  
Clerk of the Board Signature

\_\_\_\_\_  
Chair Signature

---

**THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, HERBY FINDS THE FOLLOWING RECITALS ARE TRUE AND CORRECT:**

1. On October 11, 2012, the Placer County Planning Commission ("Planning Commission") held public hearings pursuant to Sections 17.60.090.B and 17.60.090.C of the Placer County Code to consider the Headquarter Recreational Vehicle Park project ("Headquarter Project") including the rezoning of certain property within the Headquarter Project boundaries, and the Planning Commission has made recommendations to the Placer County Board of Supervisors ("Board") related thereto.

2. On January 8, 2013, the Board held a noticed public hearing to consider the recommendations of the Planning Commission and to receive public input regarding the proposed rezoning, among other issues pertaining to the Headquarter Project.
3. The Board has considered the recommendations of the Planning Commission, reviewed the Headquarter Project and the proposed rezoning, has received and considered the written and oral comments submitted by the public thereon.
4. The Board has adopted a Mitigated Negative Declaration for the Headquarter Project.
5. While the proposed rezoning will reconfigure the existing zone designations on the property which consists of open space (O) and Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor (C1-UP-Dc) and change the C1UP-Dc zoning to C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic Corridor), there will be no increase in the amount of commercially zoned land in the Auburn/Bowman Community Plan area north of the Bowman interchange.
6. The Board has determined that the proposed rezoning is consistent with the General Plan and the Auburn/Bowman Community Plan.
7. Notice of all hearings required by statute and ordinance has been given and all hearings have been held as required by statute and ordinance.

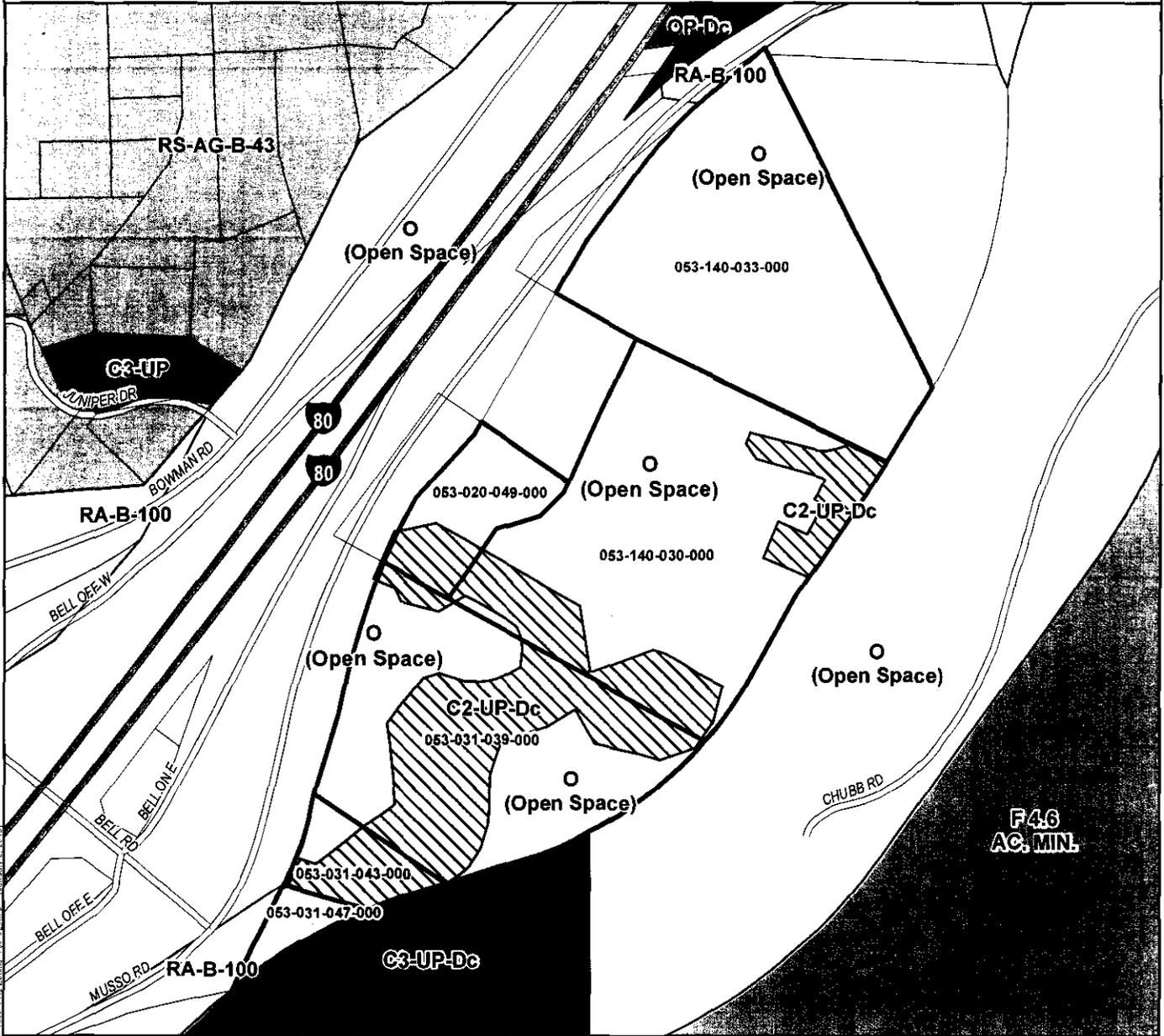
**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER**

**Section 1:** The following properties are rezoned from their respective current zoning designation(s) as shown in Exhibit A, attached hereto and incorporated herein by reference: 053-140-043, 053-031-039, 053-140-030, 053-140-033 and 053-020-049.

**Section 2:** This ordinance shall take effect and be in full force and effect thirty (30) days after its passage. The Clerk is directed to publish a summary of the ordinance within fifteen (15) days in accordance with Government Code Section 25124.

# EXHIBIT A

## HEADQUARTER RV PARK PROPOSED ZONING



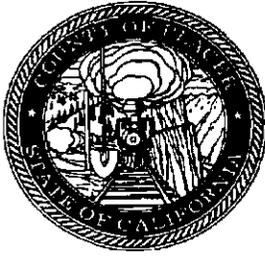
**Proposed Zoning: C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic corridor) and O (Open Space)**

### LEGEND

PROPOSED COMERCIAL ZONING (C2-UP-Dc)	O	PROJECT PARCEL
C2-UP-DC	OP-DC	PARCEL
C3-UP	RA-B-100	INTERSTATE
C3-UP-DC	RS-AG-B-43	ROADS
F 4.6 AC. MIN.		

#### DATA DISCLAIMER:

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**RECOMMENDED CONDITIONS OF APPROVAL –  
CONDITIONAL USE PERMIT "HEADQUARTER RV PARK "  
(PCPA 20110352)**

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***THE FOLLOWING CONDITIONS SHALL BE SATISFIED BY THE APPLICANT, OR AN AUTHORIZED AGENT. THE SATISFACTORY COMPLETION OF THESE REQUIREMENTS SHALL BE DETERMINED BY THE DEVELOPMENT REVIEW COMMITTEE (DRC), COUNTY SURVEYOR, AND/OR THE PLANNING COMMISSION.***

1. This Conditional Use Permit (PCPA 20110352) authorizes the construction of a 51-unit recreational vehicle (RV) park with a general store and manager's unit on a five-acre portion of an approximately 30-acre property (APN's 053-031-039, 053-140-043, 053-031-047, 053-140-030, 053-020-049, 053-020-050 and 053-140-033).

Approval of this Conditional Use Permit is contingent upon the approval by the Board of Supervisors of an Amendment to the Auburn/Bowman Community Plan to reconfigure the existing Commercial and Open Space land use designations, a Rezone to reconfigure the C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor) and O (Open Space) zoning and change the C1-UP-Dc zoning to C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic Corridor) as depicted on Attachments I and K of the 01-08-13 Board staff report.

**IMPROVEMENTS/IMPROVEMENT PLANS**

2. Landscape Plan: The Improvement Plans shall provide details of the location and specifications of all proposed landscaping and irrigation -- for the review and approval of the DRC (and Parks Division if maintenance is provided through a CSA). Said landscaping shall be installed prior to the County's acceptance of the improvements. (MMIP) (PD/DFS)

3. Concurrent with submittal of Improvement Plans, a detailed lighting and photometric plan shall be submitted to the DRC for review and approval, which include the following:

A) The site lighting plan shall demonstrate compliance with the Community Plan and the Placer County Design Guidelines. The night lighting design shall be designed to minimize impacts to adjoining and nearby land uses. No lighting is permitted on top of structures.

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B) All site lighting in parking lots shall be full cut-off design so that the light source is fully screened to minimize the impacts discussed above. Wall pack or other non cut-off lighting shall not be used.

C) Building lighting shall be shielded and downward directed such that the bulb or ballast is not visible. Lighting fixture design shall complement the building colors and materials and shall be used to light entries, soffits, covered walkways and pedestrian areas such as plazas. Roof and wall pack lighting shall not be used. Lighting intensity shall be of a level that only highlights the adjacent building area and ground area and shall not impose glare on any pedestrian or vehicular traffic.

D) Landscape lighting may be used to visually accentuate and highlight ornamental shrubs and trees adjacent to buildings and in open spaces. Lighting intensity shall be of a level that only highlights shrubs and trees and shall not impose glare on any pedestrian or vehicular traffic. (For commercial projects)  
(PD)

4. The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Department (ESD) for review and approval of each project phase. The plans shall show all conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

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

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

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Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Department two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. (MM VI.3) (ESD)

5. The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Department (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. (MM VI.4) (ESD)

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6. Staging Areas: The Improvement Plan(s) shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area. (ESD)

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

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

9. Prior to Improvement Plan approval, the Drainage Report shall evaluate the following off-site drainage facilities for condition and capacity and shall be upgraded, replaced, or mitigated as specified by the Engineering and Surveying Department: . The Improvement Plans shall provide details of the location and specifications of all proposed off-site drainage facility improvements and drainage easements to accommodate the improvements. Prior to Improvement Plan or Final Subdivision Map(s) approval, the applicant shall obtain all drainage easements and necessary permits required by outside agencies:

- A) Existing culvert under Musso Road accepting flows from the project.
- B) Two existing culverts under the two proposed encroachments onto Musso Road. (ESD)

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

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

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Department (ESD). BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to: Vegetated Swales (TC-30), Infiltration Trenches (TC-10), Extended Detention/Water Quality Basins (TC-22), Storm Drain Signage (SD-13), Sweeping and Vacuuming Pavement (SE-7), etc. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request. Failure to do so will be grounds for discretionary permit revocation. Prior to Improvement Plan or Final Subdivision Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. (MM VI.5 and MM IX.3) (ESD)

11. Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering and Surveying Department

evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees. (MM VI.6) (ESD)

12. This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. Best Management Practices (BMPs) shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004, Board Order 2003-005-DWQ) and shall be shown on the Improvement Plans. (MM VI.7) (ESD)

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

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

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

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

- A) Road, pavement, and parking area design;

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

Once approved by the Engineering and Surveying Department (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. (MM VI.1) (ESD)

17. Prior to Improvement Plan approval, 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. A representative's signature from the appropriate fire protection district shall be provided on the Improvement Plans. (ESD)

18. The Improvement Plans shall be approved by the water supply entity for water service, supply, and maintenance. The water supply entity shall submit to the Environmental Health Services Division and the Engineering and Surveying Department a "will-serve" letter or a "letter of availability" from the water district indicating that the agency has the ability and system capacity to provide the project's domestic and fire protection water quantity needs. (ESD)

19. The Improvement Plans shall include a construction signing plan and a striping and signing plan and shall include all on- and off-site traffic control devices. (ESD)

20. Prior to Improvement Plan approval, the applicant shall submit an engineer's estimate detailing costs for facilities to be constructed with the project which are intended to be County-owned or maintained. County policy requires the applicant prepare their cost estimate(s) in a format that is consistent with the Governmental Accounting Standards Board, 34th Standard (GASB 34). The engineer preparing the estimate shall use unit prices approved by the Engineering and Surveying Department for line items within the estimate. The estimate shall be in a format approved by the County and shall be consistent with the guidelines of GASB 34. (ESD)

21. Non-Motorized Multi-Purpose Trails: The Improvement Plans shall provide details of the location and specifications of all proposed non-motorized multi-purpose trails, both public and

private, for the review and approval of the Development Review Committee and Parks Division. Said trails shall be installed prior to the County's acceptance of improvements.

Trail construction shall include trail tread, drainage appurtenances, clearing, seeding, and planting as necessary for erosion control. Tread width shall be a minimum of 6' and shall be out sloped at approximately 3%. The trail tread shall be graded and compacted and not exceed 12% longitudinal slope. Water must be diverted from the trail's surface before it builds up to erosive force. To divert water, use outslopes, grade reversals, grade dips, and/or lead ditches, in conjunction with inslopes or culverts. The trail surface shall be graded native earth stabilized where necessary with decomposed granite or approved stabilizer.

Vegetation clearing adjacent to trails should be minimum 10' above ground, and 2' on each side of the trail tread. Excessive clearing is undesirable. Removal of trees should be minimized in favor of limbing, brushing, and meandering of trails around status trees. However, dead and dying trees in proximity of the trail, in the determination of the Development Review Committee and/or a professional arborist, shall be removed prior to acceptance.

The trail tread shall be located a minimum of 10 feet from the edge of pavement of the adjacent street right-of-way. The crossing of any wetland areas shall also be reviewed and approved by the Development Review Committee, Parks Division, and all appropriate state and federal regulatory agencies, and shall be bridged to provide public safety while preserving the existing wetlands habitat.(PD/DFS)

## **GRADING**

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

## **ROADS/TRAILS**

23. Where the DRC has approved additional streetlights, the following standards shall apply: All interior street lighting shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution. Other resources providing technical support include publications of the Illuminating Engineering Society of North America (IESNA) and the IESNA Lighting Handbook, Reference & Application, Ninth Edition and Recommended Practices (RP). The intent of these standards is to design a lighting system, where determined necessary that maintains public safety and security in the project area while

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curtailing the degradation of the nighttime visual environment through limiting evening light radiation and/or light spill. In addition, metal halide lighting is prohibited unless authorized by the Planning Director. All streetlighting shall be reviewed and approved by the DRC for design, location, photometrics, etc. (PD)

24. The Improvement Plans shall show the construction of the on site access road to a Minor Land Division (Plate R-1 Land Development Manual (LDM)) standard. The access road(s) and storm drainage shall be maintained by the property owner. (ESD)

25. The Improvement Plans shall show the construction of a public road entrance/driveway onto Musso Road to a Plate R-17, Land Development Manual (LMD) standard. The design speed of Musso Road shall be 35 miles per hour (mph), unless an alternate design speed is approved by the Department of Public Works (DPW). The improvements shall begin at the outside edge of any future lane(s) as directed by the DPW and the Engineering and Surveying Department (ESD). An Encroachment Permit shall be obtained by the applicant or authorized agent from ESD. The Plate R-17 structural section within the main roadway right-of-way shall be designed for a Traffic Index of 6.5, but said section shall not be less than 3 inches Asphalt Concrete (AC)/8 inches Class 2 Aggregate Base (AB) unless otherwise approved by the ESD. (ESD)

26. The Improvement Plans shall show the construction of one-half of a 32 foot road section where the project fronts Musso Road, as measured from the existing centerline thereof or as directed by the Engineering and Surveying Department (ESD) and the Department of Public Works (DPW). Additional widening and/or reconstruction may be required to improve existing structural deficiencies, accommodate auxiliary lanes, intersection geometrics, signalization, bike lanes, or for conformance to existing improvements. The roadway structural section shall be designed for a Traffic Index of 6.5, but said section shall not be less than 3 inches Asphalt Concrete (AC)/8 inches Class 2 Aggregate Base (AB) unless otherwise approved by the ESD and DPW.

