

MEMORANDUM
COMMUNITY DEVELOPMENT/RESOURCE AGENCY
PLANNING SERVICES DIVISION
County of Placer

TO: Board of Supervisors

FROM: Paul Thompson
Interim Agency Director

BY: Christopher Schmidt
Senior Planner

SUBJECT: Greyhawk III

DATE: June 7, 2016

ACTION REQUESTED

1. Conduct a Public Hearing to consider a recommendation from the Placer County Planning Commission to approve the Greyhawk III project including the following actions:
2. Adopt the Mitigated Negative Declaration and Mitigation Monitoring Program Prepared for the Greyhawk III project; and
3. Adopt an Ordinance to Rezone Assessor's Parcel Number 048-151-088-000 from RS-B-40 PD=2.0 (Residential Single Family, combining minimum Building Site of 40,000 square feet, combining Planned Residential Development of 2.0 units per acre) to RS-B-18 PD=2.8 (Residential Single Family, combining minimum Building Site of 18,000 square feet, combining Planned Residential Development of 2.8 units per acre); and
4. Approve the Vesting Tentative Subdivision Map to subdivide the 20.55-acre property into a 44-unit residential development consisting of halfplex units and a 28-unit Planned Residential Development with open space/common area lots; and
5. Approve a Conditional Use Permit and Conditions of Approval to allow a multi-family development in the CPD-Dc zoning district on the western portion of the site and a Planned Residential Development on the eastern portion.

BACKGROUND

Project Description

The applicant, Patterson Properties, Inc. (Stephen Patterson), requests approval to develop a 72-unit phased residential development on a 20.55-acre site (approximately 17.5 net acres) at the northeast corner of Sierra College Boulevard and Eureka Road, 326 feet west of Greyhawk Drive in Granite Bay. The site consists of two parcels: the "eastern portion," an 11.65-acre (10.62 net acres) parcel (APN 048-151-088-000), and the "western portion," an 8.9-acre (7.01 net acres) parcel (APN 048-151-086-000).

The project would include 28 detached, single-family residences on the eastern portion of the site and 44 attached residential "halfplex" units on the western portion. A halfplex is a single dwelling unit that is half of a two-unit building where a property line separates the two units. Access to the site will be from private roads accessed from a gated entryway off Eureka Road aligned with Hillsborough Drive to the south. The project would also provide a secondary emergency access point from Sierra College Boulevard at the western edge of the project site. Approximately 40 percent of the site would remain as open space.

Land Use and Zoning

The applicant is requesting a Rezoning of the eastern parcel of the project site from RS-B-40 PD = 2.0 (Residential Single Family, Combining Building Site of 40,000 square feet, Planned Residential Development of 2.0 units per acre) to RS-B-18 PD = 2.8 (Residential Single Family, Combining Building Site of 18,000 square feet, Planned Residential Development of 2.8 units per acre).

The Placer County General Plan and the Granite Bay Community Plan land use designation for this parcel of Low Density Residential with a minimum of .4 to .9 acres per dwelling unit would remain unchanged. With the proposed

zoning, 28 residential units would be constructed at a density of .41 units per acre. The proposed density is consistent with the density established by the land use designation (.4 to .9 acres per dwelling unit).

Setting

Eureka Road forms the southern boundary of the site with commercial and residential uses south of Eureka Road in the City of Roseville. The existing Greyhawk subdivision is located to the east with detached single-family residential uses. Strap Ravine flows east to west, north of the project site. An open space lot is located between the proposed project and the Greyhawk II subdivision that is currently under construction and office and professional uses that front Sierra College Boulevard.

Sierra College Boulevard forms the western boundary of the site with an open space parcel and apartments on the west side of Sierra College Boulevard in the City of Roseville. A medium-density residential neighborhood within the City of Roseville is kitty-corner to the project site at the southwest corner of Sierra College Boulevard and Eureka Road.

Project Setting

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	(West) Commercial Planned Development, combining Design Corridor (CPD-Dc); (East) Residential Single-Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre (RS-B-40 PD = 2)	Commercial, Low Density Residential (0.4-0.9 Ac. Min.)	Undeveloped; Grassland and Fragmented Oak Woodland
North	(West) Office Professional, combining Use Permit, Density Limitation 0, Design Corridor; (East) Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre (RS-B-18 PD = 2.8)	Professional Office and Low Density Residential (0.4-0.9 Ac. Min.)	Open Space; Office/Professional; Detached Residential (Greyhawk II)
South	City of Roseville – Community Commercial and Single-Family Residential	<i>Southeast Roseville Specific Plan</i>	Commercial Shopping Center; Detached Residential
East	Residential Single-Family, combining Agricultural, minimum Building Site of 100,000 square feet, Planned Residential Development of 0.96 units per acre (RS-AG-B-100 PD= 0.96)	Rural Low Density Residential 0.9 – 2.3 Ac. Min.	Detached Residential (Greyhawk I)
West	City of Roseville – Attached Residential and Open Space	<i>Southeast Roseville Specific Plan</i>	Open Space; Residential

Site Characteristics

The project site is generally rectangular with the long side of the rectangle oriented in an east-west direction. The site is undeveloped and does not include any existing structures. The project site has an elevation of approximately 230 feet but topography is variable due to grading and stockpiling done in conjunction with the Eureka Road Widening project that is currently under construction.

Two vegetation communities have been identified on-site: annual grassland and oak woodland. The annual grassland community occurs on the west, north, and east portions of the site. Oak woodland occurs in the center of the site. The dominant tree species in this community are blue oak, interior live oak, Valley oak, and gray pine.

Strap Ravine is north of, but does not run through, the property. The Strap Ravine complex is a mosaic of fringe wetland and active stream channel. A relatively narrow low flow channel (five to six feet wide in most reaches) is typically dry in the summer. As part of the Eureka Road Widening project, the U.S. Army Corps authorized the permanent loss of approximately 0.208 acres of seasonal wetlands and 0.276 acres of intermittent stream in 2014. As a condition of the proposed Greyhawk II project, the applicant is required to establish and maintain a 2-acre

preserve containing 0.332 acres of jurisdictional waters of the United States. These wetlands are within the proposed open space preserve and no additional wetlands are present on the project site.

Residential Configuration

East Portion. The eastern 11.65-acre parcel of the project is a 28-lot Planned Residential Development modeled after the previously-approved and currently under construction Greyhawk II subdivision north of Strap Ravine. The parcel is currently zoned for single-family residential as RS-B-40-PD = 2.0. The project application includes a Rezone request to change the zoning of APN 048-151-088 to RS-B-18-PD = 2.8. The eastern portion of the site has a proposed density of 2.4 units per gross acre (2.63 dwelling units per net acre). The lots within this portion of the project will be served by a private loop road. The proposed section for this roadway is 27 feet without sidewalks and no parking allowed on either side.

Each single-family unit would be constructed within individual building envelopes (not the homes themselves) of a minimum of 3,900 square feet each (60' x 65') and includes a rear "private use easement" (20' standard and 15' min. to address possible product variations) to provide a private courtyard area for the owner. A front "private driveway easement" (10' avg. and 8' min.) measured from the front of the residential lots provides individual driveway access to the main loop roadway for each residence. The garage door of each residential unit rests back in the lot to provide a 20' min. length driveway. The residences are envisioned as being predominantly single-story, but two-story floor plan options are likely. As permitted in the RS zoning district, residences will be a maximum of 30 feet in height.

A central common area open space and pathway is provided in the middle of the project loop to enhance community connectivity and a tot lot is proposed adjacent to the open space preserve. In accordance with the Placer County PD regulations, the applicant is required to provide 20 percent, or 2.124 acres, for open space and common areas within the PD specific to the eastern parcel. Five and one half acres of open space is planned, or approximately 52 percent.

West Portion. The western 8.9-acre parcel of the project is zoned for commercial development (CPD-Dc). The Granite Bay Community Plan allows for the development of multi-family residential housing, not to exceed 10 dwelling units per acre, on commercially-zoned property. The project proposes 22 attached residential halfplex lots for a total of 44 dwelling units and a density of 4.94 units per gross acre (6.28 dwelling units per net acre).

This portion of the site will also be served by a private Home Owners Association (HOA) roadway system designed to provide access to the proposed halfplex lots. Street widths have been minimized to reduce site grading and tree removal as much as possible, yet still provide the off-street parking required by the County's Zoning Ordinance. The requirement for sound attenuation along the southern and western borders of this portion of the project adjacent to Eureka Road and Sierra College Boulevard has been met through the provision of sound walls.

Since the applicant is not building the residences on either portion of the site, the design for the units is unknown. The project has been conditioned to enter the County's Design Review process once a builder is selected to construct each portion of the project. While the height limit in the Commercial Planned Development Zone District is 50 feet, the applicant has agreed to limit the residences to two-stories and 36 feet in height, equal to what is permitted in a Residential Multi-Family Zone District.

Granite Bay Municipal Advisory Council

Greyhawk III was presented to the Granite Bay Municipal Advisory Council (MAC) as an informational item on January 6, 2016. Project-related issues discussed by the MAC and the public included residential density, impacts to woodlands, traffic including the alignment with Hillsborough Drive and no direct access to Sierra College Boulevard, unit occupancy (rental vs. owner-occupied), building height, project layout and design, and residence design.

The MAC considered the project as an action item at its April 6, 2016 meeting. After presentations by County staff and the applicant, public comments, and deliberations, the MAC unanimously voted (6:0) to recommend denial. The majority of project-related issues discussed by the MAC included residential density, residential unit size and design, traffic and site access including the lack of sidewalks, and compliance with the Community Plan's Planned Residential Development objectives.

Planning Commission Action

The Greyhawk III project was considered by the Planning Commission at its April 28, 2016 meeting. At the hearing, the Planning Commission listened to presentations by staff and the applicant, and heard comments from members of the public (ten opposed to the project and two supporters). Following is a summary of the principal issues that were presented during the public comment period at the public hearing:

- The adequacy of the traffic study including existing traffic congestion associated with the nearby Granite Bay High School and cumulative impacts from upcoming projects proposed throughout Granite Bay;

- Whether the layout of the eastern portion of the project meets the Community Plan goals and policies regarding Planned Residential Developments;
- Concerns about the rezoning particularly the increase in density, the number of new projects proposing rezones in Granite Bay, and upholding the goals and policies of the Granite Bay Community Plan;
- The adequacy of the California Environmental Quality Act (CEQA) process including whether a full Environmental Impact Report should have been prepared, the need to take a more in-depth look at cumulative impacts, and whether aesthetic impacts have been adequately addressed;
- Concerns over tree loss and proper mitigation and how the project will impact existing drainage issues along Eureka Road;
- The impact on emergency services by new development; and,
- Questions whether the number of parking spaces proposed will be adequate.
- Supporters suggested the proposed density is appropriate for the site and the housing types proposed are needed in the Granite Bay community.

After considering staff's report and recommendation and listening to substantial testimony during the public hearing, the Planning Commission approved motions (4:0:3:0; Commissioners Arcuri, Gray, and Johnson absent) to recommend the following:

- Adopt the Mitigated Negative Declaration for the project
- Approve the Rezone for the project
- Approve the Vesting Tentative Subdivision Map
- Approve the Conditional Use Permit

DISCUSSION OF ISSUES

Project Access

Due to existing congestion, particularly in the morning, concerns were raised about the alignment of the Eureka Road project entryway with Hillsborough Drive to the south. The Eureka Road/Hillsborough Drive intersection is a full-access tee intersection (left and right turns onto Eureka are allowed) with a stop sign on Hillsborough Drive. Full access to/from the Greyhawk III project at the intersection is proposed. In the morning, long delays occur on the eastbound approach to the Eureka Road/Hillsborough Drive intersection, and this approach operates at Level of Service (LOS) F. Level of Service F exceeds the minimum LOS C standard. Poor Level of Service in the AM peak hour is attributable to traffic heading to Granite Bay High School. However, this un-signalized intersection does not carry traffic volumes that would justify a traffic signal or a four-way stop sign.

Placer County staff worked with the applicant to optimize access to the project. County road standards and access management guidelines are in place to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Property access points are designed and permitted within the context of the number of roadways and driveways on both sides of the street within the vicinity of the proposed access point(s) and are not considered in isolation.

Sierra College Boulevard Access. Members of the public have requested the project provide an entrance on Sierra College Boulevard to reduce traffic on Eureka Road. As proposed, the access on Sierra College Boulevard is for emergency vehicles only. Sierra College Boulevard is a high speed, high volume facility classified as a Major Arterial in the Granite Bay Community Plan. These facilities function best with minimal side street or driveway interruptions. For this reason, Placer County and City of Roseville have committed to find alternative access locations on roadways where traffic volumes and speeds are typically lower in order to provide efficient transportation systems.

Gated Entry. The project is proposing a private gated access onto Eureka Road. According to the Granite Bay Community Plan Circulation Policy 28, a gate is allowed for subdivisions "directly assessed off a major arterial roadway" such as Sierra College Boulevard. Since access to Sierra College Boulevard is not ideal as discussed above, staff has determined that a gated entryway is appropriate for the proposed entry off Eureka Road. As required in the Community Plan, unrestricted pedestrian access will be maintained from dawn to dusk into the neighborhood through a pedestrian gate.

The Traffic Impact Analysis considered the impacts of the gated access as it relates to the potential for vehicles to queue back from the gate onto Eureka Road. The gate is located approximately 90 feet from Eureka Road and the access pad is approximately 50 feet from Eureka Road, enough to accommodate two to four vehicles. The private gated entrance design is wide enough to permit residents to bypass waiting visitor vehicles and travel directly to open the gate. It is anticipated that the majority of arriving traffic will turn left at the access on Eureka Road via the left turn lane. The PM Peak Hour inbound traffic forecast is 33 vehicles and the 95th percentile queue is less than approximately one vehicle. Because the gated entrance design allows for up to four vehicles to queue behind the gate as well as the access from a two-way left-turn lane, the likelihood of vehicles queuing onto Eureka Road because of the gate is insignificant.

Project Traffic

A Traffic Impact Analysis (TIA) was conducted for the project by KD Anderson & Associates, Inc. in February 2016. The traffic analysis identifies potential impacts to existing and future traffic with the addition of the proposed project's trips. The analysis takes into consideration existing vehicle trips associated with Granite Bay High School. The proposed project lies within Placer County and is being processed through the County; however, Sierra College Boulevard adjoining the project is within the jurisdiction of the City of Roseville and the standards of significance accepted by the City were used for City streets/intersections within the study area.

The TIA determined that the project will generate 523 daily trips with 40 trips during the AM peak hour and 51 PM peak hour trips at the time of full build-out. Development of the proposed project will not result in Levels of Service in excess of the minimum standards of the County and the City of Roseville based on overall Level of Service. No mitigations are required based on these thresholds.

Development of the project will result in a decrease in traffic volumes at the study intersections within Placer County compared to site development under current zoning designations. A review of the Traffic Analysis Zone (TAZ) in the County's traffic model indicates that the proposed project will replace about 68,000 square feet of office or commercial space that could be developed on the western portion of the site. The underlying commercial use generates 890 daily trips, with 114 trips occurring in the AM peak hour and 108 trips generated in the PM peak hour.

The addition of project traffic will incrementally increase the length of delays occurring at study intersections within the County. However, the addition of project traffic does not result in any analyzed intersections operating at a Level of Service which exceeds the minimum established County standards during the AM or PM peak hour except for the Eureka Road/Greyhawk Drive intersection. Study intersections within the City of Roseville will experience relatively little effect from the addition of project traffic to the network and therefore were found to be less than significant. Impacts at intersections closest to the project are discussed below.

The **Eureka Road/Greyhawk Drive intersection** will continue to operate with long delays in the AM peak hour, and the overall Level of Service will be LOS F with and without the addition of project-related traffic. In this case the significance of the project's impact is determined based on the incremental change in overall delay. The change resulting from the project is 1.5 seconds. Because this increment is less than the 2.5 second increment permitted under the County's Methodology of Assessment, the project's impact was deemed not significant.

At the **Eureka Road/Pavilions driveway**, the project would reduce the overall delay in the PM peak hour by 4.4 seconds compared to the condition with commercial development but increase the delay by 4.3 seconds compared to a condition where no site development occurs. The 4.3 second change exceeds the 2.5 second permissible increment. However, traffic signal warrants are not satisfied, and under Placer County methodology, the project's impact is not significant at this location.

At the **Eureka Road/Hillsborough Drive intersection**, the project would reduce the overall delay by 32.2 seconds in the AM peak hour and 6.0 seconds in the PM peak hour compared to the condition with commercial development but increase the delay by 8.2 seconds and 3.1 seconds compared to a condition where no site development occurs. The change exceeds the 2.5 second permissible increment. However, traffic signal warrants are not satisfied, and under Placer County methodology the project's impact was deemed not significant at this location.

The project will incrementally add traffic to the southbound left turn at the **Sierra College Boulevard/Eureka Road intersection**. However, the amount of traffic is small and this additional traffic would not appreciably affect current queuing according to the TIA.

Cumulative No Project Traffic

Updated traffic volume forecasts for the Year 2030 have been included in the Traffic Impact Analysis via the Granite Bay Cumulative Circulation Study (GBCCS). The GBCCS indicates that five intersections in the Granite Bay Community Plan area will operate with Levels of Service that exceed adopted minimum standards if approved or

pending projects are completed. The GBCCS recommends capital improvement options and resulting Level of Service at these locations that are projected to operate with deficient Levels of Service. The following identified improvements would result in compliance with current LOS polices.

- **Barton Road/Cavitt Stallman Road intersection.** Installation of a traffic signal or roundabout would yield LOS B.
- **Sierra College Boulevard/Cavitt Stallman Road intersection.** A partial traffic signal would yield LOS A but could negatively affect through-traffic on Sierra College Boulevard.
- **Douglas Boulevard/Quail Oaks Drive/Woodgrove Way intersection.** Prohibit left turns and cross traffic but permit left turns from Douglas Boulevard onto each street.
- **Douglas Boulevard/Barton Road intersection.** Widen Douglas Boulevard to provide a separate eastbound right turn lane and widening the north leg of the intersection to provide a third southbound lane. Coordinating the operation of the traffic signal signals along Douglas Boulevard would result in a LOS D.
- **Eureka Road/Greyhawk Drive intersection.** This intersection is projected to have an overall Level of Service F operation in the morning. A traffic signal will yield LOS A.

These improvements are not fully addressed by the existing fee program, and their inclusion in the fee program is needed whether the Greystone III project proceeds or not.

Cumulative Plus Project Traffic

The traffic study analyzed the peak hour Levels of Service under the cumulative conditions with the proposed project. As the background traffic volume at the analyzed intersections increases in the future, the length of delays for motorists will increase. The addition of project traffic to the cumulative traffic at the cumulative plus project study intersections along Sierra College Boulevard does not result in the operation of an intersection at a Level of Service that exceeds the County's minimum established standards.

All intersections on Eureka Road included in the cumulative plus project analysis are projected to operate with an overall Level of Service that will exceed the LOS C standard. Significance of the project's impacts is based on the incremental change in delay and the satisfaction of the traffic signal warrants. At the Eureka Road intersection with the Pavilions driveway and Hillsborough Drive, the project exceeds the 2.5 second increment of delay; however, they do not meet signal warrants. At the intersection with Greyhawk Drive, the project's incremental change in delay is less than the permissible 2.5 second increment. Based on the County's Methodology of Assessment, the project's impacts to these intersections are considered less than significant.

For potential cumulative traffic impacts within the Granite Bay Community Plan area, the Community Plan includes a fully-funded Capital Improvement Program, which with payment of traffic mitigation fees for the ultimate construction of the CIP improvements, would help reduce the cumulative traffic impacts to less than significant levels. For intersections within the City of Roseville along Sierra College Boulevard, Placer County is a participant in the South Placer Regional Transportation Authority (Joint Powers Authority) to fund specified regional transportation project including Sierra College Boulevard.

Greyhawk III will contribute its fair share to the cost of regional improvements by paying the fees in place when building permits are obtained. This reduces the proposed project's impacts associated with increases in traffic to a less than significant level.

Community Plan/Zoning

The western 8.9 acre parcel (7.01 acres net) of the project is zoned for commercial development (CPD-Dc). The Placer County Zoning Ordinance allows Multi-Family Dwellings in the CPD-DC Zone District with a Conditional Use Permit. Where zoning allows, the Granite Bay Community Plan limits residential uses in commercial zones to a maximum of 10 dwelling units per acre. The project proposes 22 attached residential halfplex lots for a total of 44 dwelling units and a density of 4.94 dwelling units per acre (6.28 dwelling units per net acre).

The project also proposes to change the zoning on the eastern parcel of the project site (APN 048-151-088-000) from RS-B-40 PD = 2 (Residential Single Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre) to RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre). The new minimum building site and PD designation allow increased density on the site and match the zoning for the adjacent Greyhawk II project.

The General Plan designates the eastern portion of the project site as Low Density Residential with a minimum of .4 to .9 acres per dwelling unit. Under the proposed project, a total of 28 single-family residential units would be constructed at a density of .41 units per acre (gross acres/24 units). Therefore the proposed density is consistent with the density established by the General Plan Low Density Residential Land Use designation.

The eastern parcel of the project site is proposed as a Planned Residential Development (PD). The County's PD regulations offer a degree of flexibility to depart from existing zoning requirements in exchange for fulfilling an established set of planning criteria. A PD allows creativity in land planning, site design, and the protection of environmentally sensitive lands not possible with conventional subdivision and land development practices. Although PDs allow for greater flexibility, they are not permitted to circumvent the intent and purposes of zoning regulations, nor may they be inconsistent with the General Plan or Community Plan.

The parcel's current PD designation allows for two units per net buildable acreage (9.957 acres) of the site or 19.9 units but is capped at 14 units by the base zoning. The applicant has requested a Rezone of this portion of the project site to RS-B-18-PD = 2.8 (Residential Single Family, Combining Building Site of 18,000 square feet, Planned Residential Development of 2.8 units per acre). The minimum building site change and new PD designation would allow for greater density. The proposed Zoning of the site would allow for 21.46 units. Under the PD regulations, the applicant must, at a minimum, set aside 20 percent of the site's buildable acreage (1.99 acres) as open space in order to receive a five percent density bonus equal to 1.07 units.

The applicant is also eligible for one percent density bonus for each percentage over 20 percent that is set aside as open space, up to a maximum 30 percent density bonus for open space. The proposal includes 5.5 acres of open space, or 55 percent of the eastern portion of the project site. With 55 percent open space provided, the applicant is eligible for the full 30 percent open space density bonus: 6.44 bonus units. By meeting both the minimum and maximum open space bonus densities, a total of 7.51 bonus units is allowed over the 21.46 lots allowed, for a total of 28.97 units. The project proposes 28 units.

Project Architecture and Design

Since the project applicant will not be the builder of the residences, the architectural design or size of the units to be constructed has not been determined. Because of the considerable visibility of the proposed residences from both Sierra College Boulevard and Eureka Road, high-quality residential design is required.

The western parcel of the site has a design review (design corridor –Dc) combining district designation (CPD-Dc) while the eastern portion does not. Since the design of the residences is not known, staff cannot make findings of consistency with the Community Plan design guidelines and principals. Therefore, the project has been conditioned so that residential designs and other features on the entire project site obtain approval by the County's Design Review Committee prior to construction on the site.

Design review includes, but is not limited to, review of proposed building arrangements, setbacks, walls and fences, building exterior appearance, off-street parking, grading, drainage, circulation (including pedestrian and bicycle circulation), landscaping, lighting, and signs. A Design Review Permit is required for the proposed development to ensure the dimensions, colors, materials, architectural elevations, design and placement of the physical characteristics of the project are in compliance with the Granite Bay Community Plan design guidelines and land use policies.

Highly visible residences along Sierra College Boulevard, Eureka Road, and at the project entrance will be required to have enhanced facades that may include a combination of varied roof forms, façade element breaks, second-story balconies, a combination of horizontal and vertical elements, a combination of sheathing materials, enhanced windows, shutters, accents, or other details to provide visual interest. The locations of these units and designated facades are identified in Attachment B. Residential units on the proposed 'enhanced façade lots' deemed not visible from Sierra College Boulevard or Eureka Road, i.e. a one-story design screened by the proposed wood fence or sound wall, would not be required to comply with the enhanced façade requirement.

On the western portion of the project site, development standards for the Commercial Planned Development (CPD) Zone District, Section 17.20.010 of the Zoning Ordinance, provides for a height limit of 50 feet. There is a 30-foot height limit in the Residential Single-Family (RS) Zone District on the eastern portion of the project site. Since there are no three-story, multi-family developments within the Community Plan area, three-story residential structures on the western portion of the property would not be appropriate. The halfplex units will be limited to two-stories and 36 feet in maximum height (equal to the height allowed in the Residential Multi-Family Zone District) to avoid the appearance of imposing structures at this highly-visible corner. The project has been conditioned to this effect.

Residential Unit Occupancy

Concerns were raised at the January MAC meeting by some neighbors over whether the halfplex units proposed would be rentals or for-sale. The County can only control the type of unit being constructed (i.e., detached single-family, multi-family, mobile or manufactured home) and not the occupant of the property (renter vs owner). Multi-family residential is a land use type and includes both rentals and owner-occupied units by definition in the Zoning Ordinance. The applicant may choose to deed restrict a unit or units to owner-occupancy. Enforcement of this provision would be the responsibility of a homeowner's association.

ENVIRONMENTAL IMPACT

A Mitigated Negative Declaration (SCH # 2016032039) was prepared for the Greyhawk III project (Attachment E). The project was determined to have no significant adverse effect on the environment. The 30-day public review period for the Mitigated Negative Declaration closed on April 13, 2016 and comment letters were received from a number of residents, the Granite Bay Community Association, and the Central Valley Regional Water Quality Control Board. Issues raised included the proposed density and zoning change, existing traffic congestion in the project area, the adequacy of the traffic study, noise, crime, consistency with the Community Plan, project design and architecture, compliance with PD requirements, tree impacts, adequacy of parking, entrance location and alignment, the plan for a gated entrance, and cumulative impacts on the community. The Central Valley Regional Water Quality Control Board's letter was a standard comment letter regarding obtaining all necessary permits.

Based on the environmental assessment, the proposed project is not anticipated to have a significant impact on the environment. With the incorporation of all mitigation measures, all identified impacts will be reduced to less than significant levels. The Mitigated Negative Declaration must be found to be adequate by the decision-making bodies to satisfy the requirements of CEQA, and findings for this purpose can be found at the end of this report.

RECOMMENDATION

Staff forwards the Planning Commission's recommendations to the Board of Supervisors for approval of the following actions:

1. Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Greyhawk III project based on the following findings:
 - A. Mitigated Negative Declaration has been prepared for this project in compliance with CEQA. With the incorporation of all mitigation measures, all identified impacts will be reduced to less than significant levels. Mitigation measures include mitigation for removal and/or impacts to oak trees, wildlife and habitat, aesthetic impacts, impacts to cultural and paleontological resources, dust control and construction emissions, noise, use of best management practices to reduce erosion and water quality degradation, and conditions that require DRC review of project elements including building architecture, pedestrian circulation, and common area elements.
 - B. There is no substantial evidence in the record that the project, as 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 custodian of records for the project is the Placer County Planning Services Director, 3091 County Center Drive, Suite 140, Auburn, CA 95603.
2. Adopt an Ordinance for a Rezone of Assessor's Parcel Number 048-151-088-000 to RS-B-18 PD=2.8 based on the following findings:
 - A. The proposed zoning change from RS-B-40 PD = 2.0 (Residential Single Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre) to RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre) is consistent with applicable policies and requirements of the Granite Bay Community Plan.
 - B. The proposed zoning change is consistent with the existing residential and commercial land uses and densities in the immediate area.
3. Approve the Vesting Tentative Subdivision Map for the Greyhawk III project based upon the following findings:

- A. The proposed phased subdivision, together with the provisions for its design and improvements, is consistent with the Granite Bay Community Plan, the Placer County General Plan and with applicable County Zoning Ordinances.
 - B. The site of the subdivision is physically suitable for the type and proposed density of development.
 - C. The project, with the recommended conditions, is compatible with the neighborhood and adequate provisions have been made for necessary public services and mitigation of potential environmental impacts.
 - D. The design and proposed improvements of the subdivision are not likely to cause substantial environmental damage or public health problems.
 - E. The roadways proposed for portions of this project are narrower than the County standard Plates 104 and 105. The reduced widths do not pose a threat to public health and safety. The narrower width of roadway will promote traffic calming and reduce the amount of impervious surface.
4. Approve a Conditional Use Permit, including Conditions of Approval, to allow multi-family dwellings in the CPD-Dc zoning district on the western portion of the site and a Planned Residential Development on the eastern portion based upon the following findings:
- A. The proposed use and development of the property with the provisions for its design and improvements is consistent with objectives, policies, general land uses and programs as specified in the Placer County General Plan and the Granite Bay Community Plan as well as with all applicable provisions of the Placer County Code. These include consistency with goals and policies relating to the use of Planned Residential Developments to retain/protect natural features on site and construction of multi-family dwellings in the CPD-Dc zoning district.
 - B. The establishment, maintenance or operation of the Greyhawk III development will not be detrimental to the health, safety, and general welfare of people residing or working in the neighborhood of the proposed use, and will not be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the County in that the proposed residential land use is compatible with the adjacent residential uses.
 - C. The design and density of the project are consistent and compatible with the character of the immediate neighborhood and will not be contrary to its orderly development.
 - D. The proposed use will not generate a volume of traffic beyond the capacity of roads providing access to the use, consistent with the applicable requirements of the Placer County General Plan and the Granite Bay Community Plan.
 - E. As permitted under the Planned Residential Development guidelines, the project contains less than the parking provisions specified in Section 17.54.050 (off-street parking standards) of the Zoning Ordinance. 102 spaces are proposed in the eastern portion (PD) of the project where 112 spaces are required. The 102 spaces are deemed adequate for the proposed project. The proposed use is consistent with all other applicable with all other provisions of Chapter 17 of the Placer County Code.
 - F. The proposed Planned Residential Development subdivision is consistent with respect to the purposes of a Planned Residential Development in that it will further the public health, safety, peace, morals, comfort, and general welfare by addressing the simultaneous needs of the County for: protecting environmentally sensitive areas; preserving natural resources; and conserving visual and aesthetic resources.
 - G. The proposed Planned Residential Development subdivision is consistent with the zoning of RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre), and is within the density limits of the Low Density Residential (0.4 - 0.9 acre minimum) land use designation in the Granite Bay Community Plan.
 - H. The proposed Planned Residential Development subdivision includes six open space/common area lots (5.5 acres) that provide for resource protection, recreational amenity, as well as visual enjoyment. The open space/common area lots will be held in common ownership by the Homeowner's Association, for the benefit of Placer County.

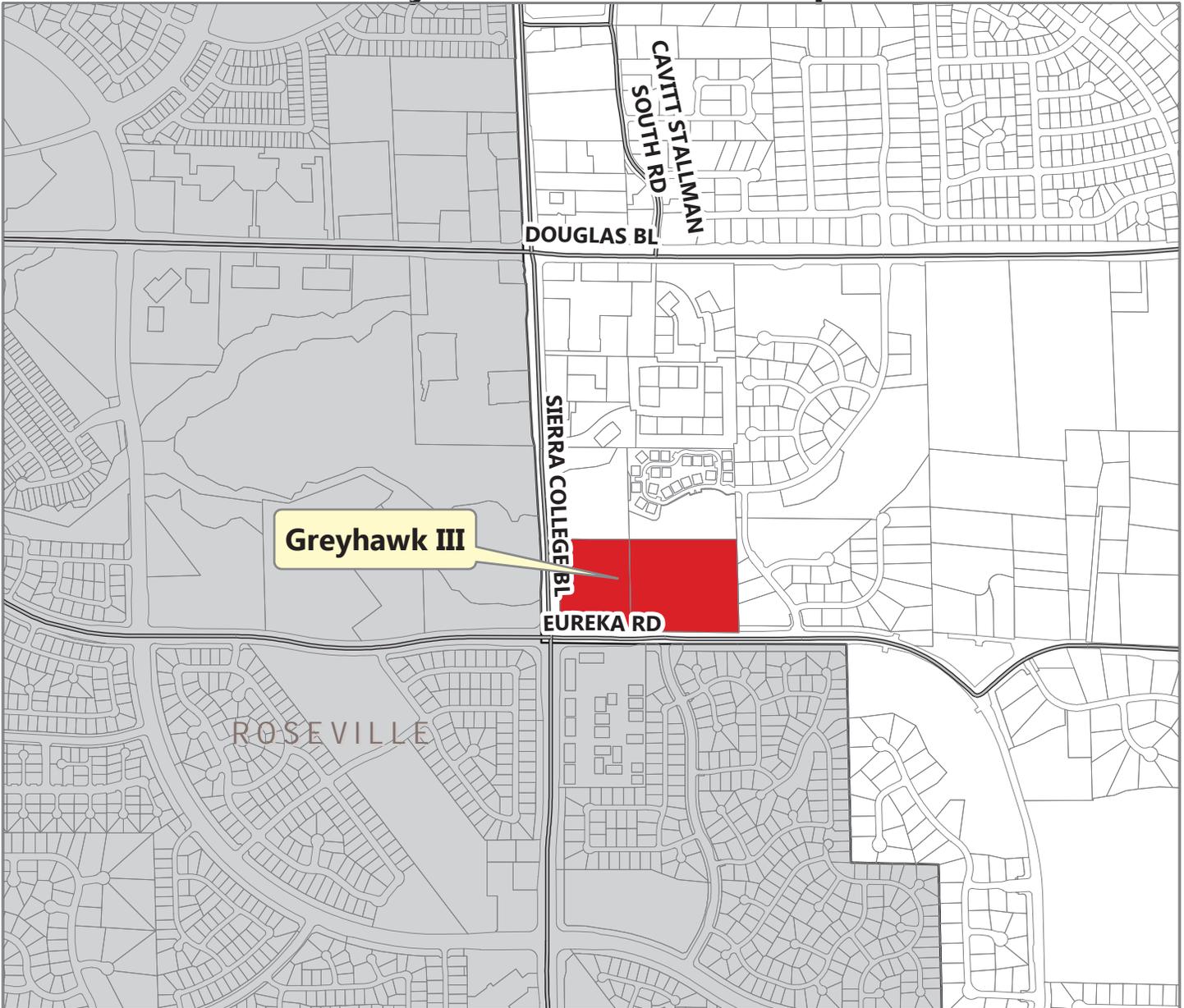
- I. The proposed Planned Residential Development subdivision has been designed in a manner such that adequate public services are provided.
- J. Due to site constraints, it is not feasible for the project to provide all of the required in-tract recreation facilities required by Placer County Code Chapter 17. An in-lieu fee, plus credit for provided facilities, is a reasonable alternative to on-site recreation facilities.

ATTACHMENTS:

- Attachment A: Location Map
- Attachment B: Site Plan/Vesting Tentative Subdivision Map/Enhanced Façade Locations
- Attachment C: Landscape Plan
- Attachment D: Ordinance Adopting a Rezone of Assessor's Parcel Number 048-151-088-000
Exhibit A: Proposed Rezone Map
- Attachment E: Mitigated Negative Declaration and Mitigation Monitoring Program
- Attachment F: Recommended Conditions of Approval
- Attachment G: April 28, 2016 Planning Commission Staff Report (duplicate attachments removed)
- Attachment H: Granite Bay MAC Recommendation and Response Letter from KD Anderson regarding the Granite Bay MAC Traffic Concerns
- Attachment I: Correspondence (*delivered under separate cover and available for review with the Clerk of the Board's Office, 175 Fulweiler Avenue, Auburn*)

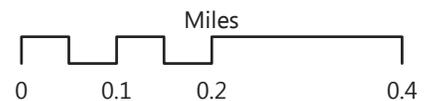
- cc: EJ Ivaldi – Deputy Planning Director
Karin Schwab – County Counsel
Ben Brewer – Flood Control and Water Conservation District
Gerry Haas – CDRA/Air Quality
Andrew Darrow – Environmental Engineering
Andy Fisher – DPWF/Parks Division
Phil Frantz – CDRA/Engineering and Surveying Division
Stephanie Holloway – Department of Public Works and Facilities
Laura Rath – HHS/Environmental Health Services
Granite Bay MAC

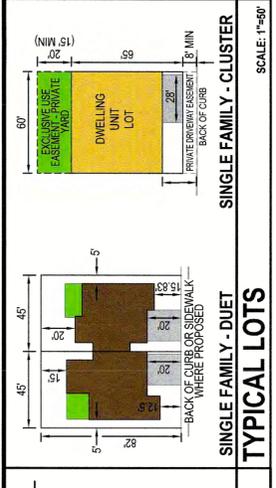
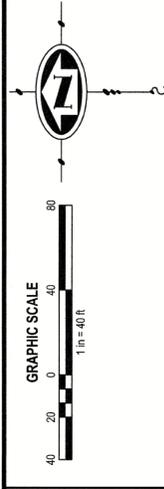
Greyhawk III Location Map



LEGEND

-  Greyhawk III
-  Placer Boundary
-  City Limits
-  Parcels





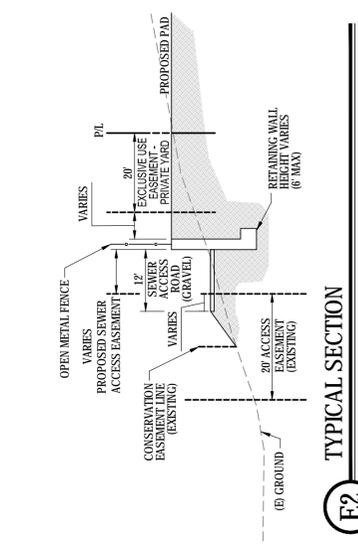
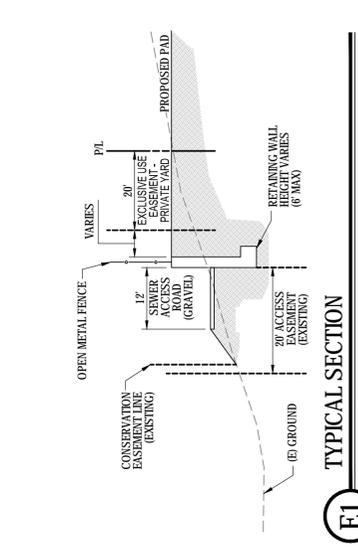
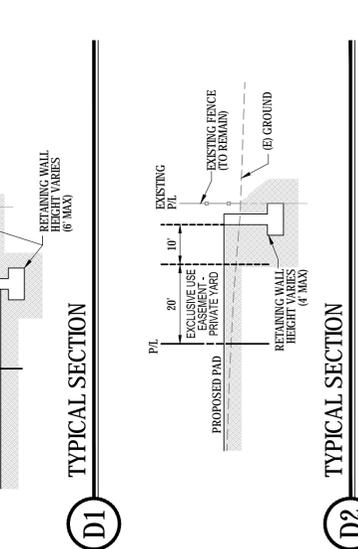
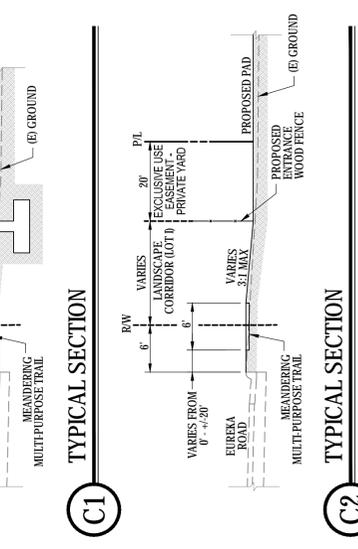
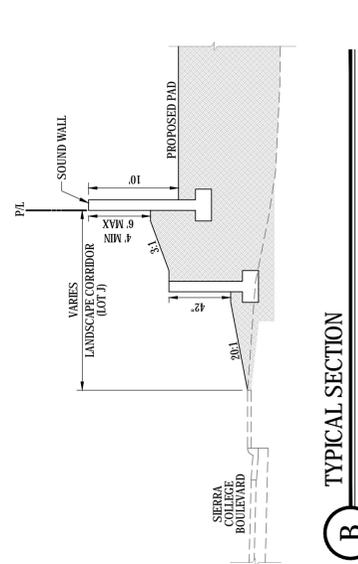
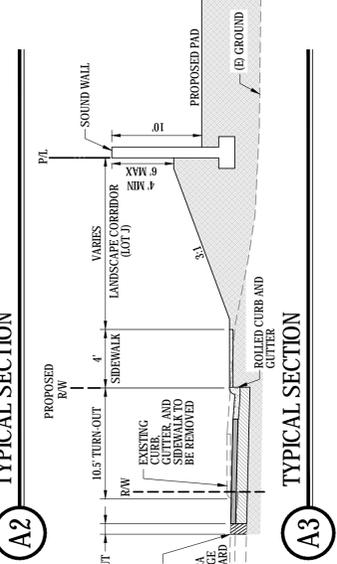
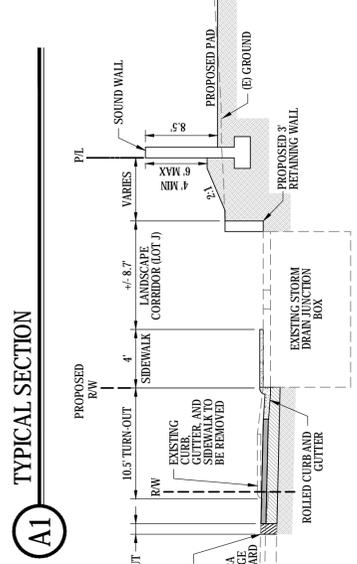
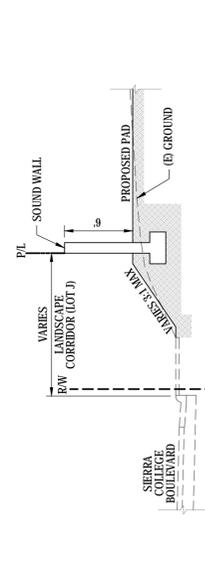
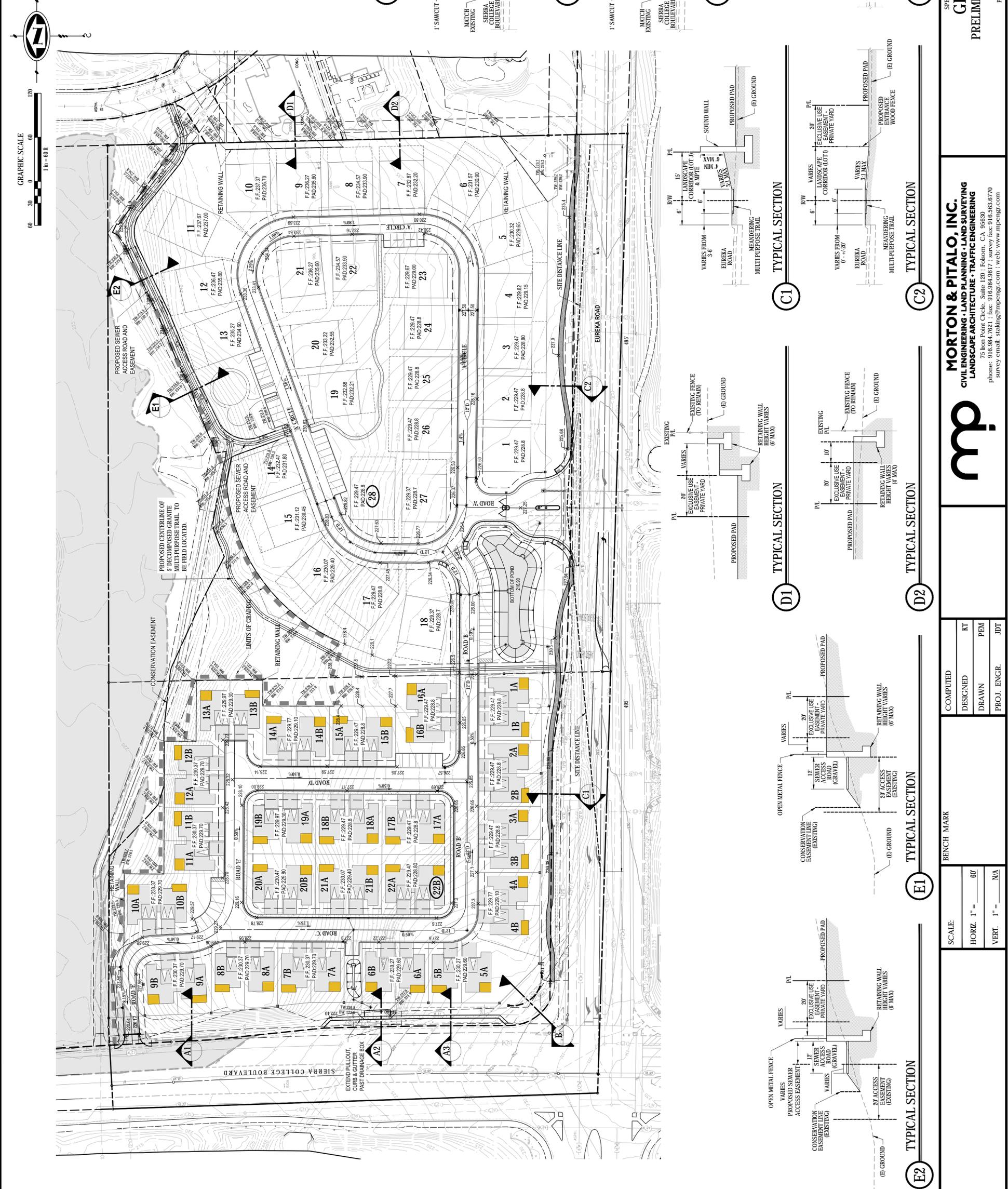
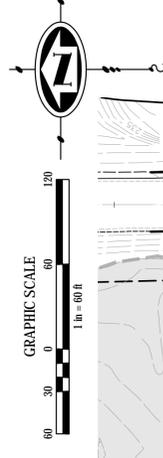
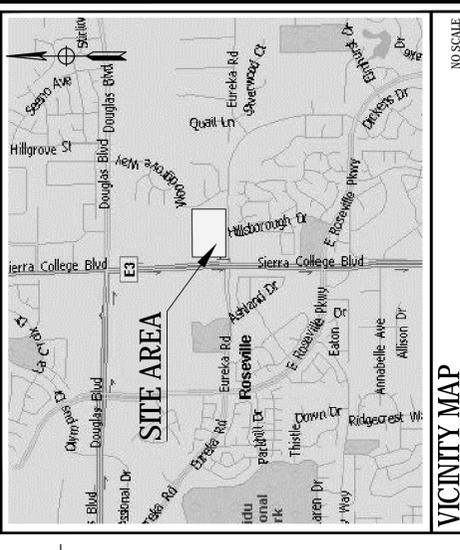
USE