**ADVISORY COMMENT:** If the required improvements are already existing, then this condition shall be considered satisfied. (ESD)

27. The Improvement Plans shall show that the onsite access road is approved as a one-way circulation access with the ingress at the southern encroachment and the egress at the northern encroachment. (ESD)

28. The Improvement Plans shall show that all on-site parking and circulation areas shall be improved with a minimum asphaltic concrete or Portland cement surface capable of supporting anticipated vehicle loadings.

It is recommended that the pavement structural section be designed in accordance with recommendations of a soils/pavement analysis and should not be less than 2inch Aggregate Concrete (AC) over 4 inch Class 2 Aggregate Base (AB) or the equivalent. (ESD)

29. Trail Easement Requirements: Prior to approval of improvement plans, developer shall provide a minimum 10'-wide (or as otherwise approved by the Parks Division) irrevocable offer of dedication (IOD) of a public multi-use trail easement generally adjacent to the railroad right-of-way spanning the entire length of the parcels included in this permit from southwest to northeast as approved by the Development Review Committee, in consultation with the Parks Division. The trail easement shall be located such that physical barriers and topography do not cause restrictions in the ability to construct a trail to County standard grades and dimensions within the easement.

Trail Construction Requirements: A trail shall be constructed within the multi-purpose trail easement area excepting that portion of the easement that lays within parcel APN 053-031-047. It is intended that the constructed trail will be for use of the property owner and clientele until such time as the IOD is accepted and additional trail is constructed to connect to a larger trail network, at which time the public would make use of the trail. The trail shall be constructed in accordance with the requirements of Condition #21,

Trail Maintenance Responsibility: Maintenance of all trails shall be by the property owner. (DFS)

## **GENERAL DEDICATIONS/EASEMENTS**

30. On the Improvement Plans, provide the following easements/dedications to the satisfaction of the Engineering and Surveying Department (ESD) and the Development Review Committee (DRC). (ESD)

- A) Dedicate to Placer County a minimum of one-half of a 60'-wide highway easement (Ref. Chapter 12, Article 12.08, Placer County Code) where the project fronts Musso Road, as measured from the centerline of the existing roadway, plan line, or other alignment as approved by the Transportation Division of the Department of Public Works. (ESD)
- B) Dedicate 12.5' multi-purpose easements adjacent to all highway easements. (ESD)
- C) Public utility easements as required by the serving utilities, excluding wetland preservation easements (WPE). (ESD)
- D) Drainage easements as appropriate. (ESD)

## **VEGETATION & OTHER SENSITIVE NATURAL AREAS**

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

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

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

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A) For each diameter inch of tree removed, replacement shall be on an inch-for-inch basis. For example, if 100 diameter inches are proposed to be removed, the replacement trees would equal 100 diameter inches (aggregate). If replacement tree planting is proposed, the tree replacement/mitigation plan must be shown on Improvement Plans and must be installed by the applicant and inspected and approved by the Development Review Committee (DRC). At its discretion, the DRC may establish an alternate deadline for installation of mitigation replacement trees if weather or other circumstances prevent the completion of this requirement.

B) In-lieu of the tree planting mitigation for tree removal listed above, a tree replacement mitigation fee of \$100 per diameter inch at breast height for each tree removed or impacted or the current market value, as established by an Arborist, Forester or Registered Landscape Architect, or the replacement trees, including the cost of installation, shall be paid to the Placer County Tree Preservation Fund. The unauthorized disturbance to the critical root zone of a tree to be saved shall be cause for the Planning Commission to consider revocation of this permit/approval.; or

C) The applicant shall mitigate for the loss of oak woodlands through one, or a combination of the following, subject to Planning Services Division approval, consistent with the requirements of CEQA Section 21083.4:

1. Submit payment of fees for oak woodland conservation at a 2:1 ratio consistent with Chapter 12.16.080© Placer County Tree Preservation Ordinance – Replacement Programs and Penalties. These fees shall be calculated based upon the current market value of similar oak woodland acreage preservation and an endowment to maintain the land in perpetuity.
2. Purchase off-site conservation easements at a location approved by Placer County to mitigate the loss of oak woodlands at a 2:1 ratio.
3. Provide for a combination of payment to the Tree Preservation Fund and creation of an off-site Oak Preservation Easement.
4. Plant and maintain an appropriate number of trees in restoration of an approved former oak woodland (tree planting is limited to half the mitigation requirement).
5. Single trunk trees within the project impact area that are greater than 24 inches diameter at breast height (dbh) shall be mitigated for at an inch for inch bases. Multi-stemmed trees with trunks less than 12 inches dbh shall not be included in this calculation.

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

34. No watering or irrigation of any kind shall be allowed within the dripline of native oak trees within the project boundaries. (MM) (PD)

35. Temporary Construction Fencing: The applicant shall install a 4' tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the DRC) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:

- 1) Adjacent to any and all wetland preservation easements that are within 50' of any proposed construction activity;
- 2) At the limits of construction, outside the dripline of all trees 6" dbh (diameter at breast height), or 10" dbh aggregate for multi-trunk trees, within 50' of any grading, road improvements, underground utilities, or other development activity, or as otherwise shown on the Tentative Map;
- 3) Around any and all "special protection" areas as discussed in the project's environmental review documents.
- 4) Around all Open Space lots within 50 feet of any development activity.

No development of this site, including grading, will be allowed until this condition is satisfied. Any encroachment within these areas, including driplines of trees to be saved, must first be approved by the DRC. Temporary fencing shall not be altered during construction without written approval of the DRC. No grading, clearing, storage of equipment or machinery, etc., may occur until a representative of the DRC has inspected and approved all temporary construction fencing. This includes both on-site and off-site improvements. Efforts should be made to save trees where feasible. This may include the use of retaining walls, planter islands, pavers, or other techniques commonly associated with tree preservation.

Said fencing and a note reflecting this Condition shall be shown on the Improvement Plans. (MM) (PD)

## FEES

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

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

The current total combined estimated fee is \$88,783.35 (based on 51 RV stalls). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete. (MM XVI.1) (ESD)

37. Pursuant to County Code Sections 15.34 and 16.08.100, a fee must be paid to Placer County for the development of park and recreation facilities. This fee would apply to any residential/caretaker units on site but not to RV rental spaces. The fee to be paid is the fee in effect at the time of Building Permit issuance. (For reference, the current fee for single family dwellings is \$640 per unit at Final Subdivision Map and \$3,400 per unit when a Building Permit is issued. If no Final Subdivision Map is recorded prior to building permit issuance, the entire \$4,040 per unit will be due at Building Permit issuance. The fee to be paid is the fee in effect at the time of Final Subdivision Map recordation/Building Permit issuance) (DFS)

## ENVIRONMENTAL HEALTH

38. Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur:

- A) Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)
- B) Monday through Friday, 7:00 am to 8:00 pm (during standard time)
- C) Saturdays, 8:00 am to 6:00 pm

In addition, temporary signs 4' x 4' shall be located throughout the project, as determined by the DRC, at key intersections depicting the above construction hour limitations. Said signs shall include a toll free public information phone number where surrounding residents can report violations and the developer/builder will respond and resolve noise violations. This condition shall be included on the Improvement Plans and shown in the development notebook.

**ADVISORY COMMENT:** Essentially, quiet activities, which do not involve heavy equipment or machinery, may occur at other times. Work occurring within an enclosed building, such as a house under construction with the roof and siding completed, may occur at other times as well.

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The Planning Director is authorized to waive the time frames based on special circumstances, such as adverse weather conditions. (EHS/ESD/PD)

39. Prior to Improvement Plan approval, any on-site sewage disposal area within 50' of any planned construction shall be shown on the Improvement Plans.

40. Prior to Grading Permit or Improvement Plan approval and before any grading or clearing occurs on the project site within 50' of any on-site sewage disposal area, the on-site sewage disposal area of any affected area shall be fenced off with fluorescent construction fencing and clearly marked with a sign that states "KEEP OFF! Reserved for Sewage Disposal Only".

41. Prior to the approval of the Improvement Plans, submit to Environmental Health Services (EHS) a "will-serve" letter from the franchised refuse collector for weekly or more frequent refuse collection service.

42. Prior to the approval of the Improvement Plans, submit to EHS, for review and approval, a "will-serve" letter or a "letter of availability" from Placer County Water Agency for domestic water service. The applicant shall connect the project to this treated domestic water supply.

43. Placer County Code Chapter 8, Article 8.24 provides that Industrial and other non-domestic wastes shall not be disposed of in the on-site sewage disposal system at any time.

44. Prior to Improvement Plans approval, a Note shall be placed on Improvement Plans to indicate that if at any time during the course of constructing the proposed project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the applicant shall immediately stop the project and contact the EHS Hazardous Materials Section. The project shall remain stopped until there is resolution of the contamination problem to the satisfaction of EHS and to the Central Valley Regional Water Quality Control Board.

45. Prior to Building Permit issuance, the applicant/owner shall contact EHS, pay required fees, and obtain an approved septic system Construction Permit. The project shall connect to this septic system prior to final of the project.

46. Prior to Improvement Plan approval, place a Note on the Improvement Plans to indicate that the approved on-site sewage disposal system area and the 100% replacement area must remain unaltered and available, free of vehicular traffic, parking, structures of any type, or soil modification.

47. If Best Management Practices are required by the Engineering and Surveying Department for control of urban runoff pollutants, then any hazardous materials collected during the life of the project shall be disposed of in accordance with all applicable hazardous materials laws and regulations.

48. The Improvement Plans for this project shall be reviewed by the Placer County Mosquito and Vector Control District.

49. All ponds on the project shall be fenced to keep small children out. Pond fencing shall be shown on the Improvement Plans.

### **AIR POLLUTION**

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

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

52. Include the following standard notes on the Improvement/Grading Plan:

A) The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. (AQ)

B) The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (AQ)

C) During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (AQ)

D) The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting

adjacent properties. (AQ)

E) In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction). (AQ)

F) The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. (AQ)

G) Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits may be notified by APCD to cease operations and the equipment must be repaired within 72 hours. (AQ)

H) A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of PCAPCD Rule 217. (AQ)

I) During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators. (AQ)

J) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. (AQ)

I) During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (AQ)

## MISCELLANEOUS CONDITIONS

53. All recreational vehicles and trailers shall be current on their respective state department of motor vehicle requirements during the entire tenure of their stay. Proof of this requirement shall be provided to Placer County upon request.

54. All recreational vehicles and trailers shall be limited to a maximum stay of ~~60~~180 consecutive days at the Park. After ~~60~~180 days, the vehicle shall vacate the park and may not return for an additional 7 days.

55. All units must be maintained and remain in road operable condition while staying at the park.

56. Accumulation of personal belongings and occupant improvements outside of the respective units is prohibited.

57. All vehicles must meet the definition of a Recreational Vehicle as defined in the Placer County Zoning Ordinance Section 17.04.030 and as follows:

Recreational Vehicle means a motor home, travel trailer, truck camper, or camping trailer, with or without motive power, originally designed for human habitation for recreational or emergency occupancy with a living area of three hundred twenty square feet or less, and bearing the state or federal insignia of approval for recreational vehicles.

58. The applicant shall defend, indemnify, and hold harmless the County of Placer, the County Board of Supervisors, and its officers, agents, and employees, from any and all actions, lawsuits, claims, damages, or costs, including attorneys fees awarded **in any proceeding brought in any State or Federal court, challenging the County's approval of that** certain Project know as the Headquarter RV Park. The applicant shall, upon written request of the County pay, or at the County's option reimburse the County for, all **reasonable** costs for defense of any such action and preparation of an administrative record, including the County staff time, costs of transcription and duplication. The County shall retain the right to elect to appear in and defend any such action on its own behalf regardless of any tender under this provision. This indemnification obligation is intended to include, but not be limited to, actions brought by third parties to invalidate any determination made by the County under the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) for the Project or any decisions made by the County relating to the approval of the Project. Upon

written request of the County, the applicant shall execute an agreement in a form approved by County Counsel incorporating the provisions of this condition.

59. The Improvement Plans shall show for the review and approval by the Development Review Committee the location of any entrance structure/monument sign proposed by the applicant and shall be located such that there is no interference with driver sight distance as determined by the Engineering and Surveying Department, and shall not be located within the right-of-way.

Any entrance monument sign or structure erected within the front setback on any lot, within certain zone districts, shall not exceed 3 feet in height (Ref. Chapter 17, Article 17.54.030, Placer County Zoning Ordinance). (ESD)

60. Any future gated entry feature/structure proposed by the applicant shall be returned to the Planning Commission for approval of a modification of the discretionary permit. (ESD)

61. The Improvement Plans shall include a note stating that: During project construction, staking shall be provided pursuant to Section 5-1.07 of the County General Specifications. (ESD)

## **DEVELOPMENT STANDARDS**

62. The project is subject to review and approval by the Placer County Design/Site Review Committee. Such a review shall be conducted prior to the submittal of the Improvement Plans for the project and shall include, but not be limited to: Architectural colors, materials, and textures of all structures; landscaping, irrigation; signs, exterior lighting; pedestrian and vehicular circulation; recreational facilities; snow storage areas; recreation vehicle storage area(s); fences and walls; noise attenuation barriers; all open space amenities; tree impacts, tree removal, tree replacement areas, entry features, trails, wetland impacts, wetland replacement areas and site screening from Interstate 80 and Musso Road. (MM I.1)

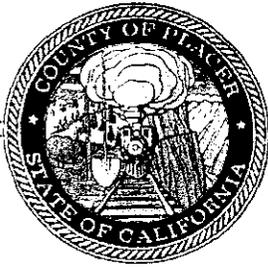
63. Streetlights shall be of a type, height, and design to direct lighting downward, shielding, to the greatest extent practical, light exposure beyond that needed for proper intersection lighting. (MM I.2)

64. The following standards shall apply to project lighting: All interior street lighting shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution. Other resources providing technical support include publications of the Illuminating Engineering Society of North America (IESNA) and the IESNA Lighting Handbook, Reference & Application, Ninth Edition and Recommended Practices (RP). The  
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intent of these standards is to design a lighting system, where determined necessary, that maintains public safety and security in the project area while curtailing the degradation of the nighttime visual environment through limiting evening light radiation and/or light spill. In addition, metal halide lighting is prohibited unless authorized by the Planning Director. All streetlighting shall be reviewed and approved by the DRC for design, location, photometrics, etc. (MM I.3)

### **EXERCISE OF PERMIT**

65. The applicant shall have 24 months to exercise this Conditional Use Permit. Unless otherwise exercised, this approval shall expire on January 08, 2015.



**COUNTY OF PLACER**  
**Community Development/Resource Agency**

Michael J. Johnson, Agency Director

**PLANNING  
SERVICES DIVISION**

Paul Thompson  
Deputy Planning Director

**HEARING DATE:** October 11, 2012  
**ITEM NO.:** 1  
**TIME:** 10:05 a.m.

**TO:** Placer County Planning Commission  
**FROM:** Development Review Committee  
**DATE:** October 11, 2012  
**SUBJECT:** **AMENDMENT TO THE AUBURN/BOWMAN COMMUNITY PLAN /  
REZONE / CONDITIONAL USE PERMIT (PCPA 20110352)  
HEADQUARTER RECREATIONAL VEHICLE PARK  
MITIGATED NEGATIVE DECLARATION**

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**COMMUNITY PLAN:** Auburn/Bowman Community Plan

**COMMUNITY PLAN DESIGNATION:** Open Space; Commercial

**ZONING:** O (Open Space); C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor)

**STAFF PLANNER:** Melanie Jackson, Associate Planner

**LOCATION:** The project site is located immediately to the north of the intersection of Bell and Musso Roads, on the east side of Interstate 80 in the Auburn area.