[Brown]	BUILDING FOOTPRINT - SINGLE FAMILY DUET
[Orange]	BUILDING FOOTPRINT - SINGLE FAMILY CLUSTER
[Green]	PATIO
[Light Green]	ROADWAY, PARKING AND DRIVEWAY APRONS
[Grey]	SIDEWALK
[Dark Green]	DECOMPOSED GRANITE MULTI-PURPOSE TRAIL

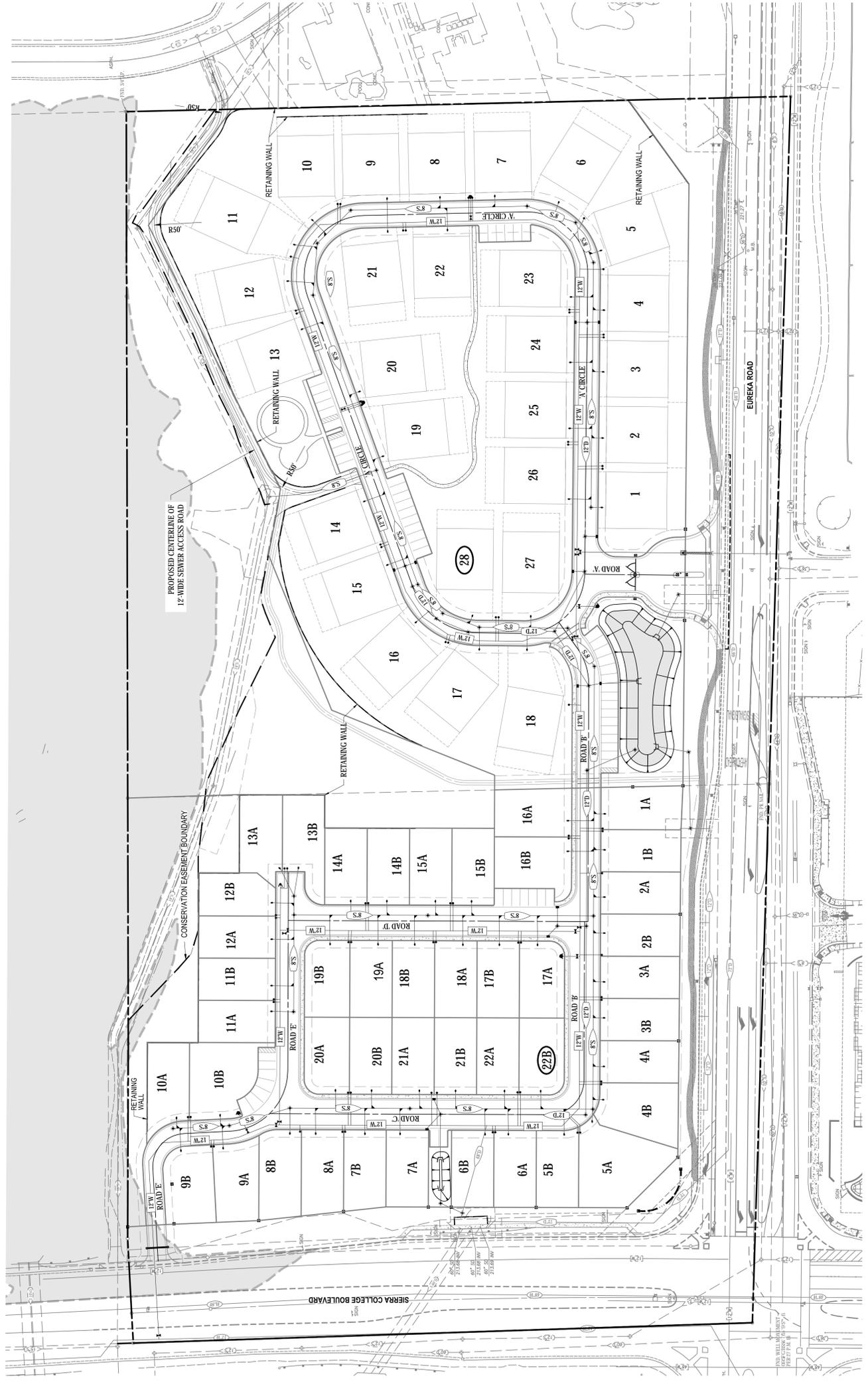
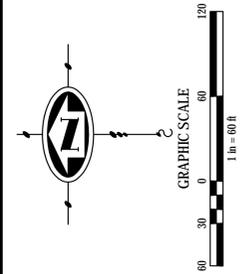
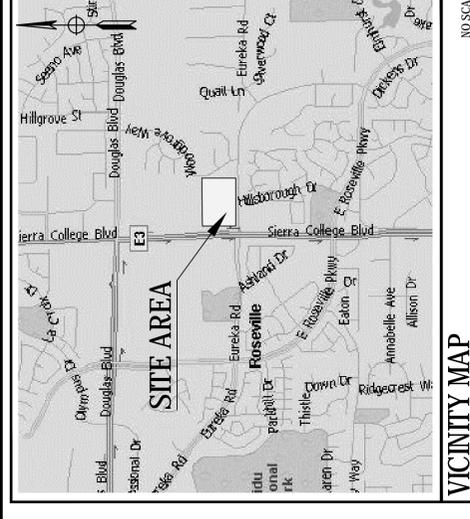
SITE COVERAGE SUMMARY



DATE: JAN. 05, 2015		SHEET: 1		OF: 1	
JOB NO. 05-0096-02					
SPECIFIC DEVELOPMENT PLAN FOR GREYHAWK III ILLUSTRATIVE SITE PLAN PLACER COUNTY, CALIFORNIA					
<p>MORTON & PITALO, INC. CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING LANDSCAPE ARCHITECTURE • TRAFFIC ENGINEERING 75 Iron Point Circle, Suite 120 • Folsom, CA 95630 phone: 916.984.7621 • fax: 916.984.9617 • survey fax: 916.563.6770 survey email: staking@mpengr.com • web: www.mpengr.com</p>					
COMPUTED	DESIGNED	DRAWN	PROJ. ENGR.	KT	PEM
				JDT	
SCALE:		BENCH MARK:			
HORIZ. 1" = 40'		VERT. 1" = N/A			



DATE: MAY 19, 2016		SHEET: 2		OF: 4	
SPECIFIC DEVELOPMENT PLAN FOR GREYHAWK III PRELIMINARY GRADING PLAN					
PLACE COUNTY, CALIFORNIA					
COMPUTED		DESIGNED		DRAWN	
KT		KT		PEM	
PROJ. ENGR.		JDT		JDT	
SCALE:		HORIZ. 1" = 60'		VERT. 1" = N/A	
BENCH MARK		E1		E2	
MORTON & PITALO, INC.		CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING		LANDSCAPE ARCHITECTURE • TRAFFIC ENGINEERING	
75 Iron Point Circle, Suite 120 Folsom, CA 95630		phone: 916.984.7821 fax: 916.984.9617 survey fax: 916.563.6770		survey email: staking@mpengr.com web: www.mpengr.com	
JOB NO. 05-0096-02					



DATE: MAY 19, 2016
 SHEET: 3
 OF: 4

SPECIFIC DEVELOPMENT PLAN FOR
GREYHAWK III
 PRELIMINARY UTILITY PLAN
 PLACER COUNTY, CALIFORNIA

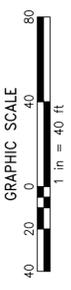
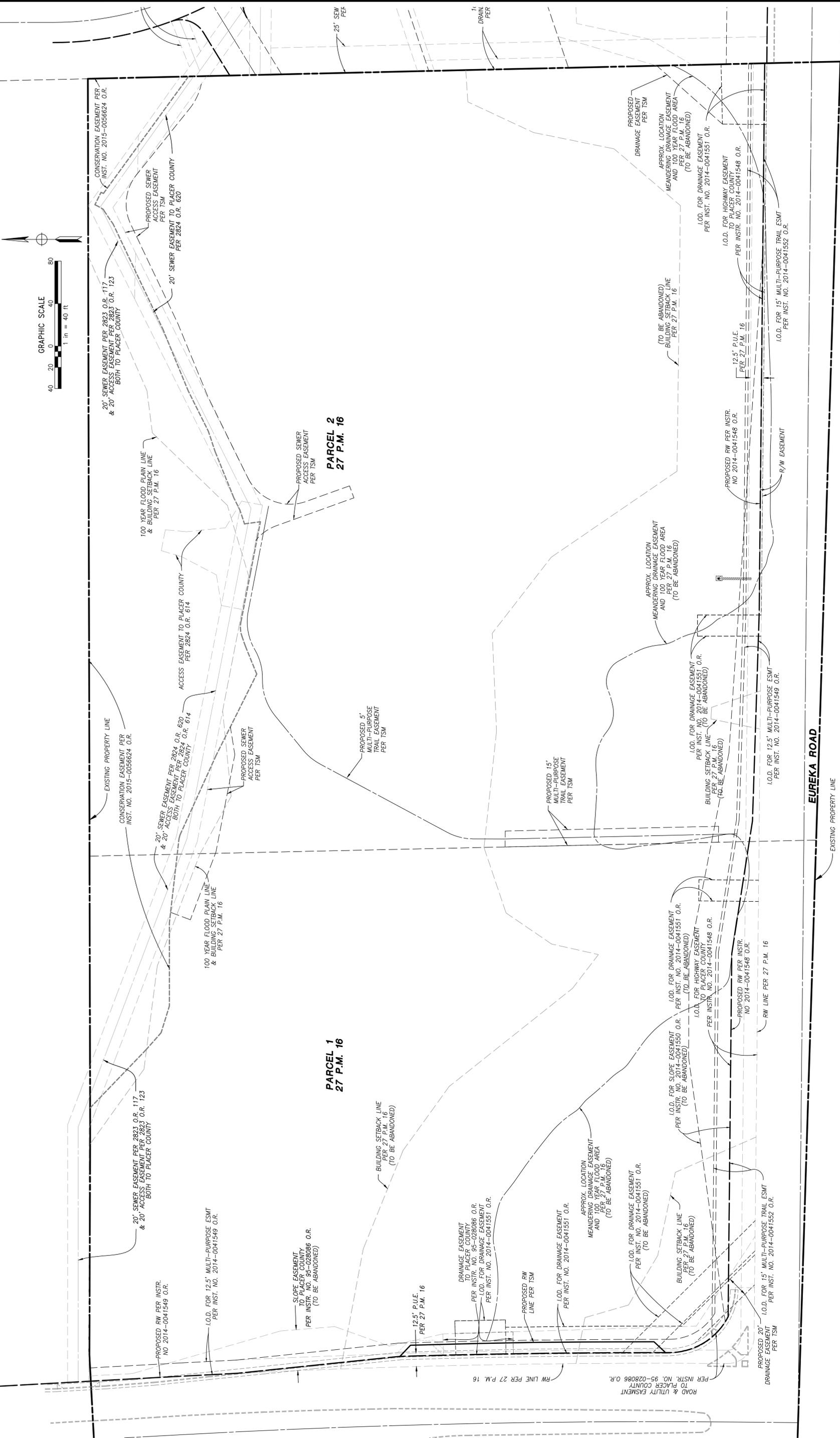
MORTON & PITALO, INC.
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
 LANDSCAPE ARCHITECTURE • TRAFFIC ENGINEERING
 75 Iron Point Circle, Suite 120 | Folsom, CA 95630
 phone: 916.984.7821 | fax: 916.984.9617 | survey fax: 916.583.8770
 survey email: staking@mpengr.com | web: www.mpengr.com



COMPUTED	KT
DESIGNED	KT
DRAWN	PEM
PROJ. ENGR.	JDT

BENCH MARK

SCALE:	
HORIZ. 1" =	60'
VERT. 1" =	N/A



NO.	DESCRIPTION	APPD.	DATE

SCALE:	BENCH MARK	F01-013	COMPUTED
HORIZ. 1" = 40'	ELEVATION=236.20	DATUM=NGVD29	DESIGNED
VERT. 1" = N/A	3 1/2" BRASS DISC SET IN TOP OF CURB ON THE SOUTH SIDE OF A DROP INLET AT THE SW CURB RETURN AT INTY. OF SIERRA COLLEGE BLVD. & EUREKA ROAD STAMPED 3 (SMALL FOND) 7 (LG. FOND) 12-8915 3923.		DRAWN
			PROJ. ENGR. JT

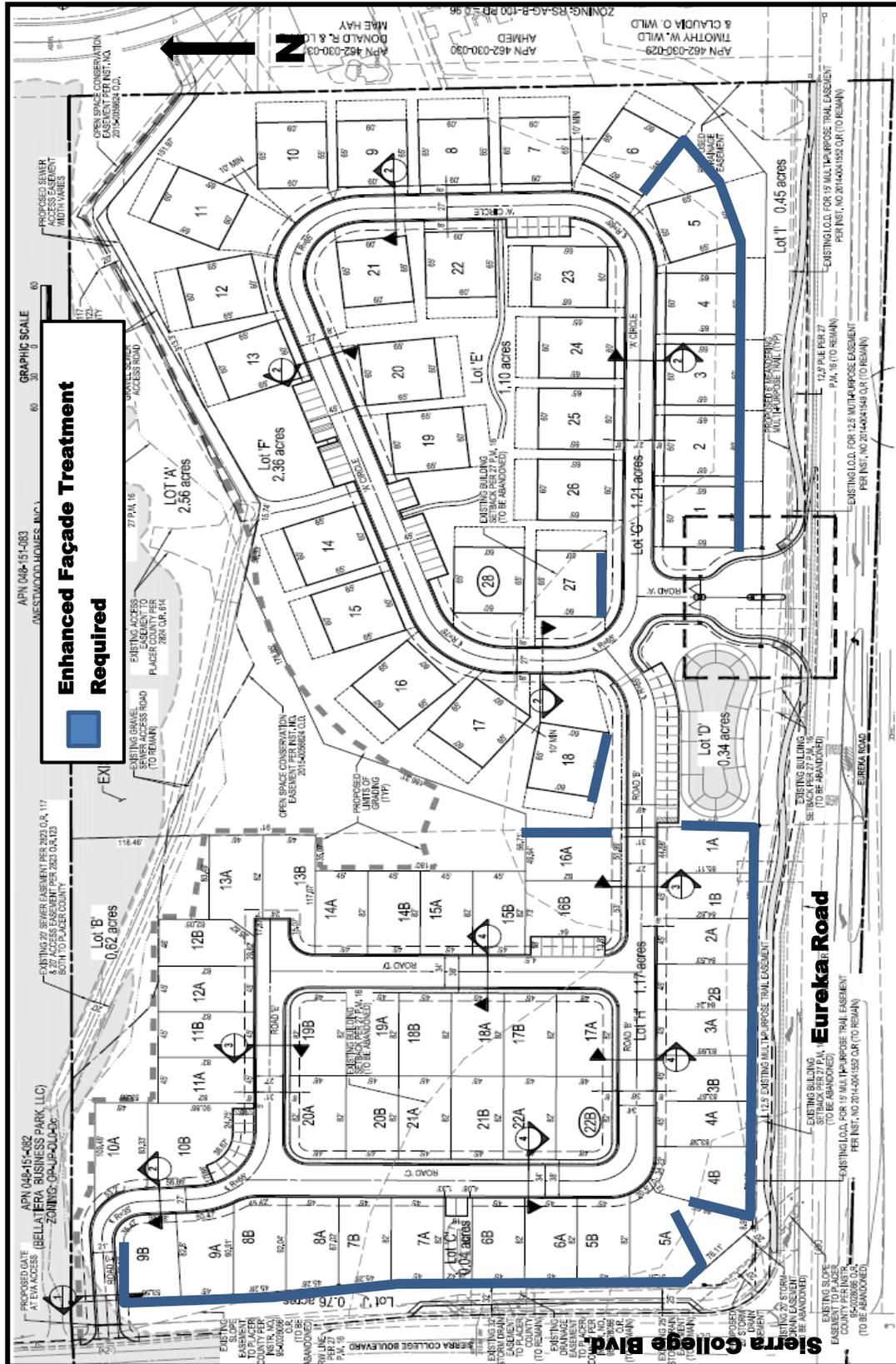
DATE	SHEET	OF
MAY 19, 2016	4	4

SPECIFIC DEVELOPMENT PLAN FOR
GREYHAWK III
 EASEMENT EXHIBIT
 PLACER COUNTY, CALIFORNIA

MORTON & PITALO, INC.
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
 LANDSCAPE ARCHITECTURE • TRAFFIC ENGINEERING
 75 Iron Point Circle, Suite 120 | Folsom, CA 95630
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 survey email: staking@mpengr.com | web: www.mpengr.com

Greyhawk III

Enhanced Facade Locations





PRELIMINARY PLANT LIST AND LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	MIN. SIZE	WATER USE	DESIGN USE
	ACER CINNAMA 'FLAME' FLAME MAPLE	15 G	MED	PATIO/ACCENT
	ACER RUBRUM 'OCTOBER GLORY' OCTOBER GLORY RED MAPLE	15 G	MED	STREET
	ARBUTUS UNEDO 'MARINA' STRAWBERRY TREE	15 G	LOW	SCREEN
	CERCIS CANADENSIS 'FOREST PANSY' EASTERN REDBUD	15 G	MED	SUBORDINATE
	COTINUS COGKYGRA 'COOKE'S PURPLE' PURPLE SMOKY TREE	15 G	LOW	NATURALIZED/PATIO
	CRATEAGUS PHAENOPYRUM WASHINGTON THORN	15 G	MED	SUBORDINATE
	LAGERSTROEMIA INDICA 'SEMINOLE' CRAPE MYRTLE	15 G	LOW	PATIO
	LAURUS NOBILIS LAUREL	15 G	LOW	SCREEN

SYMBOL	BOTANICAL NAME COMMON NAME	MIN. SIZE	WATER USE	DESIGN USE
	NYSSA SYLVATICA TUPELO	15 GAL	MED	STREET
	PISTACIA CHINENSIS CHINESE PISTACH	15 GAL	LOW	SUBORDINATE
	PLATANUS ACERIFOLIA 'BLOODGOOD' LONDON PLANE TREE	15 GAL	MED	STREET
	QUERCUS DOUGLASSII BLUE OAK	15 GAL	LOW	NATURALIZED/EDGE BUFFER
	QUERCUS WISLIZNEI INTERIOR LIVE OAK	36" BX, 24" BX, 15 G	LOW	NATURALIZED/SCORE EN TREE
	VITEX UNGUIS CATULI CHASTE TREE	15 G	MED	PATIO/ACCENT
	DRIP LINE OF EXISTING TREE TO REMAIN SEE CIVIL PLANS FOR LIST AND TREE #S			



PRELIMINARY PLANT LIST AND LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	MIN. SIZE	WATER USE	DESIGN USE
	ACER GINNALA 'FLAME FLAME MAPLE	15 G	MED	PATIO/ACCENT
	ACER RUBRUM 'OCTOBER GLORY' OCTOBER GLORY RED MAPLE	15 G	MED	SCREEN
	ARBUTUS UNEDO 'MARINA' STRAWBERRY TREE	15 G	LOW	SCREEN
	CERCIS CANADENSIS 'FOREST PANSY' EASTERN REDBUD	15 G	MED	SUBORDINATE
	COTINUS COGGYGRIA 'COOKE'S PURPLE' PURPLE SMOKE TREE	15 G	LOW	NATURALIZED/PATIO
	GRATEGUS PHAENOPHYRUM WASHINGTON THORN	15 G	MED	SUBORDINATE
	LAGERSTROEMIA INDICA 'SEMINOLE' GRAPE MYRTLE	15 G	LOW	PATIO
	LAURUS NOBILIS LAUREL	15 G	LOW	SCREEN
	NYSSA SYLVATICA TUPELO	15 GAL	MED	SCREEN
	PISTACIA CHINENSIS CHINESE PISTACH	15 GAL	LOW	SUBORDINATE
	PLATANUS ACERIFOLIA 'BLOODGOOD' LONDON PLANE TREE	15 GAL	MED	SCREEN
	QUERCUS DOUGLASSII BLUE OAK	15 GAL	LOW	NATURALIZED/EDGE BUFFER
	QUERCUS WISLIZAE INTERIOR LIVE OAK	36" BX, 24" BX, 15 G	LOW	NATURALIZED/SCREEN EN TREE
	VITEX UNGUIS CATUS CHASTE TREE	15 G	MED	PATIO/ACCENT

DROP LINE OF EXISTING TREE TO REMAIN SEE CIVIL
PLANS FOR LIST AND TREE #'S

SHRUBS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE
	BACKGROUND / SCREEN SHRUBS - EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.		
	ABELIA X 'ED GOUCHER'	5 G	MED
	ARBUTUS UNEDO 'COMPACTA' DWARF STRAWBERRY TREE	5 G	LOW
	CHOISYA TERNATA MEXICAN ORANGE	5 G	MED
	LAGERSTROEMIA X F. 'PECOOS' DWARF CRAPE MYRTLE	5 G	LOW
	LEUCOPHYLLUM FRUTESCENS 'COMPACTUM' COMPACT TEXAS RANGER	5 G	LOW
	LOROPETALUM CHINENSIS 'RAZZLEBERRY' CHINESE FRINGE FLOWER	5 G	MED
	MYRTUS COMMUNIS	5 G	LOW
	PODOCARPUS MACROPHYLLUS 'MAKI' SHURUBY YEW PINE	5 G	LOW
	RHAPHIOLEPIS INDICA 'JACK EVANS' INDIA HAWTHORN	5 G	MED
	TILLODIA C. 'COMPACTA' COMPACT XTILLODIA	5 G	LOW

FACER/FILLER SHRUBS EVERGREEN OR DECIDUOUS
SHRUBS TO 4'-0". USED FOR "TERRACING" OF PLANT
MATERIAL. SEASONAL COLOR AND SORTING OF
BUILDING EDGES AND FOUNDATION SHRUBS.