**ASSESSOR'S PARCEL NUMBERS:** 053-031-039, 053-031-043, 053-031-047, 053-140-030, 053-140-033 and 053-020-049

**APPLICANT:** Mike Reese, Old Woodside Construction and Development

**PROPOSAL:** The applicant is requesting approval of a Conditional Use Permit to allow for the establishment of a 51-unit recreational vehicle (RV) park with a general store and manager's unit on a five-acre portion of an approximately 30-acre property. The applicant also requests that the Planning Commission consider providing a recommendation to the Board of Supervisors for approval of an Amendment to the Auburn/Bowman Community Plan to reconfigure the existing Commercial and Open Space land use designations, a Rezone to reconfigure the C1-UP-Dc (Neighborhood Commercial, combining Use Permit

required, combining Design Scenic Corridor) and O (Open Space) zoning and to change the C1-UP-Dc zoning to C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic corridor).

**CEQA COMPLIANCE:** A Mitigated Negative Declaration has been prepared for this project and has been finalized pursuant to CEQA. The Mitigated Negative Declaration must be found to be adequate by the decision-making body to satisfy the requirements of CEQA, and recommended findings for this purpose can be found at the end of this staff report.

**PUBLIC NOTICES AND REFERRAL FOR COMMENTS:**

Public notices were mailed to property owners of record within 300 feet of the project site. Community Development Resource Agency staff, the Departments of Public Works, Environmental Health, and the Air Pollution Control District were transmitted copies of the project plans and application for review and comment. All County comments have been addressed and conditions have been incorporated into the staff report.

**SITE CHARACTERISTICS:**

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

**EXISTING LAND USE AND ZONING:**

	LAND USE	ZONING
SITE	9-hole golf course, driving range and a restaurant	O (Open Space); C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor
NORTH	Undeveloped property	OP-Dc (Office Professional, combining Design Scenic Corridor; RA-B-100 (Residential Agricultural, combining minimum Building Site of 2.3 acres; O (Open Space)
SOUTH	Industrial use	C3-UP-Dc (Heavy Commercial, combining Use Permit required, combining Design Scenic Corridor)

EAST	Union Pacific Railroad	C3-UP-Dc (Heavy Commercial, combining Use Permit required, combining Design Scenic Corridor)
WEST	Interstate 80 and Musso Road	O (Open Space)

**BACKGROUND:**

As mentioned above, the subject property is the site of Dingus McGee's (previously the Headquarter House) restaurant and the Raspberry Hill 9-hole golf course and driving range. The restaurant has been operated on the site since before 1978 and the golf course was established shortly thereafter in 1979.

On August 9, 2012, the project was heard before the Placer County Planning Commission. After a brief presentation and public comment from the applicant and several members of the community, the Planning Commission took action to continue the project to a date and time specific in order to allow time for further review of concerns that surfaced at the commission hearing.

**NORTH AUBURN MUNICIPAL ADVISORY COUNCIL:**

On June 12, 2012, the project was presented before the North Auburn Municipal Advisory Council as an action item. After a brief presentation, the Council unanimously voted to recommend approval of the proposed Amendment to the Auburn/Bowman Community Plan, Rezone and Conditional Use Permit to the Placer County Planning Commission.

**PROJECT DESCRIPTION:**

The applicant is requesting the approval of an Amendment to the Auburn/Bowman Community Plan, Rezone and Conditional Use Permit for the purpose of constructing a 51-unit recreational vehicle park with a general store and manager's unit on a five-acre portion of an approximately 30-acre property.

The applicant proposes to Rezone the portion of the property zoned commercial from C1-UP-Dc (Neighborhood Commercial, combining Use Permit Required and combining Design Scenic Corridor) to C2-UP-Dc (General Commercial, combining Use Permit Required and combining Design Scenic Corridor) and to reconfigure the existing O (Open Space) and commercially zoned areas on the property. The applicant is also requesting approval of an Amendment to the Auburn/Bowman Community Plan to reconfigure the Community plan land use designations on the subject property. The applicant proposes to transfer the existing undeveloped portion of the commercially zoned and designated areas to the site that will be developed as the recreational vehicle park. At the same time, the applicant proposes to transfer the Open Space zoned and designated areas from the recreational vehicle park site to those undeveloped areas that are currently zoned and designated in the Community Plan as Commercial. Essentially, this transfer would result in a trade of zoning and land use designations between the areas the applicant proposes to develop for the recreational vehicle park that are currently zoned and designated Open Space and the undeveloped areas on the subject property that are currently zoned and designated Commercial. The trade would neither increase nor decrease the commercial or open space zoning because the commercially designated areas would remain at a total

of 5.18 acres and would only overlay the portions of the recreational vehicle park that would be physically developed. The remaining area would maintain the Open Space zoning and community plan land use designation. (Attachment C, D, E and F – Existing and Proposed Zoning and Community Plan Land Use Designations)

The recreational vehicle park would operate on a year-round basis, and a manager's unit that would be constructed as a part of the project would provide housing for a 24-hour on-site manager. The applicant also proposes to construct a general store that would be located above the manager's unit to accommodate guests of the recreational vehicle park. The applicant plans to construct a laundry room and on-site restrooms to accommodate park guests. Typical customers of the park would be those traveling on Interstate 80 for recreational purposes and for overnight stays during hazardous weather conditions. The park would be open 24-hours a day, and the general store would be open for limited hours depending on demand and time of season. The intent of the recreational vehicle park is to allow for short-term accommodations for park guests, and for this reason, the applicant has proposed that each recreational vehicle will be limited to a maximum stay of 180 days and will be required to vacate for a minimum of 30 days prior to returning to the park.

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

#### **DISCUSSION OF ISSUES:**

##### **Amendment to the Auburn/Bowman Community Plan / Rezone / Conditional Use Permit**

The subject property comprises several parcels that total approximately 30 acres. The parcels are zoned O (Open Space) and C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor). The community plan designations for the properties are consistent with the zoning; the areas zoned Open Space have a community plan designation of Open Space; the areas zoned Neighborhood Commercial have a community plan designation of Commercial. The portions of the property that are zoned and designated commercial are located on the east side of the property and consist of two separate half-moon shaped areas that total approximately six acres. Of this area, an approximately 0.76 acre portion and a 0.93 acre portion are developed with a commercial uses (golf pro shop, restaurant and associated parking), and the remaining 5.18 acres are undeveloped.

As previously stated, the applicant is requesting the approval of a General Plan Amendment to the Auburn/Bowman Community Plan and Rezone to transfer the

undeveloped portion of the commercially zoned and designated areas to the area that will be developed as the recreational vehicle park, and at the same time, the applicant would like to transfer the Open Space zoned and designated areas from the recreational vehicle park site to those undeveloped areas that are currently zoned and designated Commercial.

The Land Use element of the Auburn/Bowman Community plan includes specific policies for properties designated for commercial use. Among these is the following: No additional commercial development should be permitted north of the existing commercial area north of the Bowman Interchange on I-80 except as specified in this plan [III. Community Development Element; B. Land Use; 3. Policies; Specific Policies for Commercial (t.)]. The subject property is located to the north of the Bowman interchange on I-80, north of Bell Road and east of I-80. The intent of this policy is to avoid an increase in the overall amount of commercial land in this area and the proposed project is consistent with this intent. Although the project proposes a rezoning of property from Open Space to Commercial in the area described in the Auburn/Bowman Community Plan Policy, the project also proposes the rezoning of existing commercial land to open space. The result is a no net increase in the overall commercially designated land. Thus the proposed project consistent with the Auburn/Bowman Community Plan because there will be no increase in the amount of commercially zoned and designated area to the north of the Auburn/Bowman interchange on I-80.

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

As required by the C-2 (General Commercial) zoning, a Conditional Use Permit is required for the establishment of a recreation vehicle park. It is staff's determination that the establishment of the proposed use would not be detrimental to people working or residing in the neighborhood of the proposed park as the subject property is bounded by

industrial uses to the south, the Union Pacific Railroad to the east, Interstate-80 to the west and property own by the applicant and zoned Open Space to the north. The use is also consistent with the intent of the General Commercial zone district in that it would attract patrons from all areas of the community and region as it is easily accessible from a heavily traveled transportation corridor (Interstate 80). Lastly, the staff has recommended conditions of approval that ensure that the findings required for approval of the Conditional Use Permit are met.

**August 9, 2012 Planning Commission Hearing**

The project was taken before the Planning Commission on August 9, 2012. At that hearing, the Commission received a brief presentation from staff and heard comments from the applicant and members of the community. Concerns about the project raised at the hearing included site design, tree removal, screening from Interstate 80 and the 180 day maximum stay limitation. After discussing these issues, the commissioners took action to continue the item to a date and time specific to allow staff to further analyze the identified issues and to return to the Planning Commission with more information.

Length of Stay / Condition of Recreational Vehicles.

The original project proposal included a maximum stay for guests visiting the park of 180 days and required that the recreational vehicles must vacate the park for a minimum of 30 days prior to returning. Concerns voiced by the Commission were that a 180-day maximum length of stay was not consistent with the transient nature of a recreational vehicle park and might encourage permanent occupancy. As a result, it was suggested by the Commission that the length of stay be shortened to a maximum of 60 days and that a condition of approval requiring that the recreational vehicles remain in operable condition while staying at the park be added. The Commission also recommended that staff conduct research on the maximum length of stay at other recreational vehicle parks, including state and local parks, in order to provide measurable standards for the maximum length of stay for parks of this nature.

The table below illustrates the results of research conducted by staff per the Commission's direction. The research resulted in findings that state parks generally allow a maximum length of stay between seven and 30 days per calendar year, and that the varied limitations are a reflection of the park's demand (i.e., more popular parks have a shorter maximum stay to allow for frequent turnover). However, staff also found that private parks generally do not have a limitation on the length of stay, and this includes several of the recreational vehicle parks located within Placer County.

Park	Phone number	Time Limitation/Calendar Year
<b>State Parks</b>		
Anza-Borrego Desert SP	760.767.5311	14
Benbow Lake State Recreation Area	707.923.3238	14
Doheny State Beach	949.496.6172	7

Lake Oroville SRA	530.538.2200	30
Humboldt Redwood State Park	707.946.2409	30
Millerton Lake SRA	559.822.2332	30
Morro Bay State Park	805.772.2560	30
Pismo State Beach	805.489.1869	30
Salton Sea State Recreation Area	760.393.3052	30
French Meadows	530.478.0248	14
<b>Private Parks</b>		
Auburn Gold Country RV Park	530.885.0990	No Limitation
Dutch Flat RV Resort	530.389.8924	No Limitation
Loomis RV Park	916.652.6737	No Limitation

Based on several factors, the Development Review Committee determined that a 60-day maximum length of stay for the Headquarter Recreational Vehicle Park was appropriate. This limitation was arrived at by consideration of the applicant's request (180 days), the Planning Commission's recommendation (60 days), and the information listed in the table above. In addition, staff has also determined that the requirement to vacate for a minimum of 30 days prior to returning to the park after a 60-day stay should be reduced. The purpose of the removal period is to ensure that recreational vehicles are operable, to prevent collection of accessory items in the park, and to discourage permanent occupancy. Because a reduction in the removal period will not alter the affect that the removal period provides, staff recommends that the removal period be reduced to seven days.

#### Tree Removal / Site Design

In response to comments from the public regarding the aesthetic affects of grading and proposed tree removal on the property, the Planning Commission provided direction to the project applicant to investigate alternative designs for the recreational vehicle park that would minimize the amount of site disturbance.

Taking into consideration the Planning Commissions comments, the applicant has worked with his engineer to determine if an alternate site design is feasible. In reviewing these alternatives, other sites within the project area were taken into consideration for development, including the areas currently zoned C1 (Neighborhood Commercial) (Attachment C). It was determined that developing the commercial areas as they are currently configured would result in greater impacts than what is currently proposed, due to the heavy tree coverage and sloping topography of these areas. In fact, the majority of the areas on site that include the most tree coverage and the steepest slopes are currently within the Neighborhood Commercial zoned areas. By reconfiguring the zoning to overlay the proposed development area, a large portion of these heavily-treed, steeper areas would become open space. For these reasons, it was determined that the proposed development area is the most suitable area on the subject property for the proposed project. In addition, the applicant made a slight modification in the site layout in the area of the laundry/shower structure. The applicant modified the road layout such that the curve extends out further to the right, resulting in a reduction in the number of trees to be removed. As a result of the applicants' modifications, the number of trees to be

removed has been reduced from 69 to 54. Although alternative designs of the project as a whole were reviewed, the applicant determined that, due to site constraints (including trees, topography, ponds and the proposed leach field and septic areas) no alternate design was feasible.

Staff is also recommending a condition of approval for the proposed project that will require the applicant to complete a Design Review Agreement. During the process of completing this agreement, the Placer County Design Review Committee will determine what Placer County Design Standards apply to the proposed project and will require that these standards be implemented prior to approval of improvement plans. Part of this review process will include requirements that the applicant employ vegetative screening to shield the park from view from Interstate 80. In addition, having taken into consideration comments by the Planning Commission, the applicant has submitted a site plan that illustrates proposed vegetation along property fronting Musso Road which, as proposed, includes planting a minimum of 40 15-gallon redwood or Deodora trees. It will be determined during the Design Review process if further screening/tree planting is necessary.

### **Environmental Analysis**

Consistent with the requirements of the California Environmental Quality Act, a Mitigated Negative Declaration (Attachment G) was prepared for the proposed project. Environmental issues discussed in the environmental document include: Aesthetics, Air Quality, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality and Transportation and Traffic. The Mitigated Negative Declaration concludes that, with the implementation of mitigation measures included in the document, environmental impacts will be reduced to less than significant levels.

#### Aesthetics

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

#### Air Quality

Establishment of the proposed project will include removal of vegetation, grading, paving and construction of septic systems, utilities, a laundry/shower facility, a caretaker's residence and a general store. These activities may result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel related air emissions from the off-road diesel equipment required for site grading. However, with the implementation of mitigation measures included in the Environmental Document, these affects would be mitigated to a less than significant level.

### Biological Resources

A Biological Resource Assessment was completed for the project site on October 21, 2011 by Salix Consulting Inc. As a part of the study, a field assessment of the area was conducted on October 7, 2011. The biological assessment determined that there is a potential for special-status plant and wildlife to occur onsite. In order to mitigate impacts that on special-status plant and wildlife species that may occur on the property, mitigation measures were included in the Environmental Document that require survey's of the property prior to construction on site.

The Biological Resources Assessment prepared for the project site identified 5.8 acres of Foothill Woodland, three acres of which are dominated by oaks. An arborist report was also prepared for the property that identified a total of 151 protected trees located on the project site. The proposed project would result in the removal of approximately 54 protected trees. To ensure that impacts related to tree removal are mitigated, the Environmental Document includes mitigation measures to this affect.

### Geology and Soils

A soil survey conducted for the property identified that limitations based on the predominant soil type on the property are the potential for bedrock to be located less than 20" below the surface and a moderate potential for expansive soils. As a result, blasting may be required in order to construct on-site improvements. Further, potentially significant disruption of soils on-site will occur as a result of the construction of proposed improvements. Disruption of the soil will increase the risk of erosion and will create the potential for contamination of storm water runoff. In order to ensure that such impacts are limited to a less than significant level, Mitigation Measures have been included in the Environmental Document to this affect.

### Hydrology and Water Quality

The proposed project has the potential to increase the storm water runoff amount and volume, and has the potential to degrade water quality. Further, the project is located within the Dry Creek sub watershed identified in the Auburn/Bowman Community Plan. In order to ensure that these impacts are at a less than significant level, Mitigation Measures are included in the Environmental Document to this affect.

### Transportation and Traffic

A traffic impact analysis was prepared for the project and determined that the proposed project will generate approximately 230 weekday daily trips. The addition of the project traffic will increase the volume of traffic on existing road segments in the area and may slightly increase the length of delays occurring at intersections. As a result, project impacts associated with increases in traffic will be mitigated to a less than significant level by the implementation of the mitigation measures included in the Environmental Document.

**RECOMMENDATION:** Staff recommends that the Planning Commission Adopt the Mitigated Negative Declaration, approve the Conditional Use Permit for the Headquarter Recreational Vehicle Park (PCPA20110352) and forward a recommendation to the Board of Supervisors for approval of an Amendment to the Auburn/Bowman Community Plan as

depicted in Attachment F and Rezone as depicted in Attachment D based on the following findings attached recommended conditions of approval (Attachment A).

**FINDINGS:**

CEQA:

The Planning Commission having considered the proposed Mitigated Negative Declaration, the proposed mitigation measures, the staff report and all comments thereto and hereby adopts the Mitigated Negative Declaration (Attachment G) for the project based upon the following findings:

1. The Mitigated Negative Declaration for the Headquarter Recreational Vehicle Park project has been prepared as required by law. With the incorporation of all mitigation measures, the project is not expected to cause any significant adverse impacts.
2. There is no substantial evidence in the record as a whole that the project as revised and mitigated may have a significant effect on the environment.
3. The Mitigated Negative Declaration as adopted for the project reflects the independent judgment and analysis of Placer County which has exercised overall control and direction of its preparation.
4. The mitigation plan/mitigation monitoring program prepared for the Project is approved and adopted (Attachment H).
5. The custodian of records for the project is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn CA, 95603.

Conditional Use Permit:

1. The proposed uses are consistent with all applicable provisions of Placer County Code, Chapter 17, Placer County Zoning Ordinance and any applicable provisions of other chapters in this code. The proposed project is consistent with the standards set forth by the General Commercial Zone district of the Placer County Zoning Ordinance.
2. The proposed use is consistent with applicable policies and requirements of the Placer County General Plan and the Auburn/Bowman Community Plan.
3. The establishment, maintenance or operation of the proposed uses will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, nor will it be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County.
4. The proposed use is consistent with the character of the immediate neighborhood and will not be contrary to its orderly development.

5. The proposed use will not generate a volume of traffic beyond the design capacity of all roads providing access to the parcel, consistent with the applicable requirements of the Placer County General Plan and the Auburn/Bowman Community Plan.

Amendment to the Auburn/Bowman Community Plan and Rezone:

1. The Planning Commission, having considered the staff report, supporting documents and public testimony, finds that the proposed changes to the Auburn-Bowman Community Plan land use designations and the proposed Rezoning are consistent with the goals and policies of the Placer County General Plan and the Auburn/Bowman Community Plan. With respect to the Community Plan, the Planning Commission finds the Community Plan Amendment and Rezone to be consistent with the Auburn Bowman Community Plan Community Development policies restricting an increase in commercially designated land north of the Bowman Interchange area. The total amount of commercially designated areas in the project area would remain at a total of 5.18 acres and would only overlay the portions of the recreational vehicle park that would be physically developed. Thus there would be no net increase in commercially designated land resulting from the approval of the proposed project.

Respectfully submitted,



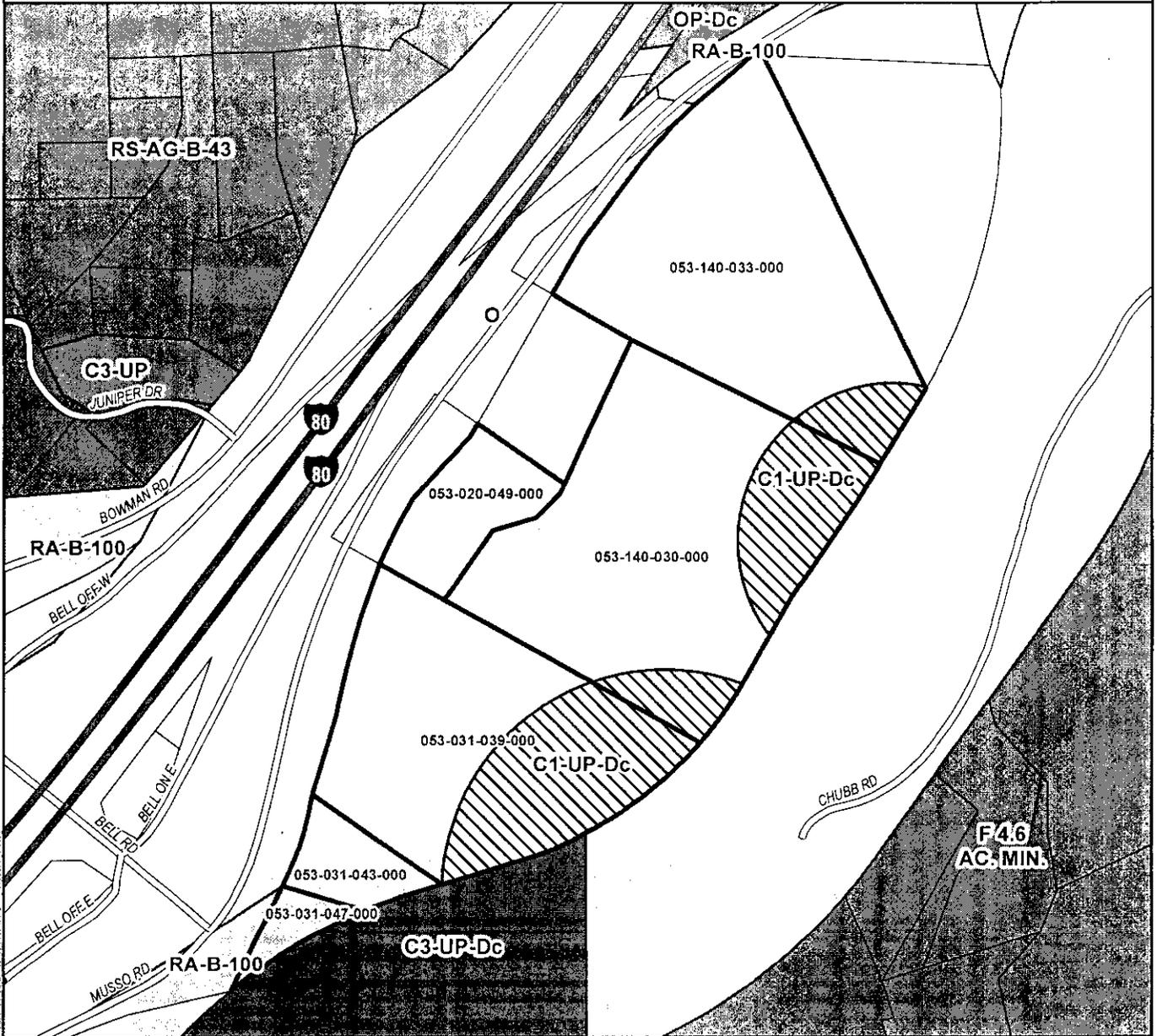
Melanie Jackson  
Associate Planner

**ATTACHMENTS:**

- Attachment A - Conditions of Approval
- Attachment B - Vicinity Map and Site Plan
- Attachment C - Existing Zoning Map
- Attachment D - Proposed Zoning Map
- Attachment E - Existing Community Plan Land Use Designation Map
- Attachment F - Proposed Community Plan Land Use Designation Map
- Attachment G - Mitigated Negative Declaration
- Attachment H - Mitigation Monitoring Program
- Attachment I - Correspondence

cc: Mike Reese – Applicant, Old Woodside Construction  
Phil Frantz – Engineering and Surveying Division  
Mohan Ganapathy – Environmental Health Services  
Gerry Haas – Air Pollution Control District  
Andy Fisher – Placer County Parks Division  
Karin Schwab – County Counsel's Office  
Michael Johnson – CDRA Director  
Paul Thompson – Deputy Planning Director  
Subject/chrono files

# HEADQUARTER RV PARK EXISTING ZONING



**Existing Zoning: C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, combining Design Scenic Corridor) and O (Open Space)**

**LEGEND**

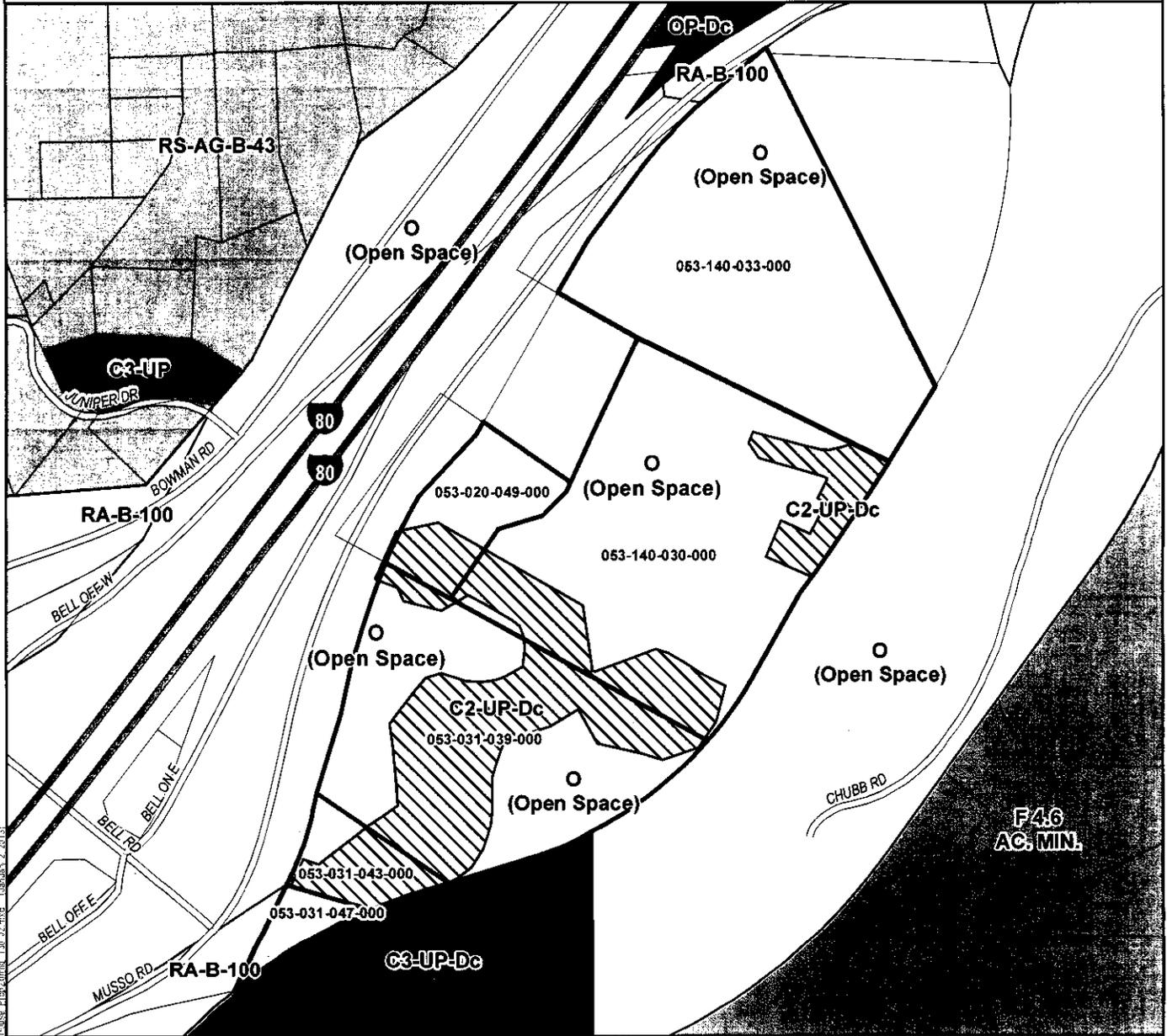
- |                                       |            |                |
|---------------------------------------|------------|----------------|
| EXISTING COMMERCIAL ZONING (C1-UP-Dc) | O          | PROJECT PARCEL |
| C1-UP-Dc                              | OP-Dc      | PARCEL         |
| C3-UP                                 | RA-B-100   | INTERSTATE     |
| C3-UP-Dc                              | RS-AG-B-43 | ROADS          |
| F 4.6 AC. MIN.                        |            |                |

**DATA DISCLAIMER**

The features on this map were prepared for geographic purposes only and are not intended to illustrate legal boundaries or supersede local ordinances. Official information concerning the features depicted on this map should be obtained from recorded documents and local governing agencies.

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# HEADQUARTER RV PARK PROPOSED ZONING



**Proposed Zoning: C2-UP-Dc (General Commercial, combining Use Permit required, combining Design Scenic corridor) and O (Open Space)**

**LEGEND**

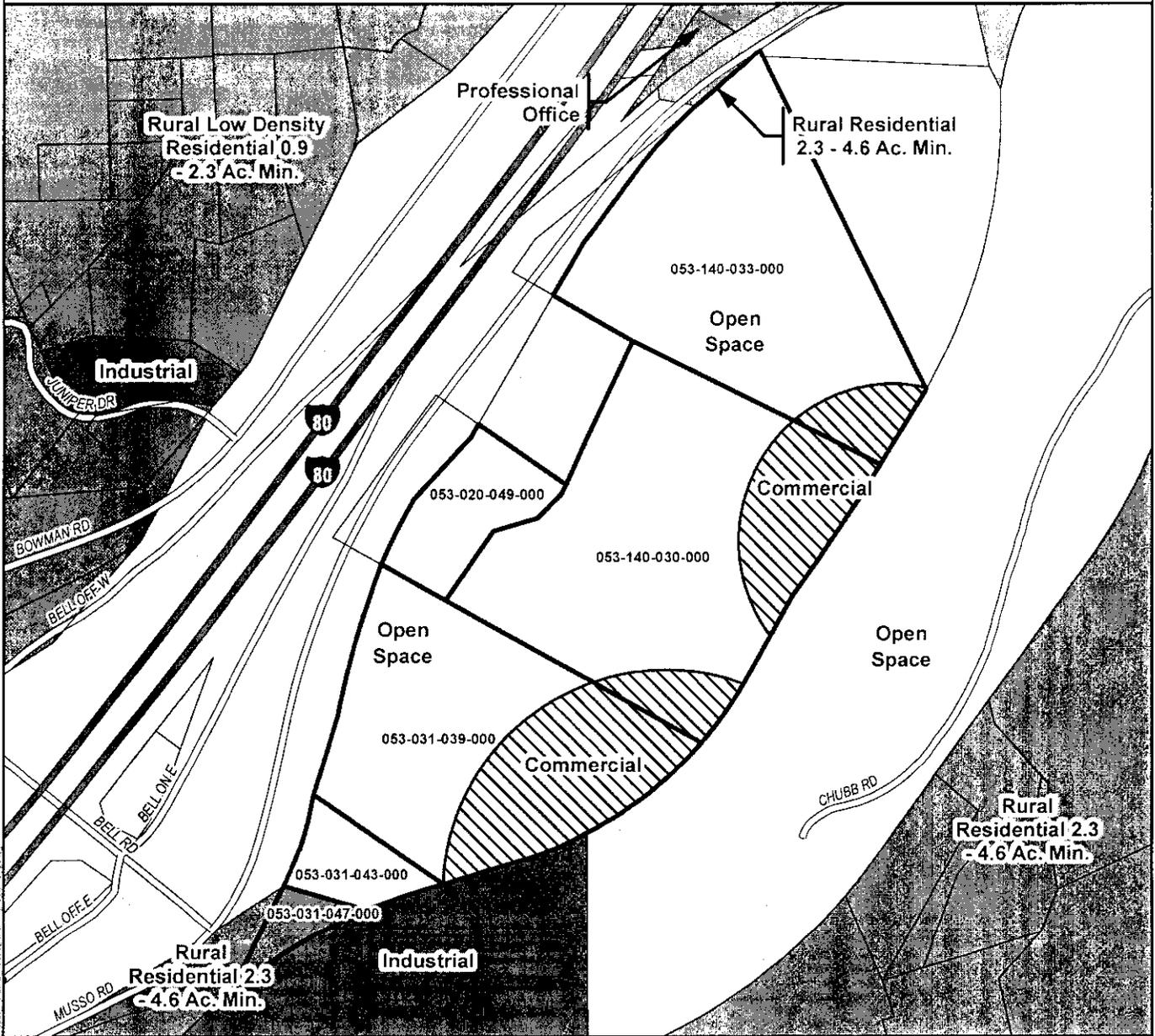
PROPOSED COMERCIAL ZONING (C2-UP-DC)	O	PROJECT PARCEL
C2-UP-DC	OP-DC	PARCEL
C3-UP	RA-B-100	INTERSTATE
C3-UP-DC	RS-AG-B-43	ROADS
F 4.6 AC. MIN.		