	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' DIETES BIG BLOSSOM GRASS	5 G	LOW
	FORTNIGHT LILY	5 G	LOW
	DIANELIA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	1 G	LOW
	HEMEROCALLIS 'STELLA D' ORO' DAILY	5 G	MED
	JUNIPERUS CHINENSIS 'SEA BREEZE' SEA GREEN JUNIPER	5 G	LOW
	LAVANDULA ANGSTIFOLIA ENGLISH LAVENDER	5 G	LOW
	NANDINA DOMESTICA 'COMPACTA' HEAVENLY BAMBOO	1 G	MED
	POLYSTICHUM MUNITUM SWORD FERN	5 G	MED
	PHLOXENDRUM SPP. ADALEA	5 G	LOW
	ADALEA POLYMERIS 'IMBELLITA', 'MINOR' DWARF YEDDO HAWTHORN	5 G	LOW
	SALVIA GRECCII 'PINK PINK AUTUMN SAGE	5 G	MED
	VIBURNUM DAVIDI DAVID'S VIBURNUM	5 G	MED
	WESTRINGIA R. 'MORNING LIGHT' VARIEGATED COAST ROSEMARY	5 G	LOW

SITE KEYNOTES

- A. PRIVATE STREETSCAPE DESIGN INTENT - STREETSCAPE WILL BE CONSISTENT WITH OTHER PROJECTS WITHIN THE AREA. ACER NIGRUM AND NYSSA SYLVATICA WILL BE THE PROPOSED STREET TREES ALONG WITH MASS PLANTED UNDER STORY OF FACER SHRUBS AND GROUND COVER.
- B. ENTRY TREATMENT - ENTRY WILL BE HIGHLIGHTED BY FLOWERING ACCENT TREE AND STONE VENEER WALL AND PILASTERS WITH PROJECT SIGNAGE IN THE ENTRY MEDIUM. USE OF COLORFUL PLANT MATERIALS WILL FURTHER ENHANCE AND DEFINE THE ENTRIES, ALONG WITH DROUGHT TOLERANT SPECIES WHERE APPROPRIATE.
- C. RESIDENTIAL UNITS - COURTYARD HOMES WITH FORWARD PLACEMENT ON STREET. SMALL GARDEN WALLS WITH FINISH TO MATCH HOUSE IN FRONT YARDS TO CREATE USEABLE OUTDOOR SPACE IN FRONT YARDS. LIGHTED ADDRESS SIGNS ON WALL AND INDIRECT LIGHTING UNDER SOFFIT OF GARAGES. A VARIETY OF PATIO TREES AND OTHER SMALL SCALE TREES WITH LOW CONTRASTING SHRUB FORMS WILL BE USED TO ADD INTEREST, COLOR, AND TEXTURE.
- D. RESIDENTIAL UNITS - DUPLEX HOMES WITH FORWARD PLACEMENT ON THE STREET. SMALL USABLE PRIVATE BACKYARDS. COMMON AREA OPEN SPACE LANDSCAPING LOCATED ADJACENT TO DEVELOPMENT SIDE SHALL BE SUITABLE FOR ACTIVE USE WITH A 2-5 YEAR OLD PLAY STRUCTURE, OPEN TURF AREA, CONTAINS OUTDOOR FITNESS EQUIPMENT TO BE USED BY RESIDENTS, AND A OVERHEAD STRUCTURE. DROUGHT RESISTANT PLANTINGS TO BE USED.
- F. FENCE-WOOD GOOD NEIGHBOR AND / OR OPEN METAL FENCE @ UNIT BACKYARDS ADJACENT TO COMMON AREA OPEN SPACE.
- G. FENCE-WOOD "GOOD NEIGHBOR" FENCE BETWEEN UNITS.
- H. FENCE-OPEN METAL FENCE WITH PILASTERS ADJACENT TO DETENTION BASINS.
- I. FENCE-ENHANCED WOOD FENCE ON RETAINING WALL.
- J. FENCE- STONE VENEER FENCE AT ENTRY.
- K. FENCE- MASONRY SOUND WALL WITH DECORATIVE CAP & PILASTERS.
- L. FENCE-POST & CABLE TO PROTECT HILLSIDE.
- M. MAIL - CLUSTER MAIL BOXES.
- N. STREET LIGHT- POST LAMP FIXTURE WITH CUTOFF SHIELD.
- O. PED. GATE.-PEDESTRIAN ACCESS GATE WITH CONTROLLED ACCESS.
- P. SEWER ACCESS EASEMENT ROAD.
- Q. PROTECTED OAK TREE PRESERVE
- R. FENCE - OPEN METAL FENCE ON MASONRY WALL.
- S. CONSERVATION EASEMENT AREA.
- T. SWEAR ACCESS GATE.
- U. FENCE-MASONRY RETAINING WALL WITH DECORATIVE CAP, PILASTERS, AND VILLAGE SIGN.
- V. FENCE-ENHANCED WOOD.
- W. SIDEWALK, SEE CIVIL PLANS.
- X. RETAINING WALL SEE CIVIL PLANS.
- Y. MEANDERING DG PATH, SEE CIVIL PLANS.
- Z. 5' DG MULTIPURPOSE TRAIL, FIELD FIT IN OAK WOODLAND FOR MINIMAL TREE DISTURBANCE.
- AA. FENCE-42" METAL VIEW FENCE.

GROUND COVER MATERIAL - SMALL SCALE DUE TO PROJECT TYPE. EVERGREEN OR PERENNIAL SHRUBS TO 24" HIGH. USED AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

ARCTOSTAPHYLOS U. URSI
ROSEA FLOWER CARPET (WHITE AND RED)
FLOWER CARPET ROSE
SOLLIVA HETEROPHYLLA
AUSTRALIAN BLUEBELL CREEPER
TEUCRIUM X LUCIDRYS 'PROSTRATUM'
PROSTRATE GERMANDER
VINCA MINOR
DWARF PERIWINKLE
TURF TYPE DWARF FESCUE TURF

VINES/ESPALIER MATERIAL - EVERGREEN OR PERENNIAL VINES WITH MANAGEABLE SPREAD FOR COVERING BLANK WALLS, AND CASCADE OVER OUTDOOR ARBORS AND ACCENT STONE WALLS. USED TO SOFTEN FACER MATERIALS AND INTEREST VERTICALLY.

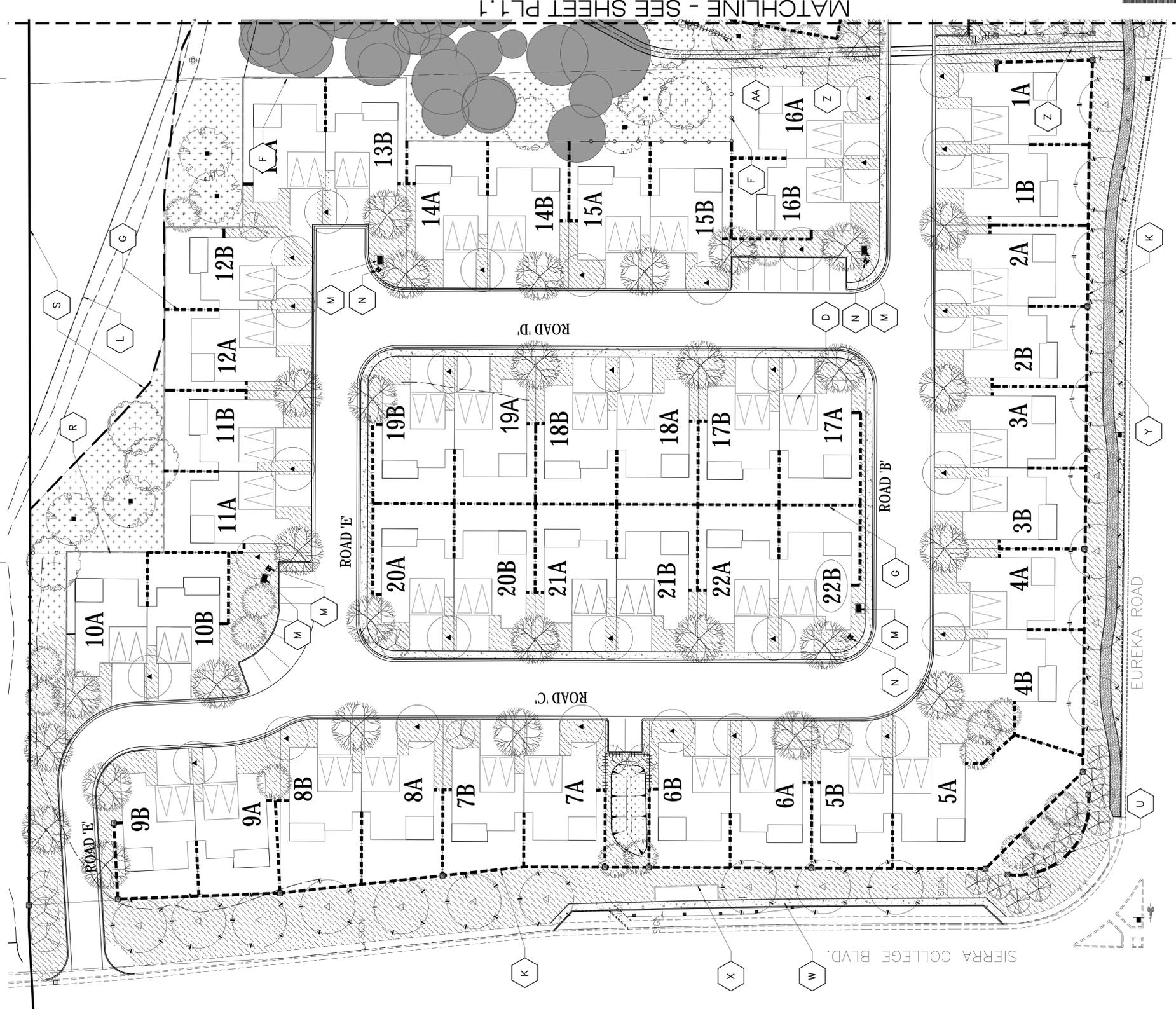
CLEMATIS ARMANDI
EVERGREEN CLEMATIS
FOCUS PUMILA
CANTINA
JASMINE
POLYANTHUM
JASMINE
MACFADYANA UNGIS CATI
CATS CLAW VINE
PARTHENOISSIUS TRICUSPIDATA
BOSTON IVY

TURF
TURF - "ISOLERS" FESCUE
TURF TYPE DWARF FESCUE

BUFFER PLANTING ADJACENT TO OPEN SPACE AND STRAP RAVINE - MIX OF NATIVE PLANT MATERIAL USED AS NATURAL TRANSITION FROM THE EDGES OF SITE TO OPEN SPACE. PLANTING MATERIALS TO BE USED AS A NATURAL FILLER ALONG SLOPE EDGE COMPATIBLE WITH RIPARIAN ENVIRONMENT OF THE CREEK CORRIDOR. THIS MATERIAL WILL BE HYDROSEEDED AND POINT SOURCE IRRIGATED.

ARTEMESIA CALIFORNICA
CALIFORNIA SAGEBRUSH
CEANOETHUS SPP.
CALIFORNIA LILAC
CERCIS OCCIDENTALIS
WESTERN REDBUD
PREMONTENDRON 'DARA GOLD'
FLANNEL BUSH
ESCHSCHOLZIA CALIFORNICA
CANTINA
ROHNEYA COLUTERI
MATILIA POPPY
MIMULUS SPP.
MONKEY FLOWER
NASSELLA PULCHRA
PURPLE NEEDLE GRASS
RHAMNUS CALIFORNICA
COFFEENUT

1 G	LOW	36" O.C.
1 G	MED	36" O.C.
1 G	MED	18" O.C.
1 G	LOW	18" O.C.
1 G	MED	12" O.C.
SOD	HIGH	
1 G	MED	EVERGREEN
1 G	MED	EVERGREEN
1 G	MED	EVERGREEN
1 G	LOW	EVERGREEN
1 G	MED	DECIDUOUS



PRELIMINARY PLANT LIST AND LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	MIN. SIZE	WATER USE	DESIGN USE
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	COTINUS COCCYGBA 'COOKE'S PURPLE' PURPLE SMOKY TREE	15 G	LOW	NATURALIZED/PATIO
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	LAGERSTROMIA INDICA 'SEMINOLE' GRAPE MYRTLE	15 G	LOW	PATIO
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	NYSSA SYLVATICA TUPELO	15 GAL	MED	STREET
	PISTACIA CHINENSIS CHINESE PISTACH	15 GAL	LOW	SUBORDINATE
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	QUERCUS DOUGLASHI BLUE OAK	15 GAL	LOW	NATURALIZED/EDGE BUFFER
	QUERCUS WISLIZNEI INTERIOR LIVE OAK	36" BK, 24" BK, 15 G	LOW	NATURALIZED/SCRE EN TREE
	VITEX UNICUS CATINUS CHASTE TREE	15 G	MED	PATIO/ACCENT

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SITE KEYNOTES

- A. PRIVATE STREETSCAPE DESIGN INTENT - STREETSCAPE WILL BE CONSISTENT WITH OTHER PROJECTS WITHIN THE AREA. ACER NIGRUM AND NYSSA SYLVATICA WILL BE THE PROPOSED STREET TREES ALONG WITH MASS PLANTED UNDER STORY OF FACER SHRUBS AND GROUNDCOVER.
- B. ENTRY TREATMENT - ENTRY WILL BE HIGHLIGHTED BY FLOWERING ACCENT TREE AND STONE VENEER WALL AND PILASTERS WITH PROJECT SIGNAGE IN THE ENTRY MEDIAN. USE OF COLORFUL PLANT MATERIALS WILL FURTHER ENHANCE AND DEFINE THE ENTRIES. ALONG WITH DROUGHT TOLERANT SPECIES WHERE APPROPRIATE.
- C. RESIDENTIAL UNITS - COURTYARD HOMES WITH FORWARD PLACEMENT ON STREET. SMALL GARDEN WALLS WITH FINISH TO MATCH HOUSE IN FRONT YARDS TO CREATE USEABLE OUTDOOR SPACE IN FRONT YARDS. LIGHTED ADDRESS SIGNS ON WALL AND INDIRECT LIGHTING UNDER SOFFIT OF GARAGES. A VARIETY OF PATIO TREES AND OTHER SMALL SCALE TREES WITH LOW CONTRASTING SHRUB FORMS WILL BE USED TO ADD INTEREST, COLOR, AND TEXTURE.
- D. RESIDENTIAL UNITS - DUPLEX HOMES WITH FORWARD PLACEMENT ON THE STREET. SMALL USABLE PRIVATE BACKYARDS.
- E. COMMON AREA OPEN SPACE LANDSCAPING LOCATED ADJACENT TO DEVELOPMENT SIDE SHALL BE SUITABLE FOR ACTIVE USE WITH A 2-5 YEAR OLD PLAY STRUCTURE, OPEN TURF AREA, CONTAINS OUTDOOR FITNESS EQUIPMENT TO BE USED BY RESIDENTS, AND A OVER-HEAD STRUCTURE. DROUGHT RESISTANT PLANTINGS TO BE USED.
- F. FENCE-WOOD GOOD NEIGHBOR AND / OR OPEN METAL FENCE @ UNIT BACKYARDS ADJACENT TO COMMON AREA OPEN SPACE.
- G. FENCE-WOOD "GOOD NEIGHBOR" FENCE BETWEEN UNITS.
- H. FENCE-OPEN METAL FENCE WITH PILASTERS ADJACENT TO DETENTION BASINS.
- I. FENCE-ENHANCED WOOD FENCE ON RETAINING WALL.
- J. FENCE- STONE VENEER FENCE AT ENTRY.
- K. FENCE- MASONRY SOUND WALL WITH DECORATIVE CAP & PILASTERS.
- L. FENCE-POST & CABLE TO PROTECT HILLSIDE.
- M. MAIL - CLUSTER MAIL BOXES.
- N. STREET LIGHT- POST LAMP FIXTURE WITH CUTOFF SHIELD.
- O. PED. GATE.-PEDESTRIAN ACCESS GATE WITH CONTROLLED ACCESS.
- P. SEWER ACCESS EASEMENT ROAD.
- Q. PROTECTED OAK TREE PRESERVE
- R. FENCE - OPEN METAL FENCE ON MASONRY WALL.
- S. CONSERVATION EASEMENT AREA.
- T. SWEAR ACCESS GATE.
- U. FENCE-MASONRY RETAINING WALL WITH DECORATIVE CAP, PILASTERS, AND VILLAGE SIGN.
- V. FENCE-ENHANCED WOOD.
- W. SIDEWALK, SEE CIVIL PLANS.
- X. RETAINING WALL SEE CIVIL PLANS.
- Y. MEANDERING DG PATH, SEE CIVIL PLANS.
- Z. 5' DG MULTIPURPOSE TRAIL, FIELD FIT IN OAK WOODLAND FOR MINIMAL TREE DISTURBANCE.
- AA. FENC-42" METAL VIEW FENCE.



MATCHLINE - SEE SHEET PL1.0

PRELIMINARY LANDSCAPE PLAN

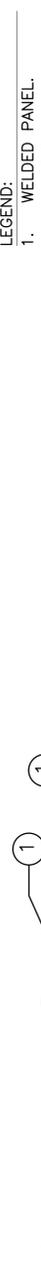
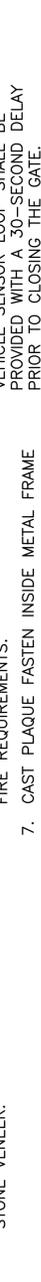
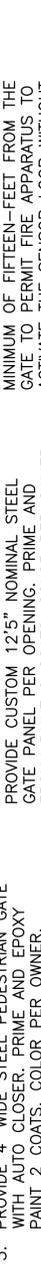
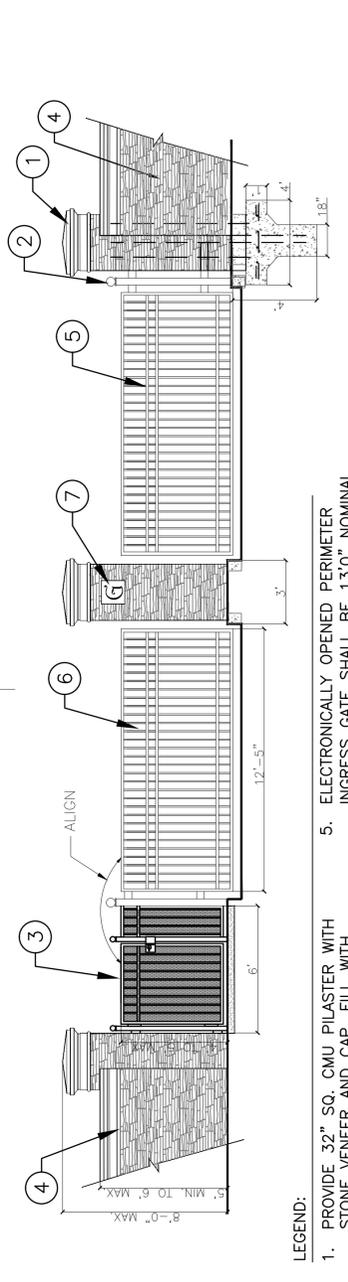
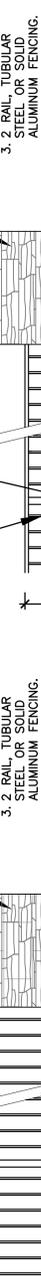
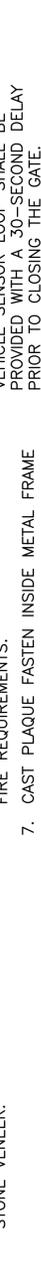
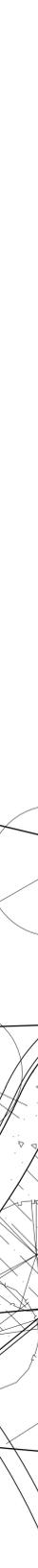
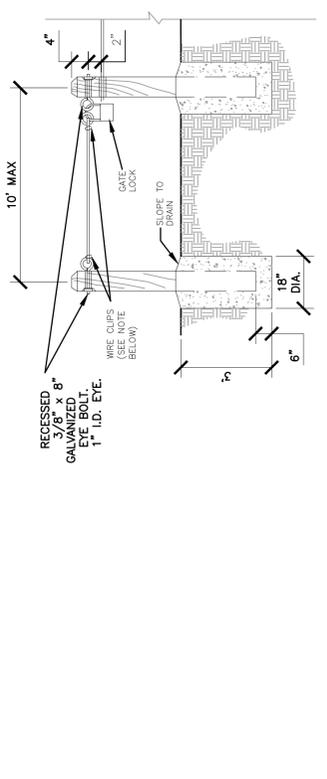
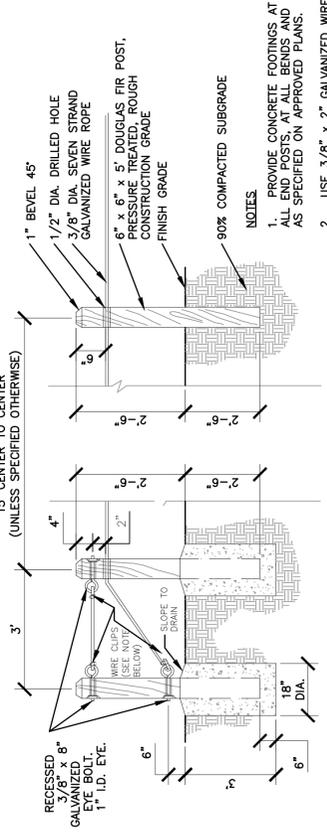
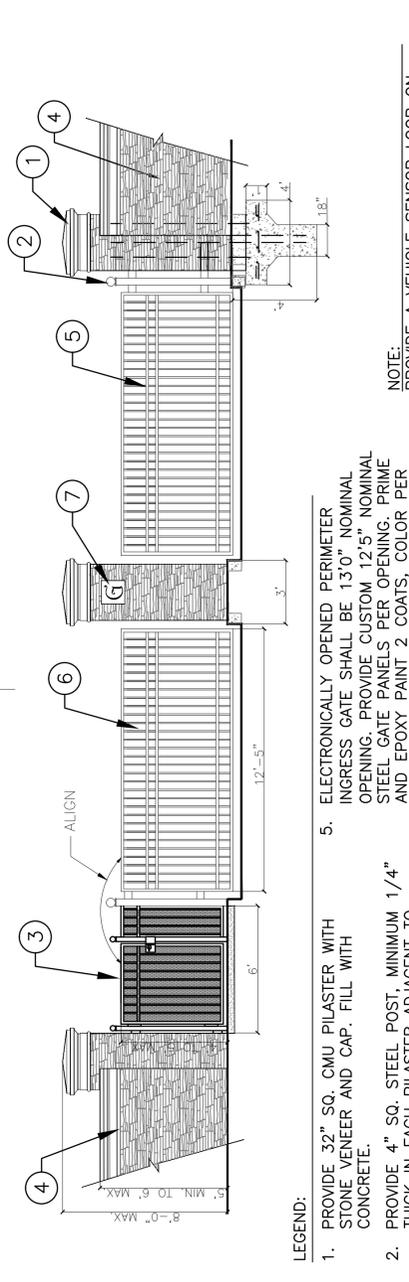
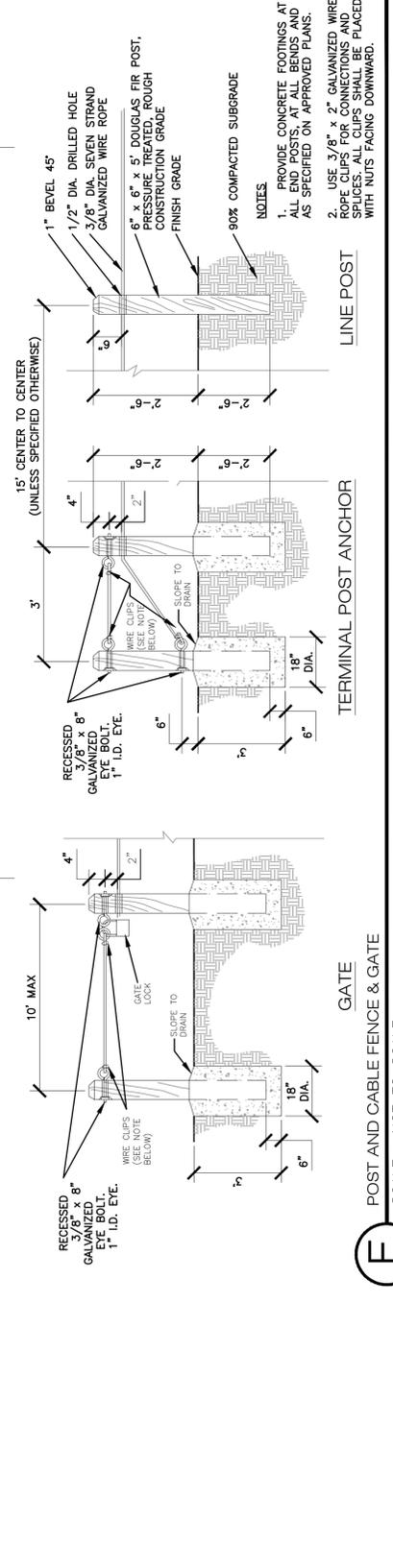
GREYHAWK III
GRANITE BAY, CA