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5.9

# HEADQUARTER RV PARK AMENDMENT TO THE AUBURN/BOWMAN COMMUNITY PLAN EXISTING LAND USE DESIGNATIONS



**LEGEND**

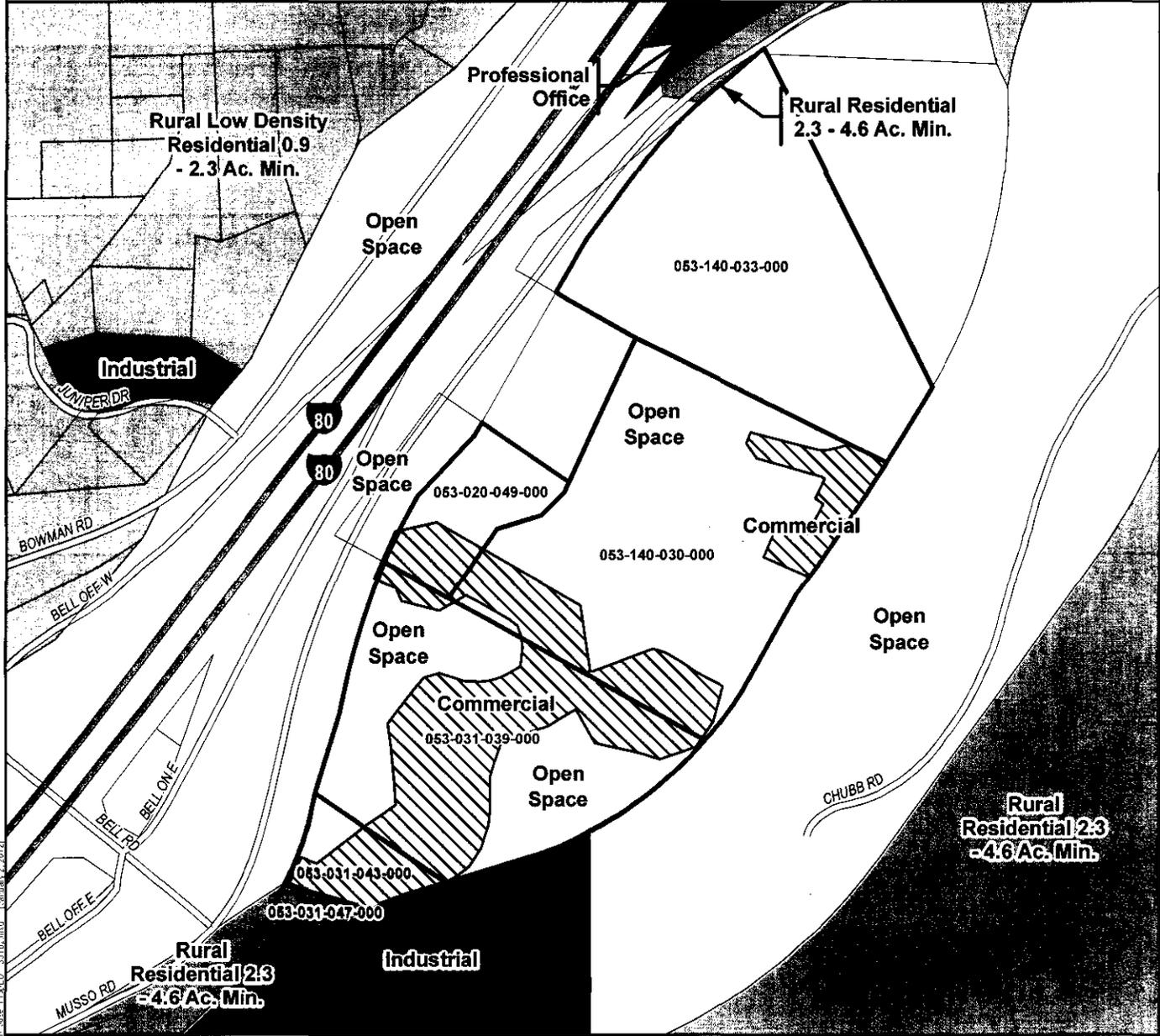
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|--|--|----------------|
| EXISTING COMMERCIAL LAND USE DESIGNATION | PROFESSIONAL OFFICE                              | PROJECT PARCEL |
| COMMERCIAL                               | RURAL LOW DENSITY RESIDENTIAL 0.9 - 2.3 AC. MIN. | PARCEL         |
| INDUSTRIAL                               | RURAL RESIDENTIAL 2.3 - 4.6 AC. MIN.             | INTERSTATE     |
| OPEN SPACE                               |  | ROADS          |

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# HEADQUARTER RV PARK AMENDMENT TO THE AUBURN/BOWMAN COMMUNITY PLAN PROPOSED LAND USE DESIGNATIONS



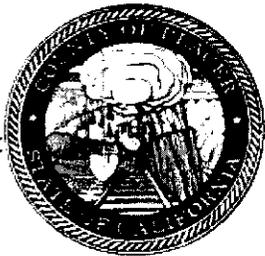
## LEGEND

- |  |  |  |
|--|--|--|
|  PROPOSED COMMERCIAL LAND USE DESIGNATION |  PROFESSIONAL OFFICE                              |  PROJECT PARCEL |
|  COMMERCIAL                               |  RURAL LOW DENSITY RESIDENTIAL 0.9 - 2.3 AC. MIN. |  PARCEL         |
|  INDUSTRIAL                               |  RURAL RESIDENTIAL 2.3 - 4.6 AC. MIN.             |  INTERSTATE     |
|  OPEN SPACE                               |  |  ROADS          |

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**COUNTY OF PLACER**  
**Community Development Resource Agency**

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

Michael J. Johnson, AICP  
Agency Director

E. J. Ivaldi, Coordinator

**NOTICE OF INTENT**  
**TO ADOPT A Revised MITIGATED NEGATIVE DECLARATION**

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

PROJECT: Headquarter House RV Park (PCPA 20110352)

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

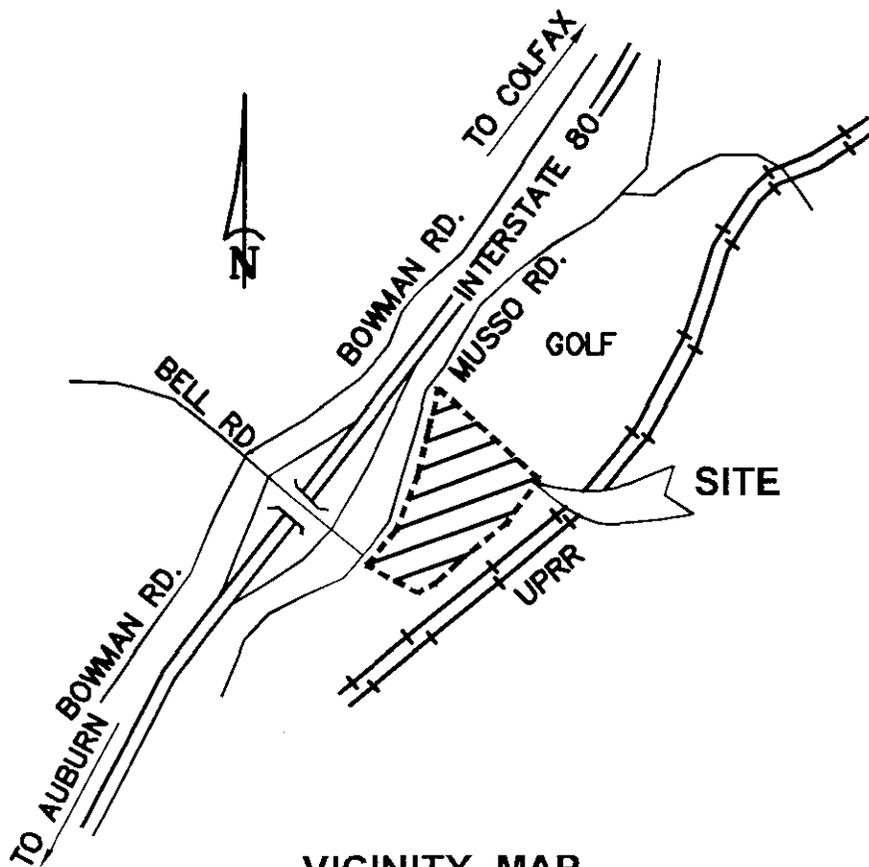
PROJECT LOCATION: north of the intersection of Bell and Musso Roads, on the east side of Interstate 80, Auburn, Placer County

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

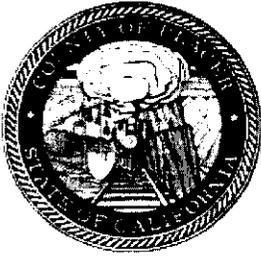
The comment period for this document closes on **July 30, 2012**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at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

Published in Sacramento Bee on Tuesday, July 10, 2012

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VICINITY MAP  
NTS



**COUNTY OF PLACER**  
**Community Development Resource Agency**

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

Michael J. Johnson, AICP  
Agency Director

E. J. Ivaldi, Coordinator

**MITIGATED NEGATIVE DECLARATION (Revised)**

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

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

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

**PROJECT INFORMATION**

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

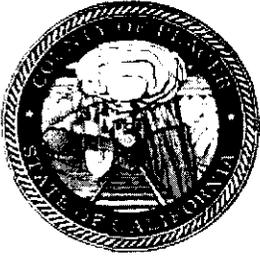
**PUBLIC NOTICE**

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

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

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**COUNTY OF PLACER**  
**Community Development Resource Agency**

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

Michael J. Johnson, AICP  
Agency Director

E. J. Ivaldi, Coordinator

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

**INITIAL STUDY & CHECKLIST (Revised)**

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

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

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

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

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

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

**A. BACKGROUND:**

**Project Description:**

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

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

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

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

**Project Site** (Background/Existing Setting):

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

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

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

**B. ENVIRONMENTAL SETTING:**

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

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

**C. PREVIOUS ENVIRONMENTAL DOCUMENT:**

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

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

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

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

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

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

**D. EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

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

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

**I. AESTHETICS** – Would the project:

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

**Discussion- Item I-1:**

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

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

**Mitigation Measures- Item I-1:**

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

**Discussion- Items I-2,3:**

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

**Mitigation Measures- Items I-2,3:**

Refer to text in MM I.1

**Discussion- Item I-4:**

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

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

**Mitigation Measures- Item I-4:**

**MM I.2** Streetlights shall be of a type, height, and design to direct lighting downward, shielding, to the greatest extent practical, light exposure beyond that needed for proper intersection lighting.

**MM I.3** The following standards shall apply to project lighting: All interior street lighting shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution. Other resources providing technical support include publications of the Illuminating Engineering Society of North America (IESNA) and the IESNA Lighting Handbook, Reference & Application, Ninth Edition and Recommended Practices (RP). The intent of these standards is to design a lighting system, where determined necessary that maintains public safety and security in the project area while curtailing the degradation of the nighttime visual environment through limiting evening light radiation and/or light spill. In addition, metal halide lighting is prohibited unless authorized by the Planning Director. All streetlighting shall be reviewed and approved by the DRC for design, location, photometrics, etc.

**II. AGRICULTURAL & FOREST RESOURCES – Would the project:**

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

**Discussion- Item II-1:**

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

**Discussion- Item II-2:**

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

**Discussion- Item II-3:**

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

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

**Discussion- Item II-4:**

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

**Discussion- Item II-5:**

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

**III. AIR QUALITY – Would the project:**

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

**Discussion- Item III-1:**

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

**Discussion- Items III-2,3:**

The SVAB is designated non-attainment for the federal and state ozone standards (ROG and NO<sub>x</sub>), unclassified for the federal particulate matter standard (PM<sub>2.5</sub>) and non-attainment for the federal particulate matter standard (PM<sub>10</sub>).

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

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

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

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

**Mitigation Measures- Items III-2,3:**

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

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

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

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

**Discussion- Items III-4,5:**

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

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

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

**IV. BIOLOGICAL RESOURCES – Would the project:**

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

**Discussion- Item IV-1:**

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

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

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

**Mitigation Measures- Item IV-1:**

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

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

**Discussion- Item IV-2:**

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

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

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

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

**Mitigation Measures- Item IV-2:**

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

**Discussion- Item IV-3:**

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

**Mitigation Measures- Item IV-3:**

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

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

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

**Discussion- Items IV-4,5:**

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

**Discussion- Item IV-6:**

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

**Mitigation Measures- Item IV-6:**

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

**Discussion- Items IV-7,8:**

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

**V. CULTURAL RESOURCES – Would the project:**

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

**Discussion- Item V-1:**

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

**Discussion- Item V-2:**

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

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

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

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

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

**Discussion- Item V-3:**

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

**Discussion- Item V-4:**

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

**Discussion- Item V-5:**

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

**Discussion- Item V-6:**

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

**VI. GEOLOGY & SOILS – Would the project:**

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

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

**Discussion- Items VI-1,4,9:**

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

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

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

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

Once approved by the Engineering and Surveying Department (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

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

**Discussion- Items VI-2,3:**

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

**Mitigation Measures- Items VI-2,3:**

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

MM VI.3 The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Department (ESD) for review and approval of each project phase. The plans shall show all conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

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

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

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

MM VI.4 The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Department.

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding.

Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

**Discussion- Items VI-5,6:**

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

**Mitigation Measures- Items VI-5,6:**

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

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

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

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

MM VI.7 This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. Best Management Practices (BMPs) shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004, Board Order 2003-005-DWQ) and shall be shown on the Improvement Plans.

**Discussion- Items VI-7,8:**

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

**VII. GREENHOUSE GAS EMISSIONS – Would the project:**

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

**Discussion- All Items:**

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by guests, on-site fuel combustion for space and water heating, landscape maintenance equipment, and fireplaces/stoves; and off site emissions at utility providers associated with the project's electricity and water demands.

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

**VIII. HAZARDS & HAZARDOUS MATERIALS – Would the project:**

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

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

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

**Discussion- Item VIII-3:**

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

**Discussion- Item VIII-4:**

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

**Discussion- Items VIII-5,6:**

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

**Discussion- Item VIII-7:**

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

**Discussion- Items VIII-8,9:**

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

**Mitigation Measures- Items VIII-8,9:**

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

**IX. HYDROLOGY & WATER QUALITY – Would the project:**

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

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

**Discussion- Item IX-1:**

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

**Discussion- Item IX-2:**

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

**Discussion- Item IX-3:**

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

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

**Discussion- Item IX-4:**

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

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

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

**Mitigation Measures- Item IX-4:**

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

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

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

**Discussion- Items IX-5,6:**

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

**Mitigation Measures- Items IX-5,6:**

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

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

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Department (ESD). BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to: Vegetated Swales (TC-30), Infiltration Trenches (TC-10), Extended Detention/Water Quality Basins (TC-22), Storm Drain Signage (SD-13), Sweeping and Vacuuming Pavement (SE-7), etc. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

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All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request. Failure to do so will be grounds for discretionary permit revocation. Prior to Improvement Plan or Final Subdivision Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance.

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

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

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

**Discussion- Item IX-7:**

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

**Discussion- Items IX-8,9,10:**

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

**Discussion- Item IX-11:**

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

**Discussion- Item IX-12:**

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

**Mitigation Measures- Item IX-12:**

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

**X. LAND USE & PLANNING – Would the project:**

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

**Discussion- Item X-1:**

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

**Discussion- Item X-2:**

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

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

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

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

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

**Discussion- Item X-3:**

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

**Discussion- Item X-4:**

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

**Discussion- Item X-5:**

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

**Discussion- Item X-6:**

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

**Discussion- Item X-7:**

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

**Discussion- Item X-8:**

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

**XI. MINERAL RESOURCES – Would the project result in:**

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

**Discussion- Item XI-1:**

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

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

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

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

**Discussion- Item XI-2:**

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

**XII. NOISE – Would the project result in:**

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

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

**Discussion- Items XII-1,3:**

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

**Discussion- Item XII-2:**

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

**Discussion- Item XII-4:**

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

**Discussion- Item XII-5:**

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

**XIII. POPULATION & HOUSING – Would the project:**

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

**Discussion- Item XIII-1:**

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

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

**Discussion- Item XIII-2:**

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

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

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

**Discussion- Item XIV-1:**

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

**Discussion- Item XIV-2:**

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

**Discussion- Item XIV-3:**

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

**Discussion- Item XIV-4:**

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

**Discussion- Item XIV-5:**

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

**XV. RECREATION** – Would the project result in:

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

**Discussion- Item XV-1:**

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

**Discussion- Item XV-2:**

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

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

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

**Discussion- Items XVI-1,2:**

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

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

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

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

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

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

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

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

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

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

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

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

**Mitigation Measures- Items XVI-1,2:**

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

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

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

**Discussion- Item XVI-3:**

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

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

**Discussion- Item XVI-4:**

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

**Discussion- Item XVI-5:**

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

**Discussion- Item XVI-6:**

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

**Discussion- Item XVI-7:**

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

**Discussion- Item XVI-8:**

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

**XVII. UTILITIES & SERVICE SYSTEMS – Would the project:**

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

**Discussion- Items XVII-1,2,6:**

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

**Discussion- Item XVII-3:**

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

**Discussion- Item XVII-4:**

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

**Discussion- Item XVII-5:**

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

**Discussion- Item XVII-6:**

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

**Discussion- Item XVII-7:**

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

**E. MANDATORY FINDINGS OF SIGNIFICANCE:**

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

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

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

**G. DETERMINATION** – The Environmental Review Committee finds that:

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

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

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



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

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

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

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

**Mitigation Monitoring Program  
Mitigated Negative Declaration PLUS #PCPA 20110352  
for Headquarter RV Park**

Section 21081.6 of the Public Resources Code requires all public agencies to establish monitoring or reporting procedures for mitigation measures adopted as a condition of project approval in order to mitigate or avoid significant effects on the environment. Monitoring of such mitigation measures may extend through project permitting, construction, and project operations, as necessary.

Said monitoring shall be accomplished by the county's standard mitigation monitoring program and/or a project specific mitigation reporting program as defined in Placer County Code Chapter 18.28, Mitigation Monitoring and Reporting Program.

**Standard Mitigation Monitoring Program (pre project implementation):**

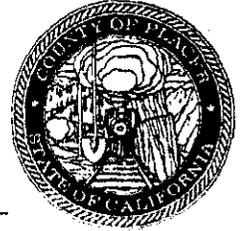
The following mitigation monitoring program (and following project specific reporting plan, when required) shall be utilized by Placer County to implement Public Resources Code Section 21081.6. Mitigation measures adopted for discretionary projects must be included as conditions of approval for that project. Compliance with conditions of approval is monitored by the county through a variety of permit processes as described below. The issuance of any of these permits or county actions which must be preceded by a verification that certain conditions of approval/mitigation measures have been met, shall serve as the required monitoring of those condition of approval/mitigation measures. These actions include design review approval, improvement plan approval, improvement construction inspection, encroachment permit, recordation of a final map, acceptance of subdivision improvements as complete, building permit approval, and/or certification of occupancy.

The following mitigation measures, identified in the Mitigated Negative Declaration, have been adopted as conditions of approval on the project's discretionary permit and will be monitored according to the above Standard Mitigation Monitoring Program verification process:

Mitigation Measures #'s: MM I.1; MM I.2; MM I.3; MM III.1; MM III.2; MM III.3; MM IV.1; MM IV.2; MM IV.3; MM VI.1; MM VI.2; MM VI.3; MM VI.4; MM VI.5; MM VI.6; MM VI.7; MM VIII.1; MM IX.1; MM IX.2; MM IX.3; MM IX.4; MM IX.5; MM IX.6; MM XVI.1.

County of Placer  
**NORTH AUBURN MUNICIPAL ADVISORY COUNCIL**  
P. O. Box 6983  
Auburn, CA 95604  
County Contact: Administrative Aide (530) 889-4010

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June 25, 2012

Chairman Jeffery Ross  
Planning Commission  
3091 County Center Drive  
Auburn, CA 95603

**Re: Headquarter RV Park Proposal**

Dear Chairman,

At the June 12, 2011 North Auburn Municipal Advisory Council (NAMAC) a proposal request was presented for the property located at 14500 Musso Road, Auburn to amend the General Plan (GPA), Rezone (REA) and Conditional Use Permit (CUP) to allow for the rezone of the property from C1-UP-Dc (Neighborhood Commercial, combining Use Permit required, and combining Design Scenic Corridor) and O (Open Space) to C2-UP-Dc (General Commercial, combining Use Permit required and combining Design Scenic Corridor). The applicant is also requesting that the Placer County Planning Commission approve a Conditional Use Permit to allow for the establishment of a 51-unit recreational vehicle (RV) park with a general store and manager's unit on a five-acre portion of an approximately 30-acre property.

The NA Municipal Advisory Council recommends approval of the proposal as presented. Vote: 5/0, (Farinha, Flecklin absent)

Respectfully submitted,

  
Mark Watts,  
Chairman

cc: Placer County Board of Supervisors  
Michael Johnson, Planning Director

## Kathi Heckert

---

**From:** Helga White [helgawh@gotsky.com]  
**Sent:** Thursday, July 26, 2012 1:26 PM  
**To:** Patty Ruud  
**Cc:** Kathi Heckert  
**Subject:** RE: legal notice - Headquarter RV Park - interested parties

Hi Kathi, Between my daughter and son-in-law and I, we own 2 parcels in Bowman on Bridgeview Drive. We all would have no problems to the RV park but we would definitely oppose any amendment to the Bowman General Plan. Please inform me of any notices regarding this issue. Heiga A. White, 310 Bridgeview Drive, Auburn, CA 95603, tel. 530-885-4433 and Tania and Stavros Fasouliotis, 350 Bridgeview Drive, Auburn, CA 95603, tel. 530-613-3126.

-Helga White -

--- [pruud@starband.net](mailto:pruud@starband.net) wrote:

**From:** "Patty Ruud" <[pruud@starband.net](mailto:pruud@starband.net)>  
**To:** "'Kathi Heckert'" <[KHeckert@placer.ca.gov](mailto:KHeckert@placer.ca.gov)>  
**Subject:** RE: legal notice - Headquarter RV Park - interested parties  
**Date:** Thu, 26 Jul 2012 10:20:57 -0700

Hi again Kathi,

Interesting. I'll follow up with a letter to the P.O. Box and see whether I can connect to a live person.

Another question: The applicant is requesting not only a Conditional Use Permit, but also that the Planning Commission "consider providing a recommendation to the Board of Supervisors" for very significant changes in the Auburn/Bowman Community Plan. That could have big implications for those of us living in the Bowman area. **It seems to me that all property owners who would be affected by that change should receive notice of the August 9<sup>th</sup> hearing.** Will they?

Thanks again.

Patty Ruud

---

**From:** Kathi Heckert [mailto:[KHeckert@placer.ca.gov](mailto:KHeckert@placer.ca.gov)]  
**Sent:** Thursday, July 26, 2012 9:18 AM  
**To:** Kathi Heckert; 'Patty Ruud'  
**Subject:** RE: legal notice - Headquarter RV Park - interested parties

In looking through the old distribution information/rolodex, this civic address was given to us August 1982.

**From:** D Conroy  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Headquarter House RV Park (PCPA20110352)  
**Date:** Sunday, July 29, 2012 10:32:50 PM

This email is in response to the Revised Mitigated Negative Declaration for the proposed Headquarter House RV Park. Specifically, I disagree with the finding in item X-8 that "The proposed project will not cause economic or social changes that would result in significant adverse physical changes to the environment, such as urban decay or deterioration."

The project has the serious potential to cause urban decay and deterioration. There is currently a dilapidated trailer park at the south end of Musso Road that appears to have once been a short-term vacation/rest area with small cabins and manager unit. It, at some point, transitioned to a trailer park that is now occupied not by short-term travelers, but by long-term residents living in dilapidated old trailers. The area's deterioration includes piles of garbage and debris and what appears to be non-operating motor vehicles including RVs.

Additionally, there is an old RV park currently listed for sale on Bowman Road, approximately a mile southwest of the proposed project. That Bowman Road Park is currently as much a vision of urban decay as any abandoned commercial lot one might find in a city, with its chain link fenced perimeter, weeds and general disrepair.

I request that in order to mitigate the serious risk of similar future decay to the Headquarter House Project, the County consider the following:

- 1) limit the RV stays to a maximum of thirty days, with no extended stays allowed, to prevent the RV Park from transitioning into a trailer park.
- 2) require that the developer replace those trees removed from the property with 50 gallon rather than the 15 gallon trees proposed in the project plan, to help maintain the existing rural appeal.
- 3) require the developer to plant a sufficient number and size trees along the west (Musso Road) and northeast (sides of the project as a screen to maintain the Scenic Corridor.

Thank you for your consideration.

Deirdre Conroy

RECEIVED

JUL 30 2012

CDRA

TO PLACER COUNTY

July 30, 2012

RE: Comments related to the construction of the Headquarter House RV Park (PCPA 20110352)

On Page 2 this report states that "Typical customers of the park would be those traveling on Interstate 80 for recreational purposes and for overnight stays during hazardous weather conditions." What is to keep customers from staying for weeks or months or longer? After all isn't this whole development about making money?

On Page 10 this report states in MMIV "Prior to any grading or tree removal activities between the months of February through August, a focused survey for raptor nests shall be conducted by a qualified biologist". OOOPS! There has already been an extreme amount of grading, tree removal and disposal. Now what do you do regarding the animals who have made their homes there for years, and the soil that is now devoid of vegetation with fall and winter approaching?

On Page 11 this report states (paraphrased) that said developer shall replace the tree "inches" of the trees cut down with that many inches of trees planted, and in lieu of planting new trees, developer shall pay a mitigation fee of \$100 per diameter inch. This is not a fair exchange for the oxygen/carbon dioxide exchange we who live here have now. Unfortunately we are unable to breathe his mitigation fee, I need oxygen!! I understand there are 5 choices available to said developer, but in light of his less-than-up-front behavior so far, I have my doubts any of these choices available to him will be completed.

On page 14 Item VI-2,3 there is a discrete sentence regarding the potential of using "blasting techniques". Of course, anyone who has tried to do any improvements on this area of land is well aware of the granite and rocks just under the soil. With cuts of up to 12 feet anyone with experience in development of land knows VERY WELL blasting will be a certain requirement. So what about all the animals noted on page 10. Clearly they will not stay or return to a BLASTING area, for years if ever.

On page 21 Item IX-11 states "The project will not alter the direction or rate of flow of groundwater" How can this be guaranteed during the blasting procedures? My family home and property is dependent upon the groundwater and well we have, and I am "downstream" from this proposed development.

On page 23 Item X-2 paraphrased, this discussed zoning and how the new proposed General Commercial zoning would attract patrons from all areas of the community and region as it is easily accessible from a heavily traveled transportation corridor. Those of us who have chosen to live off of Musso Road enjoy our quiet and fairly rural area. We already have to deal with people who access Highway 49 via Bell Road (instead of the other 5 routes available from 80 to 49); and after an evening out on a quiet drive to our home (on a dead-end road) I am already having to dodge those people exiting from a

80

102

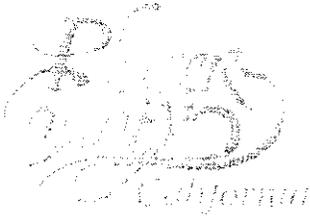
restaurant/bar without looking or occasionally staying in their own lane. THE LAST THING I WANT IS MORE TRAFFIC AND PEOPLE IN MY "FRONT YARD". It is inconceivable to me that anyone can equate an RV park with a vehicle wash area, general store, manager's unit, 51 spaces for RV's and assorted other recreational items with Interstate 80 and Union Pacific Railroad as this proposal has done in this item. To the reasonable man, 2 of these items are for modes of transportation and one is recreational.

On page 23 Item X-7 states that the proposed RV park will take some of the land now incorporated in the golf course and driving range, but that will not cause a discontinuation of the use of the golf course. Is he kidding??? The golf course currently is in poor repair and in only 9 holes so is not heavily used, but by removing any of the golf course it will render it useless to serious golfers. The logical conclusion to this course of action is that this developer can, in near future, submit a proposal to eliminate the golf course as it is not used and put some other General Commercial project (like a gas station etc) on what is now the golf course. It appears he is attempting to develop the 30 areas "one bite at a time", while using smoke and mirrors to distract and deceive.

On pages 27 and 28 this proposal discusses the traffic impact and delay times at intersections at and around this proposed development. The times quoted in this report cite times of 1.7 seconds to 3.5 seconds. When was this "study" done, at 3:30 am? Please come with me in my car when I try to get home ON THE ONLY ROAD THAT LEADS TO MY HOME, between 4:30pm and 5:30 pm. I promise you the wait times are much greater than those quoted in this study. If this developer would care to create a small exit off Interstate 80 for those of us who live beyond his proposed development, there would be a bit less resistance.