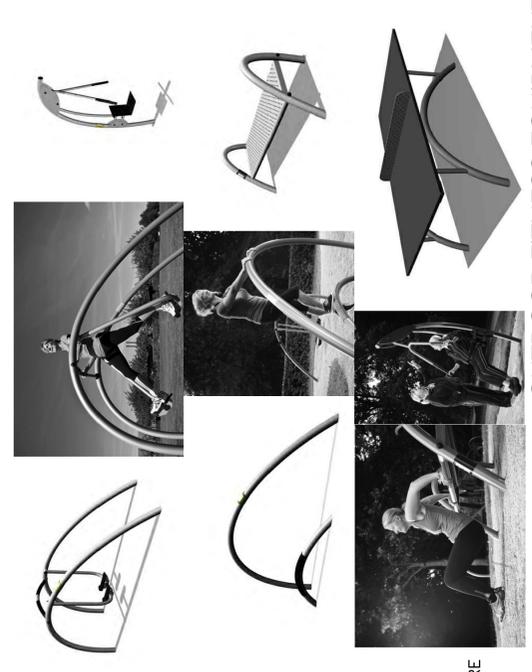
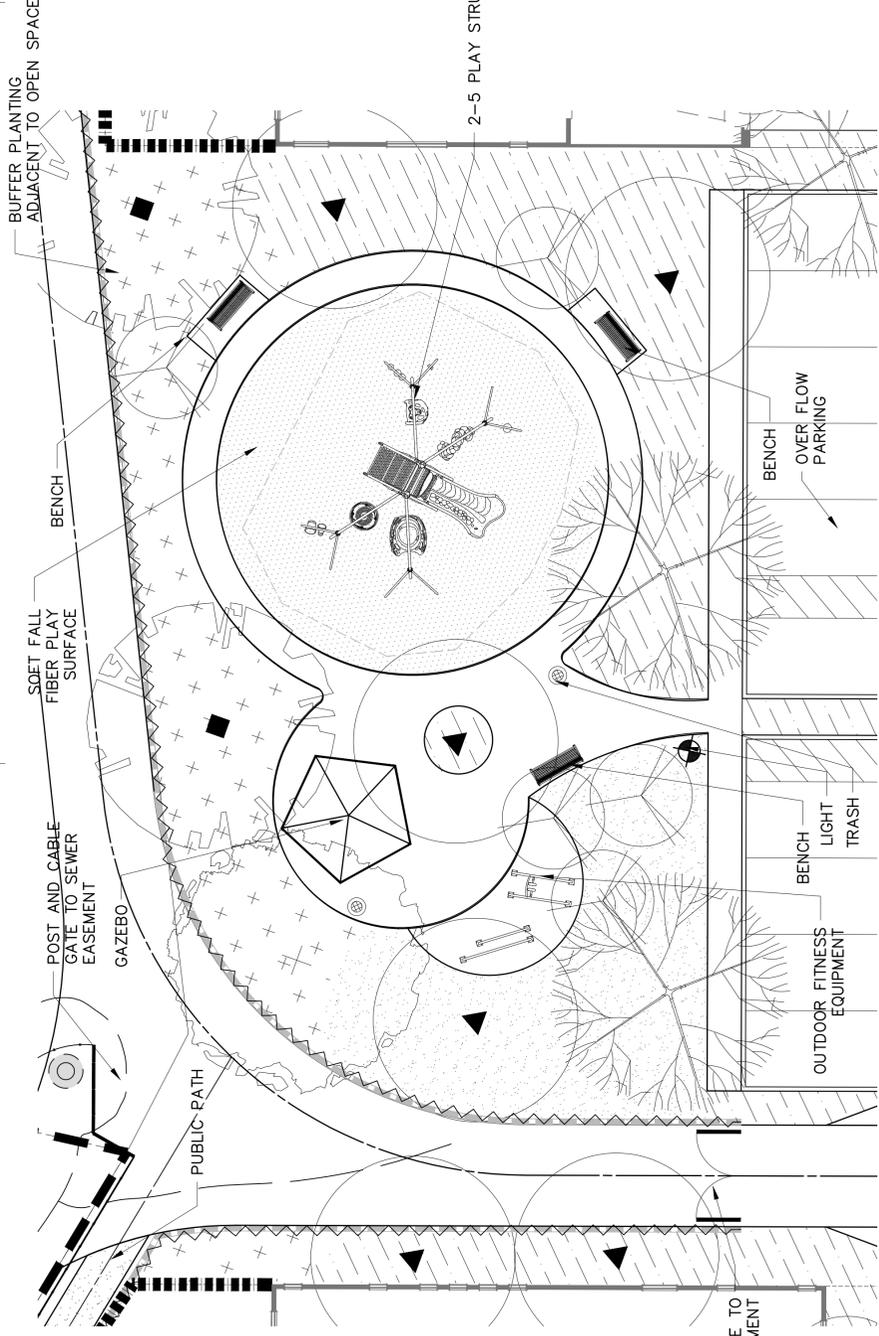
DATE: 2.4.2016

PROJECT: PPL15024

SCALE: 1" = 30'

LP1.1





OUTDOOR FITNESS EQUIPMENT



TRASH BIN
LIGHT
CLUSTER MAIL BOX
BENCH



GAZEBO



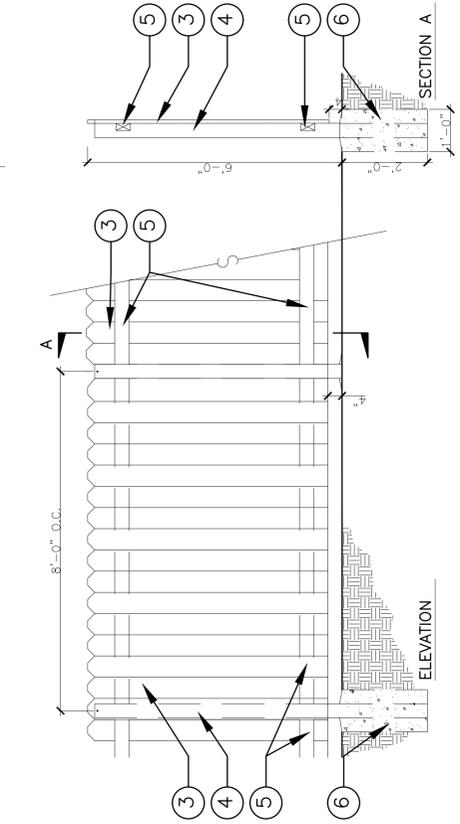
2-5 PLAY STRUCTURE

D POCKET PARK (LOT G) - ENLARGEMENT
SCALE: 1" = 10' - 0"



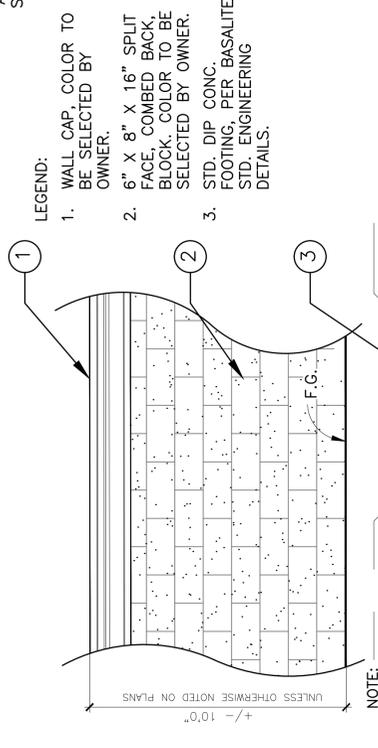
SCALE: 1" = 20' - 0"
0' 20' 40' 80'

E TRAIL AMENITY AREA - ENLARGEMENT
SCALE: 1" = 20' - 0"



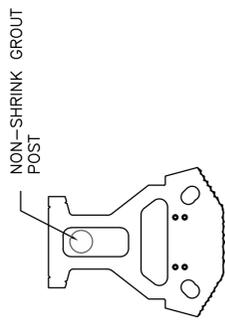
- LEGEND:**
- 2" x 6" CAP.
 - 1" x 2" PLANT-ON.
 - 1" x 6" FENCE BOARD, TYP.
 - 4" x 4" POST. PLACE POSTS 8'-0" O.C. MAXIMUM.
 - 2" x 4" STRINGER, TOP AND BOTTOM, TYP.
 - 12" x 24" CONCRETE FOOTING, TYP. SLOPE TOP AWAY FROM POST TO PREVENT STANDING WATER.

A WOOD FENCE - GOOD NEIGHBOR - DOG EARED
SCALE: 1/2" = 1' - 0"

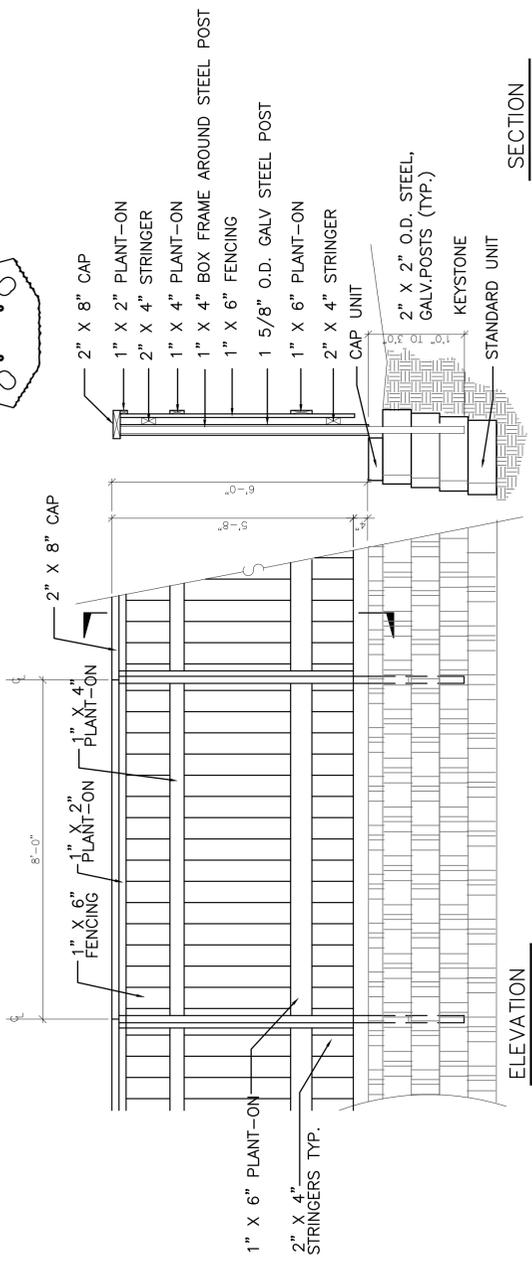


- LEGEND:**
- WALL CAP. COLOR TO BE SELECTED BY OWNER.
 - 6" x 8" x 16" SPLIT FACE COMBED BACK BLOCK. COLOR TO BE SELECTED BY OWNER.
 - STD. DIP CONC. FOOTING, PER BASALITE STD. ENGINEERING DETAILS.

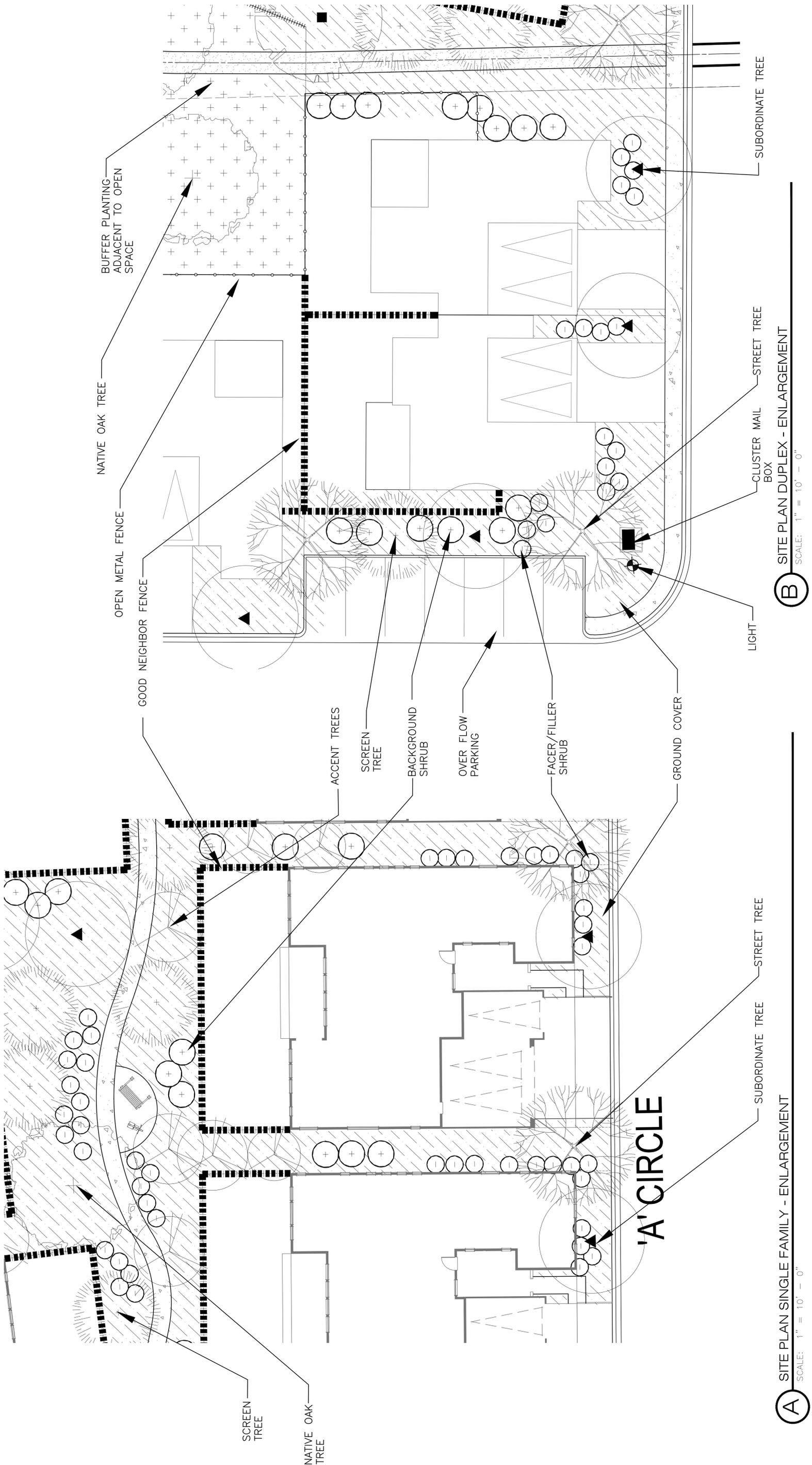
B MASONRY SOUND WALL - Elevation
SCALE: 1/2" = 1'-0"



NON-SHRINK GROUT POST

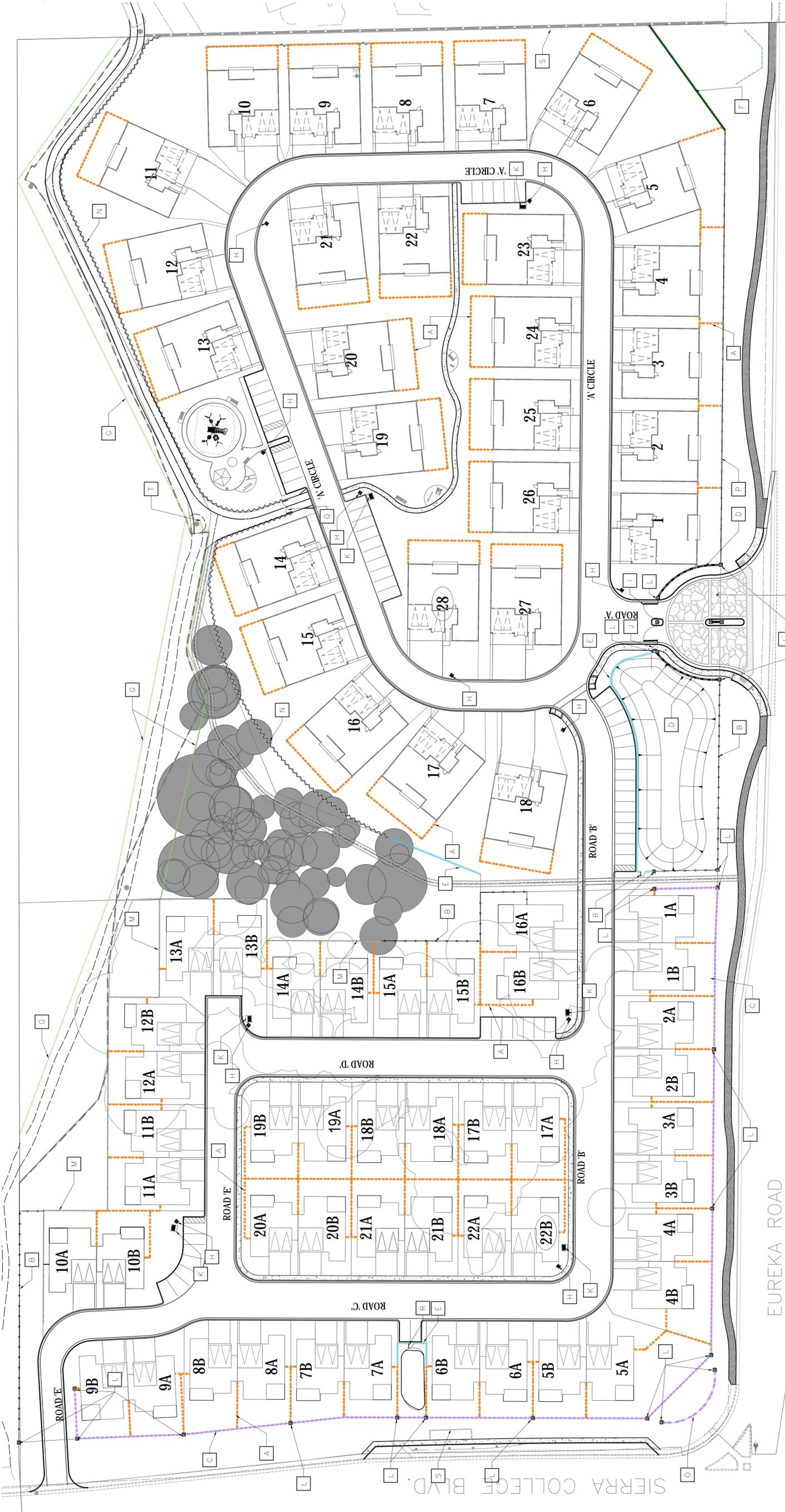


C WOOD FENCE ON WALL
1/2" = 10"



A SITE PLAN SINGLE FAMILY - ENLARGEMENT
SCALE: 1" = 10' - 0"

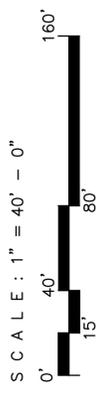
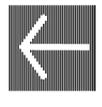
B SITE PLAN DUPLEX - ENLARGEMENT
SCALE: 1" = 10' - 0"

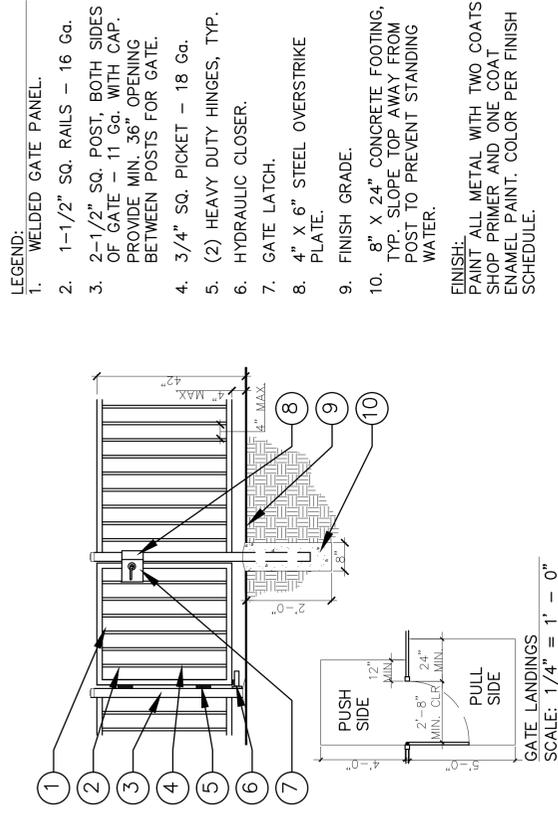


FENCING LEGEND

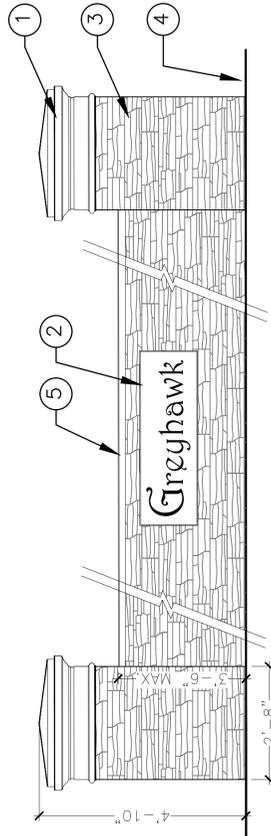
SYMBOL	TYPE	DESCRIPTION	DETAIL
	A	EXISTING WOOD FENCE	N/A
	B	5'-0" WOOD GOOD NEIGHBOR FENCE	A/PL1.3
	C	6'-0" OPEN METAL FENCE	D/PL1.2
	D	6'-0"-10'-0" CMU SOUND WALL	B/PL1.3
	E	6'-0" MAX. MASONRY WITH STONE VENEER	A/PL1.2
	F	42" OPEN METAL	E/PL1.2
	F	6'-0" ENHANCED WOOD FENCE ON RETAINING WALL	C/PL1.3
	G	POST AND CABLE FENCE	F/PL1.2
	H	DECORATIVE STREET LAMP TO MATCH EXISTING GREYHAWK I	PL1.3
	I	VEHICULAR GATES	A/PL1.2
	J	PEDESTRIAN GATE WITH KEY FOB.	A/PL1.2
	K	CLUSTER POSTAL MAIL BOX	PL1.3
	L	SQUARE PILASTER	A/PL1.2