Finally, I have some concern with an RV park, as there is already one such "park" at the west end of Musso Road, that is not the best neighbor. Just within 4 miles of Interstate 80 down Bell Road there is another RV park and just across Interstate 80 beside Machado Orchards there is an abandon RV park. Just how many of these "parks" do we need in this area of Bell and Interstate 80? I think even a reasonable man would conclude this area is beyond saturated. If this developer wants to develop this land... lets try something new.

Sincerely,  
Diane Tomlinson  
Don Tomlinson



New Address: 1103 High Street, Auburn, CA 95603

September 11, 2012

Placer County Planning Commission  
3091 County Center Drive  
Auburn, CA 95604

RE: HEADQUARTER HOUSE RV PARK ON MUSSO ROAD AUBURN

Dear Planning Commissioners:

This letter is being sent to you at the request of Michael Reese of Old Woodside Construction regarding the proposed RV park located at Musso Road and Bell Road. Mr. Reese and I had previously discussed his project many months ago when Harvey Roper had suggested that Mr. Reese and I discuss his proposal for his property.

At that time I had advised Mr. Reese that I felt this project would have a positive impact for the region while increasing the number of overnight stays for RV's traveling through our region. It is the goal of the Placer County Visitors Bureau to increase the number of visitors that come and stay in our community. It is felt the location is excellent for a new RV park considering its proximity to Interstate 80. Considering the improvements that have been made to the property which includes the major renovation on the Dingus McGee's restaurant and the continuing improvements to the existing golf course, it is our opinion the new RV park will be a nice addition to the community.

Many visitors to our region cannot find availability in RV parks during peak periods such as the Tevis Cup and the 100 mile Western States Run. This new park will help mitigate this shortage. The close proximity between the new RV park, the existing golf course and the existing restaurant and event center should work well together.

It is hoped that the Planning Commission will approve this project and allow the property owner to move forward with his plans. Please feel free to contact me should you have any comments or questions. Your consideration is appreciated.

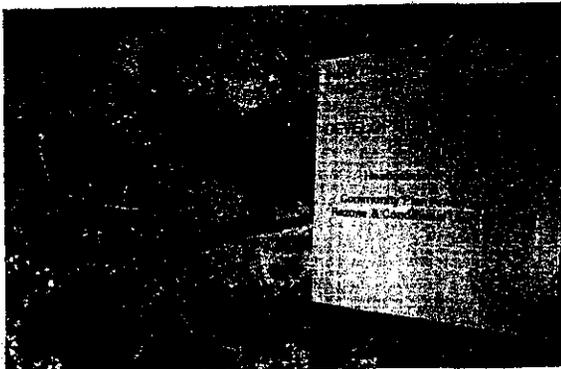
Sincerely,

Jan Decker, CEO  
Placer County Visitors Bureau/  
California Welcome Center

# COMMENT

OUR VIEW

VISU



AMBER MARRA • AUBURN JOURNAL FILE

The Placer County Planning Commission is considering the possibility of a new recreational vehicle park next to Dingus McGee's. The Headquarter RV Park would include 51 sites, but residents living nearby have concerns about the project.

## RV park can be an oasis, not a sty

Protecting the beauty of the community in which we live and allowing those from out of the area to enjoy it is a dance that takes careful planning.

Such is the case when it comes to the proposed 51-unit recreational vehicle park (RV) that is under review by the Placer County Planning Commission. The proposed Headquarter RV Park would offer a general store and have a manager's unit on site and would be located on the property next to the Dingus McGee's restaurant, which is also owned by Michael Reese, president of Old Woodside Construction & Development, and the applicant for the RV park.

While there are understandable concerns by neighbors of the property, facilities such as this one can be a positive contributor to the community and should be looked at as such. The planning commission was right to put the process on hold while community members' points are addressed, but after compromise this project should go through.

A summer with all 51 slots filled up means families, and it can also mean profits for local businesses. Some of those campers are going to want to try the local flavor of the community, and with Interstate 80 close by, getting into town won't take long.

Eateries near the proposed park, such as Ikedas, and local farms like Machado Orchards should be able to see the benefits of this new park in the form of new customers. A trip down Bell Road or a ride farther down I-80 will bring campers in contact with even more of Auburn's sights and businesses.

Concerns over soundly and a

dilapidated property are valid, but what is proposed is quite different from the Glen Oaks Mobile Home Park that residents referred to and has been the subject of several stories in the pages of the journal. The park has since been bought by new owners and efforts to clean up the park are already underway. Unlike mobile home parks, where some homes have wheels, but aren't hooked up to the back of a truck, or have a V8 engine attached to it, RV parks are more vacation destination than permanent residence.

The commission is right to reduce the amount of days one can stay at the proposed park — 180 seems like quite the extended stay. And with the planning department working to make sure all RVs in the park under the conditional use permit are operational, this will help ensure that people can't just let their hunk of junk die in the RV park. Let's also not forget that responsibility lies with ownership as well, and so far Reese seems ready to make sure the facility remains pristine.

One of his goals in proposing this project is to reduce the illegal dumping that is currently going on at this piece of property. What would you rather see? Old couches and tires, or a well-maintained facility? And one would think Reese wouldn't want to be the owner of run-down RV park that is situated right next door to his restaurant, where he wants to entice customers.

Allowing a well-maintained park that lets families and snowbirds and the like enjoy the beauty of the Sierra foothills and bring extra commerce to the area can't be a bad thing.

9/10/12 to Commission  
e-mailed  
Per applicant request  
100  
100

Placer County Planning Commission, Dingus McGee's, Headquarter RV Park

Post a Comment   E-mail this   Print this

Comments

When commenting on stories using your Facebook account, your profile information may be displayed with your comment depending on how your account's privacy settings are configured. When leaving the "Post to Profile" box checked, your comment will also appear on your Facebook profile as well as in the space below.

add a comment... [Comment]

Pablo Saut - Top Commenter
To me an RV Park is a place where people stay for short periods of time while visiting, vacationing or just driving through. A Mobile Home Park is totally different. Which is it?
Reply - 7 - Like - August 19 at 9:05am

Kandrea Asbury - Top Commenter - UCSB
Agreed, totally different! Additionally, if you are truly worried about the RV park becoming an unsafe environment (like the mobile home park), you should be concerned about the RESIDENTS of Glen Oaks, and fighting alongside them for safety. Fighting against the RV park doesn't fix what is going on in Glen Oaks.
Reply - 3 - Like - August 19 at 8:05am

Pablo Saut - Top Commenter
No, but it's a good excuse.
Reply - Like - August 20 at 5:34am

Linda Hawrey Richardson - Hayward Union High School
I agree P S they are totally different and should be treated as such. I think Mr Thompson has an excellent idea. It will be to his benefit to keep both properties up. The restaurant will give travelers a place to eat if they wish and easy of access to the freeway is a real plus.
Reply - 5 - Like - August 19 at 6:35am

David Hawrey - Top Commenter - Santa Teresa High
to compare an RV park to a mobile home park is a stretch. I think you can look at his other businesses if you want an accurate idea of how it would be managed.
Reply - 4 - Like - August 19 at 7:34am

Keep Smilin' - Top Commenter - ASU / SJSU
There is NO comparison to the neighboring mobile home area - This is a great use for a chunk of land right on the freeway, will provide recreational and visitor opportunities not currently and conveniently located. Those involved in this process are local business folks, with a long history in this community and I have no concerns that this project will be run in any other than a professional and appropriate manner. Those targeted for use of this facility are the RV traveling crowd - Grandpa's and Grandpa's who may make Auburn a stop for a while, be it to enjoy the area or stay with friends and family for a while - Or perhaps a family on their way to the mountains - this is NOT a permanent lodging facility & I feel these are the kind of projects that are symbiotic with the needs of the community, and will be a good source of revenue & employment. Let's get the Placer County Contractors back to work - this would be a good project for sure.
Reply - Like - August 21 at 7:56am

MaryJoy Henderson - Top Commenter - Sacramento High
Good thought! However as long as tents and such are not allowed I recall the KOA allowed tents who actually lived there also a couple of RV's were permanent Even people needing a shower paid and allowed A nice clean RV park not a take care of everyone's needs park NOTE info on KOA was over 25 years ago but it could happen again!
Reply - Like - August 19 at 10:17am

Pablo Saut - Top Commenter
RV Park, says it all since RV stands for recreational vehicle which consist of Campers, motor homes and travel trailers. Most KOAs I've stayed on have separate sections for RV and tents. Personally I prefer tent camping but my wife won't camp with me so it's been the handdled stuff, at least when she goes.
Out of curiosity, why wouldn't you allow tents? A lot of good people I know use tents for shelter when they camp, these people are professionals with very good incomes which have a preference different than some for their camping needs.
Reply - 1 - Like - August 20 at 5:33am

Judy Johnson - Ogden, Utah
I have grandchildren in the area and would love to have a place to park my RV while I visit them.
Reply - Like - August 21 at 2:24pm

Keep Smilin' - Top Commenter - ASU / SJSU
That's the ideal!
Reply - Like - August 21 at 9:25pm

Rhonda Brickner - Top Commenter - Nobody at Retired but still busy!
Good ideal!
Reply - Like - August 19 at 9:22am

Facebook social plugins

84
106

August 28, 2012

Placer County  
Planning Commission  
3091 County Center Drive  
Auburn, CA. 95604

Dear Planning Commissioners:

I am writing to you in regard to the recreational vehicle park project that Mike Reese owns that I understand you are considering in October. My family and I own Ikeda's just down the highway from Musso Road. Our business was referenced in the recent positive Auburn Journal Editorial.

I would concur with the Journal article and the people that I have discussed the project with that it would be a good use for the property and a positive addition to the area.

In addition it should be noted that I have known Mike for well over 30 years both as a friend and through business dealings. In fact, he built the house we now live in. He has also developed and built a number of high quality projects in Auburn including Blackwood Hills and Princeton Club Estates. I know he has put much effort and financial resources into bringing the old Headquarter House back up to its greatly improved condition. I am confident the RV Park if approved and built will be a very nice addition to the community.

Your consideration of this letter is appreciated.



Glen Ikeda

RECEIVED  
AUG 17 2012

PLANNING DEPT.

14 to  
8/17/12  
with  
application  
- also  
MJK

August 9, 2012

Placer County Planning Commission:

Thank you for the opportunity to express some of my concerns today about the proposed "Headquarter RV Park" in the Auburn/Bowman Community. I appreciate all of you taking the time to listen to my concerns and those of my neighbors in our small community. I also appreciate how you took our concerns into consideration and requested more information from the developer/land owner and the county planner.

To reiterate my concerns in full, the Staff Report incorrectly states that the proposed project:

3. The establishment, maintenance or operation of the proposed uses will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, nor will it be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County.
4. The proposed use is consistent with the character of the immediate neighborhood and will not be contrary to its orderly development.
5. The proposed use will not generate a volume of traffic beyond the design capacity of all roads providing access to the parcel, consistent with the applicable requirements of the Placer County General Plan and the Auburn/Bowman Community Plan.

As a resident of the Auburn/Bowman Community, this project **will be** detrimental to my peace, comfort, and general welfare. I live in a small rural residential area, and there are only 19 homeowners in my immediate community. You probably won't hear hundreds or thousands of people speaking up against this proposed development because the Bowman area is a very small community, however our voices should count. This proposed project will have an overall adverse affect on our rural way of life; an urban development is encroaching on our rural development. I purchased a home and property here because of the Open Space and rural living conditions. Our immediate neighborhood is not filled with high-density housing, yet the 51-unit proposed RV Park would house over twice as many people than our rural neighborhood – the character of our area **would be** changed drastically if this RV Park were to be constructed. With the addition of so many people to our neighborhood, the traffic volume would alter the only route to my neighborhood, making the accessibility difficult. Specific concerns that substantiate my opinions include:

- Page 6, Staff Report: This area is a "scenic highway corridor" and the report states "recreational vehicles parked on the site may be visible". Although mitigations have been identified, I feel they are inadequate to overcome the degradation of the scenic oak woodland and Open Space area that the project would cause. The current commercial development's (Dingus McGee's) landscape improvements have been poorly maintained

8/5  
108

- areas are overgrown with weeds and green areas have browned. A logical conclusion would be that the proposed Headquarter RV Park would fall into similar disrepair.
- Page 6 and page 40, Staff Report: The proposed project would result in removing 69 out of 151 oak trees protected by the Placer County Tree Ordinance. The mitigation measures cannot adequately replace this oak woodland habitat. This has a significant negative effect on the environment and the wildlife observed on site (my personal observations include raptors such as horned owl, red tail hawk, cooper's hawk).
  - Page 7, Staff Report: States "Blasting may be required to construct on-site improvements". The significant amount of grading would negatively alter the scenic highway corridor and the oak woodland habitat.
  - Page 62, Staff Report: States in regards to ambient noise levels, that the project would not generate a substantial permanent increase. Increasing the density of people in the area combined with the existing commercial venue (Dingus McGees) would very significantly raise the noise levels – currently, music is heard late into the evening (well past 10:00pm), and throughout the days on weekends – the RV park would add to this current noise.
  - Page 66, Staff Report: States that the project's impact at Bell Road and Interstate 80 has a cumulatively significant traffic impact. The improvements to mitigate the intersection are included and funded through the "county-wide traffic fee program." I disagree with using any county money to support infrastructure that is needed as a result of this project.
  - Finally, I am concerned about a potential increase in crime. Placer County does not charge Transient and Occupancy Taxes to RV Park users. The park users would have access to all of our county services like roads, fire protection, and law enforcement for up to 180 days, without paying their fair share. If the RV Park fees could serve as an additional ongoing source of non-property tax revenue to our local government, it might be a positive contributor to the community, instead of a burden. The other economic drawback of this proposed project is that there is an abandoned RV Park located on Bowman Road about 1 mile away from the proposed project site. It appears that there is not such a great need for another RV Park in this immediate area, and that county money is being spent in a wasteful manner researching the feasibility and impacts of the proposed project.

Please do not allow the Headquarter RV Park to be built.

Sincerely,

**Dawn McKinney**  
305 Woodside Way  
Auburn, CA 95630  
[dawn@foothillhoney.com](mailto:dawn@foothillhoney.com)  
530-878-6402

**From:** Ronald Conroy [rconroy@youngsmarket.com]  
**Sent:** Tuesday, November 13, 2012 3:51 PM  
**To:** Placer County Board of Supervisors  
**Subject:** Fwd: Planned Headquarter House R.V. Park Musso Rd.  
**Attachments:** Trailer Park 2.docx; ATT00001.htm

Can some please pass my email on to Jennifer Montgomery?  
I sent it to an email I got off the web-site two weeks ago and have received no response.  
Thank you

Sent from my iPhone  
Ron Conroy  
Youngs Market Co.  
Merchandising Manager  
Northern California

RECEIVED  
NOV 14 2012  
CLERK OF THE  
BOARD OF SUPERVISORS

RECEIVED  
BOARD OF SUPERVISORS  
5 BOS Rec'd  COB  CoCo   
TSI  CEO  Other   
DB/LL  
NOV 13 2012

Begin forwarded message:

Sup D1 \_\_\_ Sup D4 \_\_\_ Aide D1 \_\_\_ Aide D4 \_\_\_  
Sup D2 \_\_\_ Sup D5 \_\_\_ Aide D2 \_\_\_ Aide D5 \_\_\_  
Sup D3 \_\_\_ Aide D3 \_\_\_  58

**From:** Ronald Conroy <rconroy@youngsmarket.com>  
**Date:** October 31, 2012, 11:24:33 AM PDT  
**To:** "JenMonten@placer.ca.gov" <JenMonten@placer.ca.gov>  
**Cc:** Ronald Conroy <rconroy@youngsmarket.com>  
**Subject:** Planned Headquarter House R.V. Park Musso Rd.