SYMBOL	TYPE	DESCRIPTION	DETAIL
	M	6'-0" OPEN METAL FENCE ON MASONRY WALL	C/PL1.2
	N	42" OPEN METAL FENCE ON MASONRY WALL	C/PL1.2
	O	42" CMU RETAINING WALL	D/PL1.6
	P	6'-0" ENHANCED WOOD FENCE	C/PL1.6
	Q	SEWER ACCESS GATE	B/PL1.6
	R	42" OPEN METAL DETENTION BASIN ACCESS GATE	A/PL1.6
	S	3'-0" RETAINING WALL, SEE CIVIL PLANS	F/PL1.2
	T	POST AND CABLE GATE	F/PL1.2

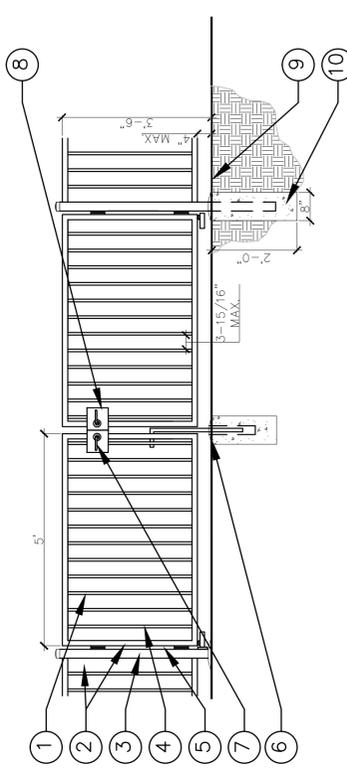




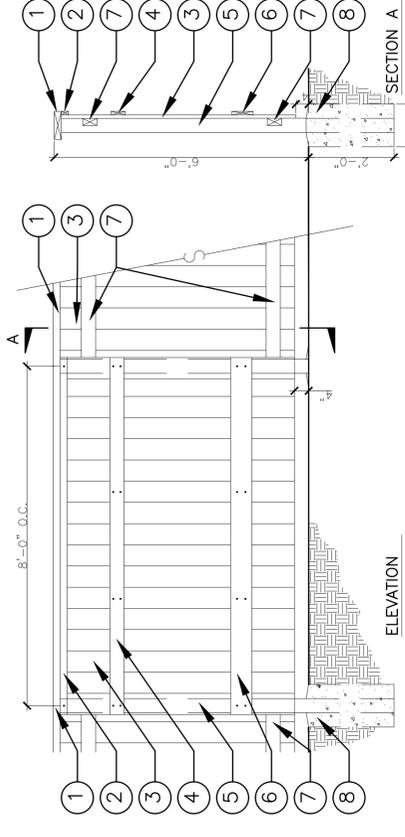
A TUBULAR METAL PEDESTRIAN GATE - 42" HEIGHT
SCALE: 1/2" = 1' - 0"



D 42" MASONRY WALL WITH PILASTERS
SCALE: 1/2" = 1'0"



B METAL SEWER ACCESS GATE - 42" HEIGHT
SCALE: 1/2" = 1' - 0"



C DECORATIVE WOOD FENCE - GOOD NEIGHBOR
SCALE: 1/2" = 1' - 0"

ATTACHMENT D

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

In the matter of:

Rezoning Assessor's Parcel Number
048-151-088-000

Ordinance No.: _____

Introduced: _____

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.

Chair, Board of Supervisors

Attest:

Clerk of said Board

THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

1. On April 28, 2016, the Placer County Planning Commission ("Planning Commission") held a public hearing pursuant to Section 17.60.090.C of the Placer County Code on the Greyhawk III project including consideration of the request to rezone Assessor's Parcel Number 048-151-088-000 from RS-B-40 PD=2.0 (Residential Single Family, Combining Building Site of 40,000 square feet, Planned Residential Development of 2.0 units per acre) to RS-B-18 PD=2.8 (Residential

Single Family, Combining Building Site of 18,000 square feet Planned Residential Development of 2.8 units per acre), and the Planning Commission has recommended approval thereof to the Placer County Board of Supervisors ("Board).

2. On June 7, 2016, 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 Greyhawk III project.
3. The Board has considered the recommendations of the Planning Commission, reviewed the Greyhawk III project and the proposed rezoning, and 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 Greyhawk III project.
5. The Board has determined that the proposed rezoning is consistent with the Placer County General Plan and Granite Bay Community Plan.
6. Notice of all hearings required by statute and ordinance has been given and all hearings have been held as required by statute and ordinance.

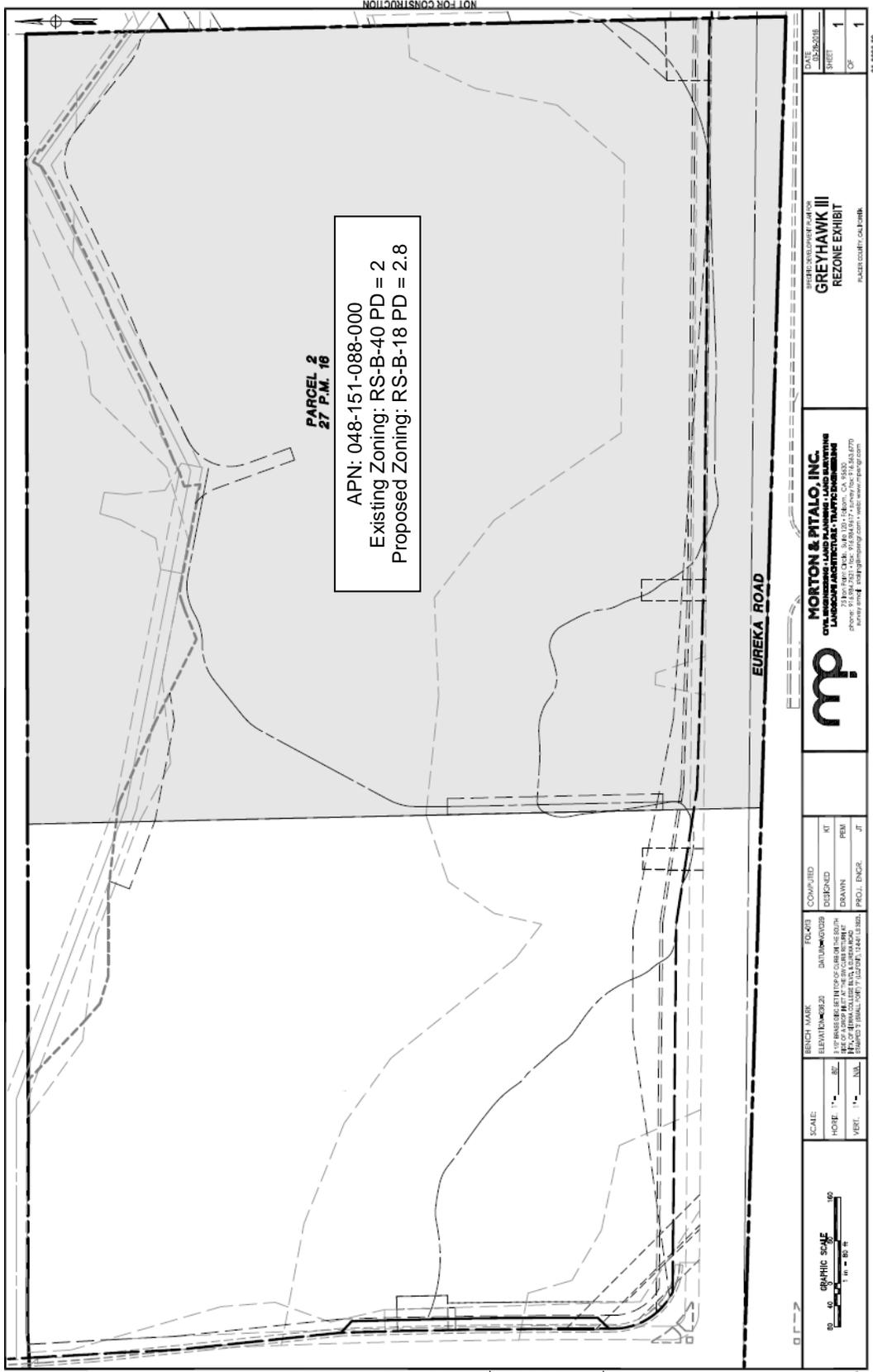
NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: The real property identified by APN 048-151-088-000 is rezoned from its current zoning designation to RS-B-18 PD=2.8 (Residential Single Family, Combining Building Site of 18,000 square feet, Planned Residential Development of 2.8 units per acre). A map of the property subject to this rezoning is attached as Exhibit A.

Section 2: This ordinance shall take effect and be in full force and effect upon 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: Map of Property

EXHIBIT A



		SCALE: HORZ. 1" = 40' VERT. 1" = 20'	BENCH MARK: ELEVATION: 102.1 DATE: 11/11/11 BY: J.P.	BENCH MARK: ELEVATION: 102.1 DATE: 11/11/11 BY: J.P.	COMPUTED DESIGNED DRAWN PROJ. ENGR.	CHECKED DRAWN PROJ. ENGR.	DATE: 12/26/2018 SHEET: 1 OF 1
		MORTON & PITALO, INC. CIVIL ENGINEERING - LAND PLANNING - LAND SURVEYING 2500 S. MAIN ST., SUITE 100, SAN JOSE, CA 95128 PHONE: 408.251.1100 FAX: 408.251.1101		GREYHAWK III REZONE EXHIBIT PROJECT: 151-088-000		DATE: 12/26/2018 SHEET: 1 OF 1	



ATTACHMENT E

COUNTY OF PLACER Community Development Resource Agency

ENVIRONMENTAL COORDINATION SERVICES

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

NOTICE OF INTENT TO ADOPT A 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: Greyhawk III (PLN15-00154)

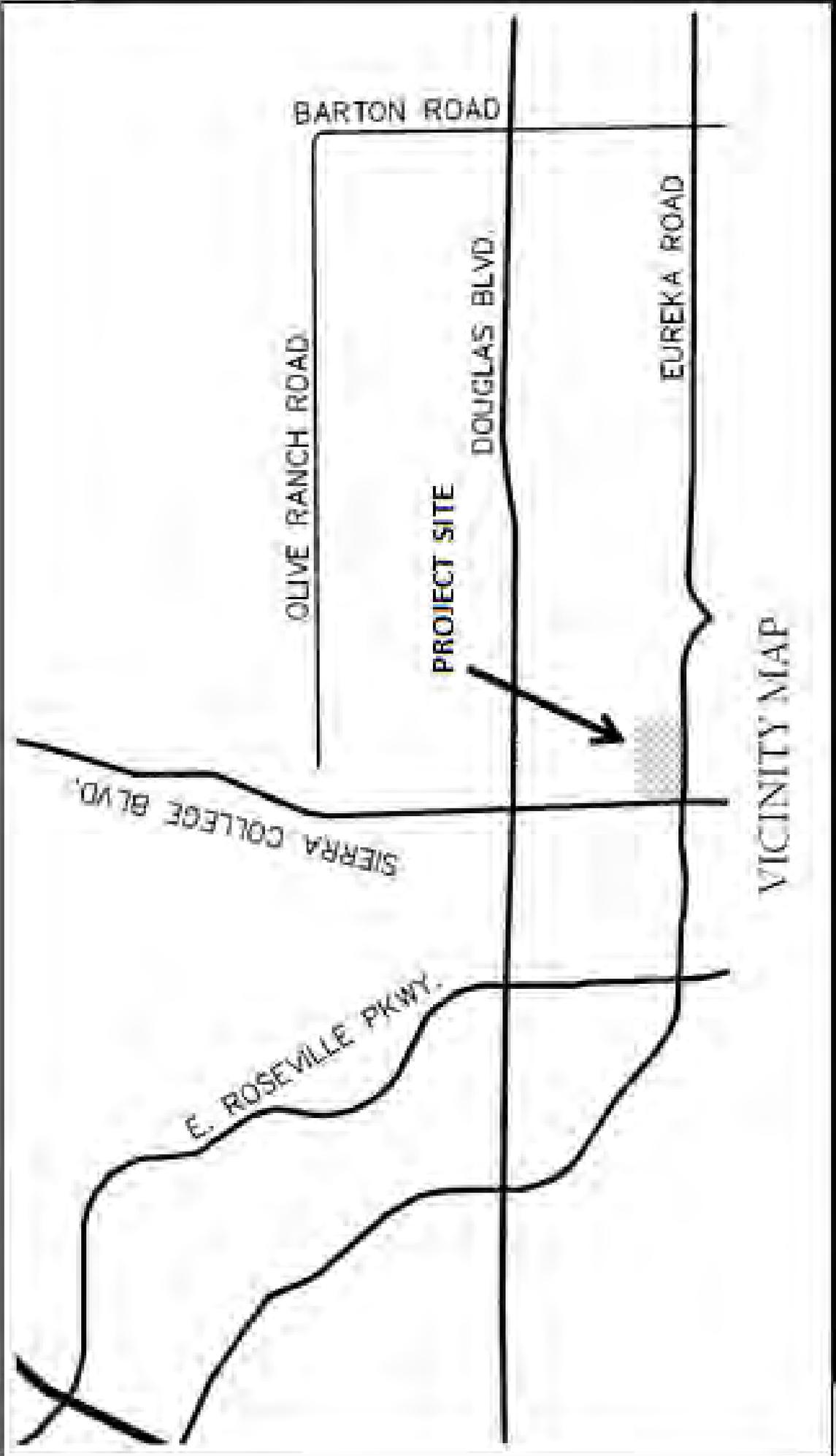
PROJECT DESCRIPTION: Rezone, Vesting Tentative Subdivision Map, and a Conditional Use Permit to construct a 72-unit residential development on a 20.55-acre site (approximately 17.5 net acres) at the northeast corner of Sierra College Boulevard and Eureka Road in Granite Bay. The project site, consisting of two parcels, is currently vacant. The project would include detached, single-family residences on the eastern portion of the site and attached residential "halfplex" units on the western portion. Access to the site will be from private roads accessed from a gated entryway off Eureka Road. The project would also provide a secondary emergency access point from Sierra College Boulevard at the western edge of the project site. This secondary emergency access point would be gated and for the exclusive use of emergency vehicles.

PROJECT LOCATION: Northeast corner of Sierra College Boulevard and Eureka Road in Granite Bay, Placer County

APPLICANT: Jeffrey D. Thompson, P.E. / Morton & Pitalo, Inc.

The comment period for this document closes on **April 13, 2016**. A copy of the Mitigated 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 Granite Bay Public Library. For Tahoe area projects, please visit our Tahoe Office, 775 North Lake Blvd., in Tahoe City. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. 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. Comments may be sent to cdraecs@placer.ca.gov or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Published in Sacramento Bee, March 12, 2016



BARTON ROAD

OLIVE RANCH ROAD

PROJECT SITE

DOUGLAS BLVD

EUREKA ROAD

VICINITY MAP

SIERRA COLLEGE BLVD

E. ROSEVILLE PKWY



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

MITIGATED NEGATIVE DECLARATION

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

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

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

PROJECT INFORMATION

Title: Greyhawk III	Project # PLN15-00154
Description: The project proposes a Rezone, Vesting Tentative Subdivision Map, and a Conditional Use Permit to construct a 72-unit residential development on a 17.5-acre site	
Location: Northeast corner of Sierra College Boulevard and Eureka Road in Granite Bay, Placer County	
Project Owner: Patterson Family Trust UTD July 7, 1988	
Project Applicant: Jeff Thompson, Morton & Pitalo, Inc.	
County Contact Person: Shirlee I. Herrington	530-745-3132

PUBLIC NOTICE

The comment period for this document closes on **April 13, 2016**. A copy of the Negative Declaration is available for public review at the County's web site (<http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvc/NegDec.aspx>), Community Development Resource Agency public counter, and at the Granite Bay Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. 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

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.



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

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

INITIAL STUDY & CHECKLIST

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 Environmental Impact Report (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: Greyhawk III	Project # PLN15-00154
Entitlement(s): Rezone; Vesting Tentative Subdivision Map; Conditional Use Permit	
Site Area: 20.55 acres (approximately 17.5 net acres)	APN: 048-151-086-000 and 048-151-088-000
Location: Northeast corner of Sierra College Boulevard and Eureka Road, Granite Bay	

A. BACKGROUND:

Project Description:

The project proposes a Rezone, Vesting Tentative Subdivision Map, and a Conditional Use Permit to construct a 72-unit residential development on a 20.55-acre site (approximately 17.5 net acres) at the northeast corner of Sierra College Boulevard and Eureka Road in Granite Bay. The project site, consisting of two parcels, is currently vacant. The project would include detached, single-family residences on the eastern portion of the site and attached residential "halfplex" units on the western portion. Access to the site will be from private roads accessed from a gated entryway off Eureka Road. The project would also provide a secondary emergency access point from Sierra College Boulevard at the western edge of the project site. This secondary emergency access point would be gated and for the exclusive use of emergency vehicles.

A rezoning of the eastern 11.65 gross acre (10.62 net acres) portion of the site (APN 048-151-088) from RS-B-40 PD = 2.0 (Residential Single Family, Combining Building Site Size of 40,000 Square Feet, Planned Development of 2 Dwelling Units per Acre) to RS-B-18 PD = 2.8 (Residential Single Family, Combining Building Site Size of 18,000 Square Feet, Planned Development of 2.8 Dwelling Units per Acre) is also proposed. The 28 detached residences would be constructed within individual building envelopes (not the homes themselves) of a minimum of 3,900 square feet (60 feet by 65 feet), including garages. Each unit will have an exclusive use private rear courtyard of

900 square feet or more (20 feet by 60 feet is typical). A total of 102 off-street parking spaces are proposed, of which, 28 spaces are visitor parking spaces in four parking bays dispersed throughout the site, and two or more spaces in each residence's driveway.

The western 8.9 gross acre (7.01 net acres) portion of the project site (APN 048-151-086) is zoned commercial (CPD-Dc) that allows for multi-family residential development. The project proposes 22 attached residential halfplex lots for a total of 44 dwelling units. A total of 135 parking spaces are proposed for the western portion of the project, of which, 30 spaces are visitor parking spaces in three parking bays dispersed throughout the site, two spaces in each residence's driveway, and 17 on-street parking spaces.

The proposal includes 7.03 acres of open space, or 40 percent of the net project site, including a 0.174-acre private tot lot. The open space areas along Strap Ravine are encumbered by an open space protection easement. The project includes a meandering multi-purpose trail on the north side of Eureka Road along the south edge of the site. A multi-purpose trail along the south side of Strap Ravine will extend west from Greyhawk Drive approximately 460 feet to the proposed tot lot. The trail along this segment will be aligned with an proposed sewer access roadway. From the tot lot, the trail will meander 660 feet southwest through the open space lot to connect with the multi-purpose trail along Eureka Road. As a condition of approval, the trail will be publicly accessible from dawn to dusk.

It is anticipated that site development will involve partial clearing and grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of new roadways, trails/pathways, driveways, buildings, and landscaping.

Project Site (Background/Existing Setting):

The subject property is located at the northeast corner of Sierra College Boulevard and Eureka Road, west of Greyhawk Drive within the Granite Bay Community Plan area. Eureka Road forms the southern boundary of the site and the Granite Bay Pavilions commercial center at the corner of Sierra College Boulevard and medium density, single-family residential neighborhoods to the east of the center are located south of Eureka Road in the City of Roseville.

The project site abuts the Greyhawk subdivision to the east with detached single-family residential uses. Strap Ravine, an intermittent stream, flows east to west north of the project site. An open space lot is located between the proposed project and the Greyhawk II subdivision that is currently under construction and office and professional uses that front Sierra College Boulevard.

Sierra College Boulevard forms the western boundary of the site. An open space parcel and apartments are located on the west side of Sierra College Boulevard in the City of Roseville. A medium-density residential neighborhood within the City of Roseville is kitty-corner to the project site at the southwest corner of Sierra College Boulevard and Eureka Road.

The approximately 17.5 net acre site is rectangular with the long side of the rectangle oriented in an east-west direction. The site is uninhabited, undeveloped and does not include any existing structures. There is a small debris pile on the east side of the site where a single residence and a barn were demolished. The site has an elevation of approximately 230 feet but topography is variable due to the presence of dredge tailings throughout the property and grading and stockpiling done in conjunction with the Eureka Road Widening project (County project No. DGP T5075). Historic mining operations have resulted in an irregular and disturbed landscape.

Two vegetation communities were identified on-site: Annual grassland and oak woodland. The annual grassland community occurs on the west, north, and east portions of the site. Oak woodland occurs in the center of the site. The dominant tree species in this community are blue oak, interior live oak, valley oak, and gray pine.

Strap Ravine is north of but does not run through the property. The Strap Ravine complex is a mosaic of fringe wetland and active stream channel. A relatively narrow low flow channel (five to six feet wide in most reaches) is typically dry in the summer.

On August 22, 2014, as part of the Eureka Road Widening project, the U.S. Army Corps of Engineers Regulatory Division authorized the permanent loss of approximately 0.208 acres of seasonal wetlands and 0.276 acres of intermittent stream. The wetlands authorized for fill under this permit have been filled and wetland mitigation credits required by the permit have been purchased. As a condition of this permit, the applicant was required to establish and maintain a two-acre preserve containing 0.332 acres of jurisdictional waters of the United States. These wetlands are within the open space preserve. No additional wetlands are present within the project site.

Project Proposal and Improvements

Greyhawk III is proposed for construction in two phases. Each of the two portions, 'West' and 'East', with their differing product types will be a separate phase. Market conditions will dictate the order of the phase construction. While the site will be developed with two distinct product types, Greyhawk III has been designed to function as a single project.

The project includes a proposal for a single gated entry from Eureka Road rather than a gated entry from Sierra College as allowed by the Granite Bay Community Plan. This Eureka Road entry has been designed consistent with County standards and to align with Hillsborough Drive to the south.

Greyhawk III has been designed as a private residential neighborhood primarily catered to an older buyer demographic similar to the previously approved Greyhawk II project to the north. As such, the project has been designed to focus on providing significant open space common areas that will be owned and maintained by a Homeowner's Association (HOA).

A gated entryway along Eureka Road, aligned with Hillsborough Drive to the south, is included as part of the project proposal. A meandering multi-purpose trail is proposed along Eureka Road that connects to an existing segment fronting the Greyhawk subdivision. A five-foot-wide multi-purpose trail (in some portions overlapping the proposed sewer access roadway) on the south side of Strap Ravine will extend west from Greyhawk Drive to the middle of the project site then meander through the open space lot to connect to Eureka Road to the south.

Approximately 14.6 acres of the site will be graded to construct the project due to the disturbed nature of the site from past mining operations and the Eureka Road widening project. Both mass and fine grading will be required to construct streets, home sites, and trenching for installation of infrastructure. The project will require the export of approximately 16,000 cubic yards of excess material.

No cultural or historic resources have been identified on the project site and no off-site improvements are necessary.

East Portion. The eastern 11.65 gross acre parcel of the project is proposed as a 28-lot Planned Residential Development (PD) modeled after the approved and currently under construction Greyhawk II subdivision north of Strap Ravine. The property is currently zoned for single-family residential as RS-B-40-PD = 2.0 (Residential Single Family, Combining Building Site Size of 40,000 Square Feet, Planned Development of 2 Dwelling Units per Acre). The project application includes a Rezone request to change the zoning of APN 048-151-088 to RS-B-18-PD = 2.8 (Residential Single Family, Combining Building Site Size of 18,000 Square Feet, Planned Development of 2.8 Dwelling Units per Acre). The lots within this portion of the project will be served by a private loop road. The proposed section for this roadway is 27 feet without sidewalks and no parking allowed on either side.

Each single-family unit would be constructed within individual building envelopes a minimum of 3,900 square feet each (60 feet by 65 feet) and includes a rear "private use easement" (20 feet standard and 15 feet minimum. to address possible product variations) to provide a private courtyard area for the resident. A front "private driveway easement" (ten feet average and eight feet minimum) measured from the front of the residential lots provides individual driveway access to the main loop roadway for each residence. The garage door of each residential unit rests back in the lot to provide a 20 foot minimum length driveway.

Central common area open space and pathway is provided in the middle of the project loop to enhance community connectivity and a tot lot is proposed adjacent to the open space preserve. In accordance with the Placer County PD regulations, the applicant is required to provide 20 percent or 2.124 acres for open space and common areas within the PD specific to the eastern parcel. The proposal includes 5.5 acres of open space or 52 percent of the eastern project site.

West Portion. The western 8.9 gross acre parcel of the project is zoned for commercial development (CPD-Dc). The Granite Bay Community Plan allows for the development of attached residential, not to exceed ten dwelling units per acre, on commercially-zoned property. The project proposes 22 attached residential "halfplex" lots for a total of 44 dwelling units and a density of 4.94 units per gross acre (6.28 dwelling units per net acre).

This portion of the site will also be served by a private HOA roadway system designed to provide access to the proposed halfplex lots (45 feet by 82 feet) while minimizing street widths to reduce site grading and tree removal as much as possible, yet still providing the requisite off-street parking required by the Zoning Ordinance. As such, the western portion of the project utilizes numerous roadway width sections. A combination of the same 27-foot section

utilized in Greyhawk III - East, a 38-foot section with parking and sidewalk on one side, and the 27-foot section with sidewalk added to one side (total 31 feet width) has been utilized.

The requirement for sound attenuation along the southern and western borders of this portion of the project adjacent to Eureka Road and Sierra College Boulevard has been met through the provision of sound walls.

B. ENVIRONMENTAL SETTING:

The subject property is located at the northeast corner of Sierra College Boulevard and Eureka Road within the Granite Bay Community Plan area. Eureka Road forms the southern boundary of the site with commercial and residential uses south of Eureka Road in the City of Roseville.

The existing Greyhawk subdivision is located to the east with detached single-family residential uses. Strap Ravine flows east to west north of the project site. An open space lot is located between the proposed project and the Greyhawk II subdivision that is currently under construction and office and professional uses that front Sierra College Boulevard.

Sierra College Boulevard forms the western boundary of the site with an open space parcel and apartments on the west side of Sierra College Boulevard in the City of Roseville. A medium-density residential neighborhood within the City of Roseville is kitty-corner to the project site at the southwest corner of Sierra College Boulevard and Eureka Road.

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	(West) Commercial Planned Development, Combining Design Corridor (CPD-Dc); (East) Residential Single-Family, Combining Building Site of 40,000 square feet, Planned Development 2 units per acre (RS-B-40 PD=2)	Commercial, Low Density Residential (0.4-0.9 Ac. Min.)	Undeveloped, Fragmented Oak Woodland
North	(West) Office Professional, Combining Use Permit, Density Limitation 0, Design Corridor; (East) Residential Single-Family, Combining Building Site of 18,000 square feet, Planned Residential 2.8 units per acre (RS-B-18 PD=2.8)	Same as project site	Open Space, Office/Professional, Detached Residential (Greyhawk II)
South	City of Roseville – Community Commercial and Single-Family Residential	<i>Southeast Roseville Specific Plan</i>	Commercial Shopping Center, Detached Residential
East	Residential Single-Family, Combining Agricultural, Building Site of 100,000 square feet, Planned Residential 0.96 units per acre (RS-AG-B-100 PD= 0.96)	Rural Low Density Residential 0.9 – 2.3 Ac. Min.	Detached Residential (Greyhawk I)
West	City of Roseville – Attached Residential and Open Space	<i>Southeast Roseville Specific Plan</i>	Open Space, Residential

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
- ➔ Granite Bay Community Plan EIR
- ➔ Eureka Road Widening Project Mitigated Negative Declaration

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		

The development of 72 residential units on an approximately 17.5 net acre site would change the visual nature or character of the site and its surroundings in a manner generally anticipated by, and consistent with, land use and development considered in the Granite Bay Community Plan (2012). The surrounding area is developed with commercial and residential uses to the north and south, residential to the east, and residential to the west. The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding development and the future development that is anticipated by the Community Plan.

The development of the project site would create new sources of light and glare typical of urban development. As discussed below, significant impacts to scenic vistas or viewsheds would not be anticipated.

Discussion Item I-1, 3:

A scenic vista is generally considered to be a location from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth, often from elevated vantage points for the benefit of the general public. Views to or from the project site would be short range and limited to neighboring residents and travelers on adjacent streets. Views of the project site from Sierra College Boulevard, Eureka Road and surrounding properties include rolling topography, grasslands, and wooded areas.

The project is located along Sierra College Boulevard, a major travel corridor that has not been designed as a Scenic Roadway in the Community Plan. Scenic Roadways are those roads that traverse areas that provide an aesthetically pleasing view of natural vegetation, wildlife habitat, natural geologic features, wetlands, parks, vistas or open space. Eureka Road is designated as a Country Roadway in the Community Plan with specific guidelines for land development projects and improvements within the right-of-way.

The project's design will be evaluated in terms of the ability of the proposal to meet the design guidelines contained in the Granite Bay Community Plan. If the proposed project is not designed and built consistent with the Granite Bay Community Plan design guidelines and land use policies for residential subdivisions and Planned Residential Developments, a significant impact could occur.

The Granite Bay Community Plan Community Design chapter requires new infill construction to be compatible in form, massing, height, set-backs, lot coverage, building materials, design and orientation to the existing neighborhood context. Design principles also advocate for corner buildings to respond to both street frontages with a frontal appearance along both sides and for building design to contribute to an attractive streetscape that prevents visual monotony.

Since the project applicant will not be the builder of the residences, the design of the units to be constructed has not been determined. Because of the considerable visibility of the proposed residences from both Sierra College Boulevard and Eureka Road, high-quality residential design is required and the design for the proposed residences will be required to be approved by the County's Design Review Committee when available.

On the western portion of the project site, development standards for the Commercial Planned Development (CPD) zoning district, section 17.20.010 of the Zoning Ordinance, provides for a height limit of 50 feet. There is a 30 foot height limit in the Residential Single-Family (RS) zoning district on the eastern portion of the project site. Three-story residential structures on the western portion of the property are not proposed. The halfplex units will be limited to two-stories and 36 feet in maximum height to avoid the appearance of imposing structures at this highly-visible corner.

There are specified setbacks proposed for the project. The halfplex units are proposed to be 15 feet to 20 feet from the proposed soundwalls on the southern and western boundaries of the site along Sierra College Boulevard and Eureka Road. The detached units backing to Eureka Road will be partially screened by the proposed enhanced wooden fence and landscaping in the landscape corridor. Wrought Iron fencing will be placed along Eureka Road only around the detention basin. Detached units proposed for lots one through five will be approximately 20 feet from the rear yard fence.

Highly visible residences along Sierra College Boulevard, Eureka Road, and at the project entrance will be required to have enhanced facades that may include a combination of varied roof forms, façade element breaks, second-story balconies, a combination of horizontal and vertical elements, a combination of sheathing materials, enhanced windows, shutters, accents, or other details to provide visual interest. The locations of these units and designated facades are identified on Figure 1 below.

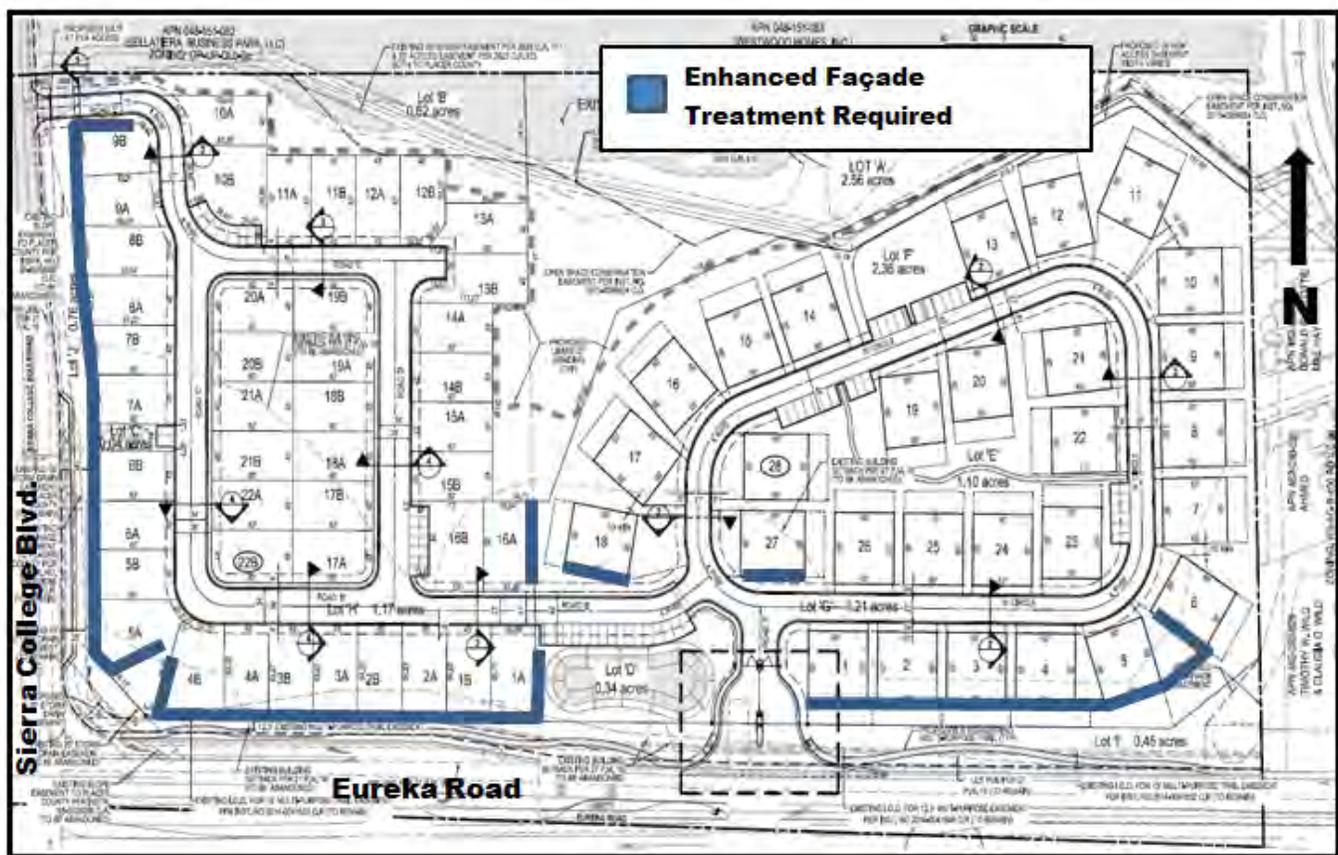


Figure 1 – Enhanced Façade Treatment Locations

Residential units on the proposed lots in Figure 1 deemed not visible from Sierra College Boulevard or Eureka Road would not be required to comply with the enhanced façade requirement. A one-story design, screened by the proposed wood fence or sound wall and landscaping, would not be required to comply with the enhanced façade requirement, which would be required of two-story units, which themselves would be partially screened by project landscaping.

The final design and alignment of the proposed sound wall will need County Design/Site Review Committee approval. According to the County’s Landscape Design Guidelines, “all new sound walls, masonry walls, retaining walls or fences 50 feet in length or longer, and four feet in height or taller, shall be designed to minimize visual

monotony through changes in plane, height, material or material texture or significant landscape massing. Appropriate methods of articulations include a combination of regularly spaced columns, a defined base and cap, providing more than one color or material, and/or altering the height of the wall. Pop-outs or recessed areas that provide planting areas should be installed every 25 to 50 feet of walled areas to 'break-up' the wall massing."

Compliance with the following mitigation measures would mitigate these impacts to a less than significant level:

Mitigation Measures Item I-1, 3:

MM I.1: All onsite utilities shall be undergrounded from the point of connection. This information shall be shown on the project Improvement Plans submitted with the Parcel Map.

MM I.2: All frontage improvements including, but not limited to, landscaping, trails, fencing, sound walls, the gated entry features, signage and lighting shall be reviewed and approved by the Placer County Design/Site Review Committee (DRC). DRC review shall be conducted concurrent with submittal of project Improvement Plans and shall be completed prior to Improvement Plan approval. Project frontage improvements shall comply with the Granite Bay Community Plan Community Design Element and the Placer County Landscape Design Guidelines. The entryway features, including cross section views, shall be shown on the Improvement Plans. The masonry wall material and design shall be approved by the Design/Site Review Committee prior to construction.

MM I.3: The Improvement Plans and Parcel Map shall show all Open Space Conservation Easements. The area shown on Lot A as depicted on the Tentative Parcel Map, shall be defined and monumented as an "Open Space Conservation Easement".

The purpose of said easements is for the protection of the wetlands and riparian corridor, prohibiting any disturbances within said easements, including the placement of fill materials, lawn clippings, oil, chemicals, or trash of any kind within the easements; nor any grading or clearing activities, vegetation removal, or domestic landscaping and irrigation, and fencing (excepting that specifically required by these conditions). Trimming or other maintenance activity is allowed only for the benefit of fish, wildlife, fire protection, and water quality resources, and for the elimination of diseased growth, or as otherwise required by the fire department, and only with the written consent of Design/Site Review Committee.

MM I.4: The project shall be subject to review and approval by the Placer County Design/Site Review Committee. Such a review shall be conducted concurrent with 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; project signs; exterior lighting; fences and walls; noise attenuation barriers; all open space amenities, entry features, and trails.

Residential units on lots 1A through 9B on the western portion of the project site and lots 1 through 6, and lots 18 and 27 on the eastern portion shown on the Tentative Map are considered to be "highly visible" and will be required to have enhanced façade treatments on certain elevations if deemed visible from Sierra College Boulevard or Eureka Road.

MM I.5:

Residential units throughout the project shall be limited to two-story in height and not taller than 30 feet on the eastern portion of the property and 36 feet on the western portion.

Discussion Item I-2:

The project site is not located near a state scenic highway (Caltrans 2013) nor does it include any historic buildings. Therefore, there is no impact.

Discussion Item I-4:

The project site is vacant and does not include any permanent buildings or sources of nighttime lighting. Under existing conditions, no light or glare is emitted from the project site. With construction of 72 new residences, new sources of light and glare would be introduced to the project area.

Individual homes would include new sources of night-lighting from exterior light sources such as porch and patio lights, architectural accent lighting, motion activated security lighting, driveway lighting, landscape lighting and interior lighting visible through windows. Placer County practices would limit light spillover and intensity. Lighting on the site would comply with Chapter 15, Article 15 of the Placer County Code, which adopts the 2013 California Energy Code (CEC), CCR Title 24, Part 6. Section 140.7 of the CEC Title 24, Part 6 that addresses requirements

for outdoor lighting. Compliance with these requirements would ensure that lighting intensity levels, types of lighting fixtures, standard heights, and other lighting features would avoid excessive lighting, uplighting and spill over lighting or light trespass onto adjacent properties. Existing mature trees that will remain in place and proposed landscaping between the development and adjacent properties would also provide screening from adjacent properties.

Consistent with the County's practices, proposed street lighting will be sited and designed to avoid light spillage and glare on adjacent properties, with timers or photo-electric cells for turning the lights on and off within one-half hour after dusk and one-half hour prior to dawn. Compliance with the following mitigation measure would mitigate these impacts to a less than significant level:

Mitigation Measure Item I-4:

MM I.6: Streetlights shall not exceed the minimum number required by the Department of Public Works (DPW) unless otherwise approved by the DRC. Any street lighting required by DPW for safe roadway access at project entries shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution. Metal halide lighting is prohibited. All internal and external streetlights shall be reviewed and approved by the DRC for design, location, and photometrics. A limited amount of low-intensity bollard lighting may be utilized along the onsite roadway, subject to DRC approval.

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

The project site is not considered prime farmland, agricultural or forestry lands; therefore, the proposed project would not result in the conversion of designated prime farmlands to non-agricultural use, nor would it result in the conversion of forest land to non-forest use. The project site is not in agricultural use and is located adjacent to suburban land uses and it is not suitable for intensive agricultural uses.

Discussion Item II-1, 2, 3:

The project site is shown as Urban and Built-Up Land on the Placer County Important Farmland Map (2012). The project site is not irrigated, is not currently used for agricultural production, and is not under a Williamson Act contract. The site may have been used for agriculture uses in the past; including grazing. As a result of the site being surrounded by suburban land uses (residential subdivisions and nearby commercial properties), some agricultural practices may be incompatible with these adjacent and nearby land uses. The project site is not located adjacent to land in productive agriculture; therefore, the County's agricultural buffering standards do not apply. Therefore, there is no impact.

Discussion Item II-4, 5:

Neither the project site nor adjacent properties are zoned for timberland, forest land, or timberland production zones. As there is no timberland on the project site, development of the project would not conflict with zoning for forest land or timber production, or convert forest land to non-forest use. Therefore, there would be no effect on these types of resources as a result of the project. There is no impact.

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 and is under the jurisdiction of the Placer County Air Pollution Control District (APCD). The proposed project would construct 28 detached single-family residences on the eastern portion of the property and 44 halfplexes (44 dwelling units) on the western portion of the site. A project would conflict with or obstruct the implementation of the regional air quality plan if the project would either exceed the APCD established thresholds of significance, or if it would be inconsistent with the emissions inventories contained in the regional air quality plan, referred to as the State Implementation Plan (SIP). An air quality analysis was prepared by Raney in October of 2015, utilizing the California Emissions Estimator Model (CalEEMod). Although the SVAB is designated as nonattainment for federal and state ozone (O₃) standards for which ROG and NO_x are precursors, nonattainment for the federal particulate matter standard (PM_{2.5}) and state particulate matter standard (PM₁₀), the analysis indicated that the project will not contribute a significant impact to the Region given that the project related emissions are below the District's thresholds of significance. Additionally, the project would be consistent with the land use designations and zoning for the site, and would therefore be consistent with the SIP, and would not result in a significant obstruction to the SIP. No mitigation measures are required.

Discussion Item III-2, 3:

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

According to the project description and CalEEMod analysis, the project will result in an increase in regional and local emissions from construction and operation of the project. With the implementation of mitigation measures noted below, these emissions will not exceed the APCD's threshold of significance of 82 pounds per day (lbs/day) of ROG, NO_x, or PM₁₀ for construction or operational activities. The analysis indicated that the project would produce approximately 9.51 pounds per day (lbs/day) of Reactive Organic Gasses (ROG), 74.89 lbs/day of Nitrogen Oxides (NO_x) and 21.15 lbs/day of Particulate Matter with a particulate matter size of 10 microns (PM₁₀) during construction. The project's related short-term construction air pollutant emissions will result primarily from site grading activities, diesel-powered construction equipment, trucks hauling building supplies, worker vehicle exhaust, and building painting activities. In order to reduce construction related air emissions, associated grading/improvement plans shall list the District's 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. Although impacts related to construction activities have been determined to be less than significant, the implementation of the following mitigation measures will further reduce any impacts.

The project's long-term operational emissions would chiefly result from vehicle exhaust, utility usage, and water/wastewater usage. Although the project's unmitigated operational emissions would exceed the District's threshold of significance for ROG, with the implementation of the mitigation measures noted below, the project would not exceed the operational threshold of 82 lbs/day of ROG, NO_x, or PM₁₀, as the levels would be reduced to 4.43 lbs/day of ROG, 4.47 lbs/day of NO_x and 3.48 lbs/day of PM₁₀. Although the resulting levels of ROG and NO_x would not be above the cumulative threshold of 10 lbs/day, the project will still contribute incremental emissions of ROG and NO_x to the cumulative impacts in Placer County. The implementation of the following mitigation measures would result in further reduction of the ROG and NO_x emissions and ensure the project's related cumulative impacts to be less than significant.

Mitigation Measures Item III-2, 3:

Construction:

MM III.1

1. Prior to approval of Grading or Improvement Plans, on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. To download the form go to www.placer.ca.gov/apcd and click on [Dust Control Requirements](#). If the APCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by APCD to the County, that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the County. The applicant shall not break ground prior to receiving APCD approval of the Construction Emission / Dust Control Plan, and delivering that approval to the County.
2. Include the following standard note on all building plans approved in association with this project: Stationary sources or processes (i.e. certain types of engines, boilers, heaters, etc.) associated with this project shall be required to obtain an Authority to Construct (ATC) permit from the APCD prior to the construction of these sources. In general, the following types of sources shall be required to obtain a permit: 1). Any engine greater than 50 brake horsepower, 2). Any boiler that produces heat in excess of 1,000,000 Btu per hour, or 3) Any equipment or process which discharge 2 pounds per day or more of pollutants. All on-site stationary equipment requiring a permit shall be classified as "low emission" equipment and shall utilize low sulfur fuel. Developers / contactors should contact the APCD prior to construction for additional information. *(Based on APCD Rule 501 and the California Health & Safety Code, Section 39013).*

Include the following standard notes on the Grading Plans or Improvement Plans:

3. The contractor shall use CARB ultra-low diesel fuel for all diesel-powered equipment.
4. 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.
5. 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. *(Based on APCD Rule 228 / section 401.5)*
6. 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. *(Based on APCD Rule 228 / section 401.1, 401.4)*
7. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *(Based on APCD Rule 228 / section 401.5)*
8. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. *(Based on APCD Rule 228)*
9. 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). *(Based on APCD Rule 228 / section 402)*
10. 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 percent 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. *(Based on APCD Rule 228)*

11. 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. *(Based on APCD Rule 202)*
12. 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. *(Based on APCD Rule 217)*.
13. 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.
14. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
15. 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. *(Based on APCD Rule 310)*
16. The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
17. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20% of NO_x and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

Operation:

MM III.2 Wood-burning fireplaces, woodstoves, or similar wood-burning devices shall be prohibited throughout the proposed project plan area. Homes may be fitted with the applicable regulation-compliant natural gas burning appliances if desired. The prohibition shall be included on any project plans submitted prior to issuance of building permits, subject to review and approval by the County Community Development Resource Agency.