Mrs. Montgomery,  
I would like to bring to your attention a developer's plan to put in an R.V. park on the existing Raspberry Hill 9 hole golf course on Musso Rd.  
The plans have been approved by the planning Dept. on October 11<sup>th</sup>. With very little concerns of the impact on the environment, and more on the R.V. Park itself.  
Part of this development will be a rezoning from Open space to commercial in the Auburn/Bowman Community Plan area.  
I and many residences in the area are against this plan.

It goes against the Auburn/Bowman Community plans. (Which one of the Planning Commissioners said was over 30 years old and did not matter?)  
We have filed an appeal with the County on many different points of this plan. I believe this will go to the Board for review in the very near future  
We would sure like to meet with you and go over our reason why this is not a good fit for our community.  
Please do not hesitate to give me a call and schedule a meeting so we can all meet.  
(I have attached my findings on this project.)  
Thank You for your time

**Ron Conroy**  
**Director Of Merchandising**  
**916.300.1374 CELL**  
**[rconroy@youngsmarket.com](mailto:rconroy@youngsmarket.com)**

Ron Conroy  
14650 Musso Rd.  
Auburn, Ca 916-300-1374

October 11, 2012

After reviewing the plans for the Headquarter R.V. Park on Musso Rd I have some concerns that I would like to bring to the attention of The Planning Commission.

**Pg 12 (5)** "No grading, clearing, tree disturbance shall occur until the improvement plans are approved" A great deal of grading, clearing and tree removal has already been done prior to initial projects submittal. This may have impacted raptor nesting sites.

**Pg 13 (8)** Developer has already put in a detention pond, with boxes valve and inlets. (Looking back, I wondered why he was digging a pond right adjacent to the pond he cleared of all vegetation) I believe that reason was to have a detention pond in place before he submitted the R.V. Park plans. (Photo attached)

**Pg 13 (10)** "No water quality facility construction shall be within any identified wetland area, floodplain..." Why did the owner have a large excavator on the property that cleared out at least two ponds of all wetland vegetation and any aquatic wildlife? Basically "sterilizing" the ponds. One of those ponds is directly on the proposed R.V. Park site. Was this to avoid Wetland mitigation? (Photo Attached)

**Pg 24 (40)** Sewage disposal area. Clearing has already happened to the Restaurants grey water leach field (A). A gravel access road is planned to cut next to this leach field. My knowledge of this area is that it's the wettest part of the golf course, especially in early spring after rains. The entire 8<sup>th</sup> Fairway is a ground water bog, due the elevation drop. The improvement map gives reference to a "proposed future BLA". How can the R.V. park parcel ever stand alone and be separate from the Restaurant parcel which utilizes the RV parks site for its grey water disposal?

**Pg 60 X (2, 3)** Land use and planning: Jack Parnell on August 9<sup>th</sup>, 1979 (CUP 338), stated "that in a recent zoning hearing, in order to have a commercial designation on this property, he had to, in turn, place the remainder of the property in open space. He stated that the golf course would be the open space area" Parnell negotiated commercial zoning at the back of the property and agreed to open the space in the front as a visual buffer, in keeping with maintaining an Auburn/Bowman scenic corridor. Many neighbors in attendance felt concern that the zoning change he requested would open the door to future commercial development. See: REA (420), GPA (143), CUP (042), and CUP (254).

The issue here is the RV Park should be downsized and placed in the area zoned C-1 as established through prior hearings and public input. This would have limited impact on the golf course, Restaurant, and preserve the scenic corridor and minimize grading and tree removal. An additional benefit would keep the RV Park as planned out of a drainage basin.

The mitigated Neg. Dec. states that "The trade would neither increase nor decrease either the commercial or open space zoning because the commercially designated area would remain at a total of 5.18 acres and would only overlay the portion of the recreational vehicle park that would be physically developed."

This misses the point that swapping the zoning and permitting the RV Park to be built as proposed, results in a significant and irreversible physical impact to wildlife and a dramatic visual impact on the neighborhood as well as the scenic I-80 corridor.

**Pg 61 X-7** The golf course change is very significant and will have a negative impact, keeping it hard to stay open. A big loss to low income golfers county wide.

**Pg 62 XII (1)** The Mitigated Neg. Dec. states: "A portion of the golf course and driving range would be developed as part of the proposed project, and as a result, the driving range would be relocated. The driving range, golf course and restaurant would not be otherwise affected by the implementation of the proposed project and would remain operational" The Restaurants outdoor music venue will annoy and be a point of conflict for many RV guests. Some restaurant patrons as well, will be turned off by looking down off the deck at an RV Park. The tranquil beauty of looking over green pastures at the beautiful sunset will be forever impacted. Few Restaurants can afford to have dissatisfied guests.

**Pg 62 XII (3)** Noise Issues. Many RV enthusiasts bring off road vehicles with them. Word would travel that the RV Parks close proximity to the RxR tracks as a gateway to the Sierras. This will increase noise and safety issues for residents.

**Traffic:** Any RV coming from west bound I-80 at Bell Rd. during peak traffic will wait for 5 minutes or longer or risk their lives pulling out to turn left to go across the overpass to the RV Park. The two lanes of traffic coming off east bound I-80 only have a stop sign, which rarely provides a break for safe crossing. The Mitigated Negative Declaration says expect a .1 second delay. This is grossly inaccurate in the field.

I looked on a web-site about developing RV Parks I found Bud Surles Consulting group "Leaders in R.V. Park Development" It stated "Things such as poor terrain and noise producers (Railroads, Truck routes, loud music or warehouses) can make quality recreating development risky."

Also we currently have 3 R.V. Parks within 3 miles of this proposed development. (Bell Road, Bowman Road and Highway 49) We don't need another one!

THIRD PARTY APPEAL OF THE PLANNING  
COMMISSION'S ADOPTION OF THE MITIGATED  
NEGATIVE DECLARATION, APPROVAL OF THE  
CONDITIONAL USE PERMIT, AND  
RECOMMENDATION TO APPROVE A REZONE  
AND AN AMENDMENT TO THE  
AUBURN/BOWMAN COMMUNITY PLAN (PCPA  
20110352), HEADQUARTER RV PARK,  
MITIGATED NEGATIVE DECLARATION, DISTRICT  
5 (MONTGOMERY)

Placer County Board of Supervisors

January 8, 2013 10:00 a.m.

Correspondence Received

1/3/13

## Board of Supervisors Meeting Headquarter RV Park Planning Commission Appeal

I. The applicant requests an Amendment to the Auburn/Bowman Community Plan which includes the reconfiguration of existing Open Space with C2-UP-Dc (General Commercial, combining Use Permit Required and combining Design Scenic Corridor) on the property. ***This development proposal conflicts with the intentions set forth in the Auburn/Bowman Community Plan, which emphasizes the preservation of Open Space, Scenic Corridors, and Rural Areas. The existing character of the area is rural residential, and adding an RV Park to the area is urban development, which would significantly alter the character of the area.***

- Section II A (pages 2-3) General Community Goals: Goal 14 “Preserve the natural land forms; preserve outstanding areas of native vegetation including, but not limited to, oak woodlands...”
- Goal 15 “Identify those areas where greenbelts or linear open spaces should be preserved in order to enhance the developed areas...”
- Goal 22 “Amendments to the Auburn/Bowman Community Plan should be minimal until such time as the county determines circumstances in the area have changed so significantly that an update of the plan is necessary. Piecemeal community plan amendments should be discouraged.”
- Section II B (pages 3-5) Planning Principles:
  - Item 1. “Firm urban growth boundaries are necessary for the creation of a compact, efficient, and functional community. The alternative, continued expansion of urban development, means sprawl onto far more of the Community Plan area’s natural landscape and an unmanageable pattern of development. Such expansion would sap economic and social energy from the existing community in which the City, County, and private individuals have extensive financial, social, and historic investment. Urban sprawl would result in the loss of the sense of community that has resulted from the relatively small town atmosphere which fosters social interaction and common interests. The character of the Auburn/Bowman community will be threatened as well, should growth continue to spread throughout the foothill area seemingly without boundaries or limits.”
  - Item 2. “Maintenance of the open space character of lands outside the urban area is necessary, as is the incorporation of some open space characteristics into the urban area...essential for the vitality of the community.”
  - Item 7. “The protection of the environment within the Plan area is necessary in order to maintain the most important attributes that attract people here in the first place, and keep long-term residents from moving away. Part of the reason that the Auburn/Bowman area has experienced such growing pains in recent years is due to the recognition of the apparent conflict between new development and the desire to

maintain the existing character of the area in which the natural environment is a key component.”

- Item 9. “It is important that this Plan recognize the need to identify appropriate techniques for preserving open space...”
- Land Use Element Goals (pages 17-20, 35)
- Section e: “Maintain the present character of established residential areas.”
- Section m: “Preserve and maintain the rural character and quality of the outlying areas. Factors that contribute to this rural character include the predominance of native vegetation (both in the lower oak grasslands and mixed pine forests) and openness; the de-emphasis on “urban” type improvements...”
- Open Space: “The retention of important open space features is critical to the future quality of life in the Plan area. Valuable natural features, such as streams, and stream corridors, scenic corridors, meadowlands, ridge tops, and significant stands of trees shall be preserved and protected through project design. Retention of open space shall be considered in the review of all applications for residential developments.”
- Section m – Open Space: “The retention of these areas as open space is a major goal of the Plan and is critical to the development of the Plan area into a desirable living environment....the retention of open space as a community resource has become increasingly important. Open space is a characteristic of the area which enhances its rural atmosphere, the maintenance of which is a primary goal of this Plan. Many of the area residents have expressed that they were drawn to the area because of the large areas of open space.”
- Section C. Community Design (pages 47-50)
- Item 1. “Retention of the rural character of the area by minimizing the environmental impact of new development is a primary goal of this plan...The Plan’s Background Report describes...the designation of various roadways in the Plan area as “Scenic Corridors.”
- Goal h: “Maintain the character of established residential areas.”
- Goal j: “Preserve the natural land forms, natural vegetation, and natural resources of the area as much as possible.”
- Goal l: “Implement the tree ordinance in order to focus attention on the importance of preserving existing native vegetation.”
- Policies Section, Item 8: “Where possible, preserve native trees and support the use of native and/or drought tolerant plant materials in all revegetation/landscaping projects.”
- Policies Section, Item 10: “Protect from inappropriate development the scenic corridors of I-80...to preserve local views which are important to maintaining the community’s identity.”

**II. *The proposed development is counter to the Placer County General Plan Goals and Policies regarding Scenic Corridors and CEQA guidelines.***

- Staff Report (10/11/12) States on Page 8: “A portion of the project site is visible from Interstate 80. Interstate 80 is designated as a scenic highway corridor by the Auburn-Bowman Community Plan and the Placer County General Plan. If approved, the project would involve site grading, tree removal, on-site road improvements and construction of an on-site manager's unit. With the ultimate buildout of the project, recreational vehicles parked on site also may be visible to travelers on Interstate 80. Because of this, the project has the potential to have a substantial adverse affect on a scenic vista.”
- Placer County General Plan Goal 1.L: “To develop a system of scenic routes serving the needs of residents and visitors to Placer County and to preserve, enhance, and protect the scenic resources visible from these scenic routes.”
- Policy 1.L.3. “The County shall protect and enhance scenic corridors through such means as design review, sign control, undergrounding utilities, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, and land conservation contracts.”
- Placer County General Plan Goal 6.E: “To preserve and enhance open space lands to maintain the natural resources of the county.”
- Placer County General Plan 6.E.2. “The County shall require that new development be designed and constructed to preserve the following types of areas and features as open space to the maximum extent feasible:
  - a. High erosion hazard areas
  - b. Scenic and trail corridors;
  - c. Streams, streamside vegetation;
  - d. Wetlands;
  - e. Other significant stands of vegetation;
  - f. Wildlife corridors; and
  - g. Any areas of special ecological significance.”
- 7.3.2 Thresholds of Significance, CEQA Thresholds: “Based on the Placer County California Environmental Quality Act (CEQA) Checklist and the State CEQA Guidelines, the proposed project would result in a potentially significant impact on visual resources if it would:
  - Have a substantial adverse effect on a scenic vista;
  - Substantially degrade the existing visual character or quality of the site and its surroundings...”
- “A determination finding that a potential visual impact has significance would be based on a change in visual character as determined by the obstruction of a public view, creation of an aesthetically offensive public view, or adverse changes to objects having aesthetic significance.”

**III. Adding a 51-unit RV Park in the middle of a rural residential area would significantly increase the population density and need for public services. How will the funding for additional public services be met?**

According to the Placer County Revenue Services Department, RV Parks do not have to pay Transient and Occupancy Taxes. The RV Park users would have access to all of the county services like roads, fire protection, and law enforcement for a 180 day stay without paying their

fair share. This would be an economic burden to Placer County. At the 10/11/12 Planning Commission Meeting, the Planning Commission passed the issue of taxing to the Board of Supervisors.

**IV. Although the Development Review Committee recommended a maximum 60-day stay at the RV Park, the Planning Commission approved a 180-day stay. The length of stay encourages permanent residence, and increases the potential for urban decay, as evidenced by current similar businesses in the area. See photos.**

- Staff Report 10/11/12, Page 7:
- “Based on several factors, the Development Review Committee determined that a 60-day maximum length of stay for the Headquarter Recreational Vehicle Park was appropriate. This limitation was arrived at by consideration of the applicant's request (180 days), the Planning Commission's recommendation (60 days), and the information listed in the table above. In addition, staff has also determined that the requirement to vacate for a minimum of 30 days prior to returning to the park after a 60-day stay should be reduced. The purpose of the removal period is to ensure that recreational vehicles are operable, to prevent collection of accessory items in the park, and to discourage permanent occupancy. Because a reduction in the removal period will not alter the affect that the removal period provides, staff recommends that the removal period be reduced to seven days.”

**V. The development of the RV Park would be detrimental to the existing business of Dingus McGee's Restaurant, which has become an Auburn destination.** The location of the RV Park would discourage customers from patronizing the restaurant. Parking would be so limited, that patrons would not choose Dingus McGee's to hold special events. The golf course business has already been destroyed as golfers have been alienated by the changes made to the property in August of 2011 (closure of driving range, wetland “cleanup” and reconfiguration, grading changes).

- Staff Report 10/11/12, Page 45:
- “The proposed project would be located on a 5.1 acre portion of the 30-acre project site. The recreational park would consist of approximately 3.3 acres of developed area, and the remaining acreage would be preserved as open space. A portion of the golf course and driving range would be developed as part of the proposed project, and as a result, the driving range will be re-located. The driving range, golf course and restaurant would not be otherwise affected by the implementation of the proposed project and would remain operational.”

Ron Conroy  
14650 Musso Rd.  
Auburn, Ca 916-300-1374

December 7, 2012

After reviewing the plans for the Headquarter R.V. Park on Musso Rd I have some concerns that I would like to bring to the attention of The Planning Commission.

This information refers to the Mitigated Negative Declaration:

**Pg 12 (5)** "No grading, clearing, tree disturbance shall occur until the improvement plans are approved"  
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Also we currently have 3 R.V. Parks within 3 miles of this proposed development. (Bell Road, Bowman Road and Highway 49) We don't need another one!

\*The Wet Land, Pond cleaning and grading began on 8/29/11

\*Reese applied for his CUP T20110352 on 10/26/11

\*A Grading Permit 4963 was entered on 12/5/11