Discussion Item III-4:

The project includes grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading. Additionally, DPM would result from occasional delivery equipment during the operations of the residential subdivision.

Localized concentrations of Carbon Monoxide (CO) can be a Toxic Air Contaminant and are related mostly to localized concentrations from traffic congestion at intersections. According to the traffic analysis prepared for this project, all intersections would operate acceptably with the addition of the proposed project, and the project would not be expected to result in substantial concentration of CO emissions at any intersection.

The air quality analysis determined that because of the dispersive properties of DPM and the temporary nature of the mobilized equipment use, as well as the determination that the project would not result in substantial CO emissions at intersections, short-term construction and operationally-generated Toxic Air Contaminant emissions would not expose sensitive receptors to substantial pollutant concentrations and therefore would have a less than significant effect. No mitigation measures are required.

Discussion Item III-5:

The project would result in additional air pollutant emissions generated by diesel-powered construction equipment, as well as long-term operational emissions from residents' vehicle exhaust that could create odors. However, residential uses are not typically associated with the creation of objectionable odors. Therefore, potential impacts from odors will be less than significant. No mitigation measures are required.

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

The site is uninhabited, undeveloped and does not include any existing structures. The site has an elevation of approximately 230 feet but topography is variable due to the presence of dredge tailings throughout the property and grading done in conjunction with the Eureka Road Widening project.

Two vegetation communities have been identified on-site: Annual grassland and oak woodland. The annual grassland community occurs to the west, north, and east portions of the site. Oak woodland occurs in the center of the site. The dominant tree species in this community are blue oak, interior live oak, Valley oak, and gray pine.

Discussion Item IV-1,2,6:

A Special-Status Species Assessment for the property was prepared by ECORP Consulting, Inc. in August 2012. During a July 2012 field assessment, plants and animals observed on the site were listed, habitat types were determined, and the potential for the site to support special-status species known from the region was assessed. Gibson & Skordal, LLC (now Madrone Ecological Consulting) provided a regulatory status and biological resources summary for the project in August 2015.

County staff has reviewed the documentation and is also aware that ECORP Consulting, Inc. and Madrone Ecological Consulting have professional reputations that make their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, County staff accepts the conclusions found in the reports which are summarized below.

Habitat Communities

Habitat on the site includes annual grassland and oak woodland. These habitat types are described below.

Annual Grassland. The annual grassland community occurs on the west, north, and east portions of the project site and is composed primarily of non-native, naturalized Mediterranean grasses and a variety of other weedy species. Non-native grasses observed in this community include ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), wild oat (*Avena fatua*), and Bermuda grass (*Cynodon dactylon*). Other herbaceous species observed in this community include yellow starthistle (*Centaurea solstitialis*), rose clover (*Trifolium hirtum*), filaree (*Erodium moschatum*), Ryegrass (*Lolium multiflorum*), barley (*Hordeum murinum*), yellow star thistle (*Centaurea solstitialis*), filaree (*Erodium botrys*) bur clover (*Medicago polymorpha*), and curly dock (*Rumex crispus*).

Oak Woodland. Oak woodland occurs in the center portion of the project site. The dominant tree species in this community were blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizenii*), Valley oak (*Quercus lobata*), Fremont's cottonwood (*Populus fremontii*) and gray pine (*Pinus sabiniana*). Other trees on site include red maple (*Acer rubrum*), blue gum (*eucalyptus spp*), and sweetgum (*Liquidamber styraciflua*). Plant species observed in the understory included red brome (*Bromus madritensis ssp. rubens*) and hedgehog dog-tail grass (*Cynosurus echinatus*).

Waters of the United States

Wetlands on this property were mapped in 2012. The wetland delineation survey identified 0.816 acre of jurisdictional waters of the United States on-site. This included seasonal wetlands (0.504 acre), seasonal wetland swales (0.036 acre), and intermittent drainage (0.276 acre).

On August 22, 2014, as part of the Eureka Road Widening project, the U.S. Army Corps of Engineers Regulatory Division authorized the permanent loss of approximately 0.208 acres of seasonal wetlands and 0.276 acres of intermittent stream on the project site. The wetlands authorized for fill under this permit have been filled and wetland mitigation credits required by the permit have been purchased. As a condition of this permit, Patterson Properties was required to establish and maintain a two-acre preserve containing 0.332 acres of jurisdictional waters of the United States. These wetlands are within the open space preserve shown on the Tentative Map. No additional wetlands are present elsewhere within the project site.

Wildlife Occurrence and Use

The property supports a wide diversity of wildlife due to the trees that provide roosting and nesting sites and escape and thermal cover. Strap Ravine provides a source of seasonal water for wildlife of the area and may be used as a movement corridor between suitable habitats located on- and off-site. Several snags occur throughout the project site. Cavities within snags and mature trees provide nesting sites for birds such as woodpeckers, bluebirds, nuthatches, American kestrel, and western screech owl. Taller trees on site provide suitable nesting habitat for raptors such as great horned owl, red-shouldered hawk, and Cooper's hawk.

A list of sensitive wildlife and plant species potentially occurring within the project site was compiled to evaluate potential impacts resulting from project construction. Sources used to compile the list include the California Natural Diversity Data Base (CNDDDB 2003), a taxa-specific literature review (CNPS 1994, 2001, 2005), and a reconnaissance-level field survey in July 2012. The special status species lists obtained from these sources were reviewed to determine which species could potentially occur within the project site. The determination of whether a species could potentially occur within the project site was based on the availability of suitable habitat within the species' known range. The field survey and best professional judgment of ECORP biologists were used to refine the list of potentially-occurring special-status plants and special-status animals.

Plants. Although several special-status plant species occurrences have been documented within a ten-mile radius of the site, field surveys conducted in May and July of 2006 failed to identify any special-status plants on-site.

Invertebrates. Three of the four potentially occurring special-status invertebrates are associated with vernal pool and seasonal wetland habitat. The seasonal wetlands within the project site represent potentially suitable habitat for vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), and California linderiella (*Linderiella occidentalis*).

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is a federal threatened species. VELB was known to occur less than a mile from the site although no elderberry shrubs were observed during the reconnaissance-level survey in 2012. In June 2015, an unrecorded elderberry shrub was located on the property during pre-construction raptor surveys conducted for the Eureka Road widening project by Gibson & Skordal, LLC. The elderberry shrub was located in the northeastern portion of the site and removed with the approval of the United States Army Corps of Engineers.

Reptiles. One special-status reptile may occur on-site, the Northwestern pond turtle (*Clemmys marmorata*) although the intermittent drainage represents marginally suitable habitat. The nearest documented occurrence is located approximately 7.5 miles to the southeast along the Placer/Sacramento County line, west of Folsom Lake.

Birds. Potentially occurring special-status birds onsite include Cooper's hawk (*Accipiter cooperii*) and white-tailed kite (*elanus leucurus*), burrowing owl (*Athene cunicularia*), Northern harrier (*Circus cyaneus*), Swainson's hawk (*Buteo swainsoni*), loggerhead shrike (*Lanius ludovicianus*) and tricolored blackbird (*Agelaius tricolor*). None of these listed species were observed on-site during the site assessment. Potentially occurring special-status birds that do not nest in this region, but may be occasionally observed during migration or wintering, include sharp-shinned hawk (*Accipiter striatus*) and Merlin (*Falco columbarius*), however, the impacts to these bird species are considered less than significant as typically the construction period is outside of the timeframe typically associated with migration or wintering.

Mammals. The project site may provide roosting habitat for a variety of special-status bats that are known to occur in the region. These are Yuma myotis (*Myotis yumanensis*), Townsend's big-eared bat (*Corynorhinus townsendii*), and pallid bat (*Antrozous pallidus*). Typical roost sites for these species include trees, snags, abandoned and occupied buildings, caves, mines appropriate cliffs, and bridges. The oak woodland within the project area represent potential roosting habitat. Potential foraging habitats, such as the riparian corridor along Strap Ravine, are present adjacent to the project site.

Wildlife Corridors

The project site is located on an infill parcel surrounded by mostly residential and commercial development, and the riparian corridor north of the project site may function as a wildlife corridor along Strap Ravine. The project would establish an open space conservation area south of the creek corridor and would not implement any features that would prevent wildlife movement. Therefore, this is a less-than-significant impact.

Special-Status Species Evaluation

According to the CNDDB, there are no previously documented occurrences of special-status species within the site (CDFG 2003). However, several special-status species occurrences have been documented with an approximate 10-mile radius of the project site. Based on the ECORP study described above, and a review of recorded occurrences of sensitive plant and wildlife species within five miles of the project site, the site contains marginal habitat for big-scale balsam root and Sanford's arrowhead.

Based upon the vegetation communities, habitats, and current project site conditions there are several potentially occurring special-status species for the project site. Seasonal wetlands onsite represent potential habitat for special-status plants, including dwarf downingia, Boggs Lake hedge-hyssop, Red Bluff dwarf rush, Legenere, slender Orcutt grass, and Sacramento Orcutt grass. No seasonal wetlands will be impacted by the proposed project however.

Northern harrier, Cooper's hawk, burrowing owl, loggerhead shrike, and tricolored blackbird may nest and forage on-site. Sharp-shinned hawk and Merlin may utilize the site for foraging. Special-status mammals/bats may roost or forage on-site these include yuma myotis, silverhaired bat, hoary bat, western red bat, Townsend's big-eared bat, and pallid bat. Additionally, the project site may provide marginally suitable foraging habitat for Swainson's hawk.

Although nesting of these species within the project site is highly unlikely, implementation of pre-construction surveys has been recommended to avoid any potential disturbance of these species, should they occur on site. Take or destruction of an active nest is prohibited under California Fish and Game Code Section 3503. If active nests are present at the time of construction, construction activities may cause abandonment of active nests resulting in the loss of young or eggs; this would be a potentially significant impact.

Mitigation has been identified for each of the impacts identified above. With implementation of the mitigation measures identified below, impacts to special status plants and wildlife would be reduced to a less-than-significant level.

Mitigation Measure IV-1, 2, 6

MM IV.1: If construction activities take place during the conventional bird breeding/nesting season (typically March 1 through August 31), pre-construction nesting bird surveys shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction. A report summarizing the survey shall be provided to the Development Review Committee and the California Department of Fish & Wildlife within 30 days of the completed survey and is valid for one construction season. If no nests are found, no further mitigation is required.

If active nests are identified in these areas, the County shall coordinate with California Department of Fish and Wildlife (CDFW) to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Appropriate avoidance measures may include establishment of an appropriate buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site. If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with CDFW and shall be appropriate for the species of bird and nest location.

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) are no longer active, and that no new nests have been identified. A follow-up survey shall be conducted two months following the initial survey if the initial survey occurs between March 1 and July 1. Additional follow-up surveys may be required by the Development Review Committee, based on the recommendations in the raptor study and/or as recommended by the California Department of Fish & Wildlife.

If all project construction occurs between September 1 and March 1, a survey is not required and no further studies are necessary.

MM IV.2: Prior to any construction activity that will commence during the breeding season (April through August), a qualified bat biologist shall conduct surveys of all potential special-status bat roosting habitat on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction.

Pre-construction surveys are not required for activities scheduled to occur during the non-breeding season as determined by a qualified bat biologist. If pre-construction surveys indicate that no roosts of special-status bats are present, or that roosts are inactive or potential habitat is unoccupied, no further mitigation is required. If roosting bats are found, exclusionary measures approved by the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service shall be installed by a qualified bat biologist so that construction activities may continue. Once the bats have been excluded, construction may occur. If these actions do not result in exclusion, a qualified biologist in possession of an applicable CDFW Memorandum of Understanding should consult with CDFW to determine appropriate relocation methods.

Discussion Item IV-3, 7:

Trees within the project site include a variety of native and non-native species including, gray pine (*Pinus sabiniana*), interior live oak (*Quercus wislizenii*), black oak (*Quercus kelloggii*), blue oak (*Quercus douglasii*), Valley oak (*Quercus lobata*), red maple (*Acer rubrum*), blue gum (*eucalyptus spp*), and sweetgum (*Liquidamber styraciflua*). Upland understory vegetation consists of a variety of non-native naturalized grasses and forbs such as wild oats, ryegrass, yellow star thistle, coyote brush (*Baccharis pilularis*), hedgehog dog-tail grass, red brome (*Bromus madritensis ssp. rubens*), and ripgut brome (*Bromus diandrus*). Riparian understory vegetation at the northern portion of the project site consists of poison oak (*Toxicodendron diversilobum*), Himalayan blackberry (*Rubus discolor*), curly dock, willow species (*Salix spp*), and broad-leaf cattail (*Typha latifolia*).

An Arborist Survey Report was prepared by ECORP Consulting, Inc. in November 2005 as part of the Eureka Road widening project. A total of 654 trees were inventoried including 647 native oak trees. Approximately one hundred (100) oak trees were removed to accommodate the widening of Eureka Road, mass grading in the western and southern portion of the parcel immediately adjacent to Sierra College Boulevard, and related drainage improvements. The oak woodland affected on-site was 0.85 of an acre, representing 18.5 percent of the 4.60 acres of oak woodland on the site. Mitigation included a \$20,400 payment into the County's Tree Preservation Fund.

Placer County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Preservation Ordinance (Chapter 12, Article 12.16 of the County Code) provides protections for landmark trees and heritage trees. The County Code defines a landmark tree as "a tree or grove of trees

designated by resolution of the Board of Supervisors to be of historical or cultural value, an outstanding specimen, an unusual species and/or of significant community benefit.” The Tree Preservation Ordinance is applicable to all native, landmark trees, riparian zone trees, and certain commercial firewood operations, except as exempted. To be considered a tree, as opposed to a seedling or sapling, the tree must have a diameter at breast height (DBH) of at least six inches or, if it has multiple trunks of less than six inches each, a combined DBH of ten inches.

Placer County also has Oak Woodland Impact Guidelines. The guidelines apply to any discretionary entitlement subject to CEQA review on a property occupied by oak woodland where the woodland comprises an area larger than two acres. It is County policy to require mitigation on a per-acre basis. Mitigation for oak woodland losses within the development footprint must be achieved off-site. No credit is provided for oak woodland preserved on-site. With County consent, the project applicant or project sponsor may dedicate to private or public ownership one or more areas equivalent to twice the area of oak woodland lost. The second option is for the project applicant or project sponsor to make an in-lieu payment to the County for each acre of oak woodland lost. This payment is equivalent to the general land value of oak woodland properties in the County as determined by the County.

ECORP Consulting conducted a new field survey in November 2015 to specifically survey significant oak trees on the project site. Significant oak trees are generally trees greater than 24 inches in diameter at breast height or clumps greater than 72 inches in circumference measured at ground level. Inventoried trees included select oak trees from the 2005 survey with either a single stem with a DBH of 18.5 inches or greater or multiple stems with a DBH of 65 inches or greater.

A total of 18 trees, as defined in the methods, were inventoried within the project site by ECORP. Of these trees, six trees were single-trunked and determined to be significant, with a DBH range from 24.5 to 41 inches. The remaining trees included nine that were removed by the Eureka Road widening project and three that were too small to be considered significant. Two additional trees were observed as dead. Five of the remaining six significant trees are proposed for removal.

In December 2015, engineering and surveying firm Morton & Pitalo, Inc. assessed the proposed project’s impact on oak woodland by superimposing the development footprint on the mapping of oak woodland remaining on site. The overlay included all proposed residences and structures, roads, utilities/facilities, and graded areas plus a minimum 50-foot buffer, except those areas within the open space preservation areas that will not be disturbed.

Morton & Pitalo determined the project would require the removal of, or impact to, 3.74 acres of oak woodland (Figure 2 below). In addition, the five significant native oaks proposed to be removed have a combined DBH of 153 inches. This would be a significant impact. However, with implementation of the mitigation identified below, impacts to protected trees would be reduced to a less-than-significant level.

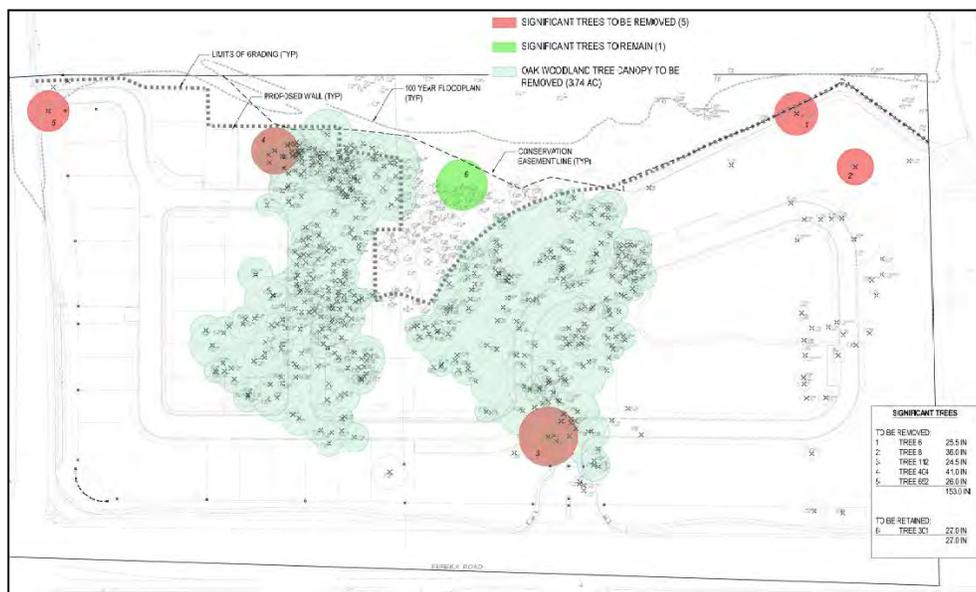


Figure 2 – Oak Woodland Impact

Mitigation Measures Item IV-3, 7:

MM IV.4: To mitigate for the loss of oak woodlands, the project applicant shall obtain a Tree Permit from Placer County's Planning Services Division prior to construction activities that could impact native oak trees and woodland and comply with all requirements of the Tree Permit. The Planning Services Division shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall occur off-site and shall consist of one of the following:

- A. Submit payment of fees for oak woodland conservation at a 2:1 ratio consistent with Chapter 12.16.080 (C) Placer County Tree Preservation Ordinance - Replacement Programs and Penalties and the County's Guidelines for Evaluating Development Impacts on Oak Woodland. 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. Removal of significant trees (>24 inches in diameter at breast height or clumps >72 inches in circumference measured at ground level) requires additional mitigation on a per-inch DBH removed.
- B. Purchase off-site conservation easements at a location approved by Placer County to mitigate the loss of oak woodlands at a 2:1 ratio; or,
- C. Provide for a combination of payment to the Tree Preservation Fund and creation of an off-site Oak Preservation Easement.

MM IV.5: The Improvement Plans shall include a note and show placement of Temporary Construction Fencing. The applicant shall install a four foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:

- A. Adjacent to any and all open space preserve areas that are within 50 feet of any proposed construction activity;
- B. At the limits of construction, outside the critical root zone of all trees six (6) inches DBH (diameter at breast height), or 10 inches DBH aggregate for multi-trunk trees, within 50 feet of any grading, road improvements, underground utilities, or other development activity, or as otherwise shown on the Tentative Subdivision Map; or,
- C. Around any and all "special protection" areas such as open space parcels.

No development of the project site, including grading, shall be allowed until this requirement is satisfied. Any encroachment within these areas, including critical root zones of trees to be saved, must first be approved by the Development Review Committee. Temporary fencing shall not be altered during construction without written approval of the Development Review Committee. No grading, clearing, storage of equipment or machinery, etc., may occur until a representative of the Development Review Committee has inspected and approved all temporary construction fencing.

Discussion Item IV-4, 5:

A Wetland Delineation for the project site was completed in November 2005 by ECORP Consulting Inc. and updated in August 2012. On August 22, 2014, as part of the Eureka Road Widening project, the U.S. Army Corps of Engineers Regulatory Division permitted the permanent loss of 0.208 acres of seasonal wetlands and 0.276 acres of intermittent stream on the project site. The wetlands authorized for fill under this permit have been filled and wetland mitigation credits required by the permit have been purchased. As a condition of this permit, Patterson Properties was required to establish and maintain a 2.00-acre preserve containing 0.332 acres of jurisdictional waters of the United States. These wetlands are within the open space preserve and will not be impacted by the proposed project. No additional wetlands are present within the project site.

The only remaining compliance activity for this permit during construction of the Greyhawk III project will be monitoring of construction activities within 250 feet of the open space preserve. The implementation of the following mitigation measures will reduce impacts to wetlands to less than significant:

Mitigation Measures Item IV-4, 5:

MM IV.6: The Improvement Plans and Parcel Map shall show open space and conservation areas. Areas located on Lots A and B, as depicted on the Tentative Parcel Map, shall be defined and monumented as "Open Space Conservation Easements". The purpose of said easements is for the protection and preservation of on-site wetland/riparian habitats.

A note shall be provided on the Parcel Map information sheet prohibiting any disturbances within said easements, including the placement of fill materials, lawn clippings, oil, chemicals, or trash of any kind within the easements; nor any grading or clearing activities, vegetation removal, or domestic landscaping and irrigation, including accessory structures, and fencing (excepting that specifically required by project conditions of approval). Trimming or other maintenance activity is allowed only for the benefit of fish, wildlife, fire protection, and water quality resources, and for the elimination of diseased growth, or as otherwise required by the fire department, and only with the written consent of Development Review Committee.

MM IV.7: The applicant shall provide permanent protective fencing along the perimeter of Open Space Lots A and B. Such fencing shall provide a physical demarcation to future homeowners of the location of the open space lots and shall be open-style (i.e. open-iron fencing, posts with split rails, etc.) as approved by the County.

Discussion Item IV-8:

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for Placer County. Therefore, there is no impact.

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. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)				X
4. Restrict existing religious or sacred uses within the potential impact area? (PLN)				X
5. Disturb any human remains, including those interred outside of formal cemeteries? (PLN)		X		
6. Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code, Section 21074? (PLN)				X

The presence of cultural resources on the project site was determined through a record search, Native American Heritage Commission (NAHC) inquiry, and pedestrian survey of the property. The methods and results of the record search, inquiry, and pedestrian survey are described below.

Record Search. To determine the presence of cultural and historical resources within the project area and a 0.5-mile radius, staff from ECORP Consulting, Inc. conducted a records search at the North Central Information Center (NCIC) on June 29, 2012. The records search included a review of National Register of Historic Places (NRHP), the California Historical Landmarks (CRHR), the California Points of Historical Interest, Gold Districts of California, California Gold Camps, 1500 California Place Names, Caltrans Local Bridge Survey, Historic Spots in California, the California Historical Landmarks, the California Points of Historical Interest listing, the Directory of Properties in the Historical Resources Inventory, and other pertinent historic map data available at the NCIC. ECORP also contacted the Native American Heritage Commission (NAHC) to request a search of its Sacred Lands File for the presence of traditional cultural properties or sacred, religious, or otherwise important Native American resources.

The NCIC results indicated that 21 prior studies had been completed within the 0.5-mile search radius between 1966 and 2008. These studies revealed the presence of historic sites, including food processing and habitation sites, as well as historical sites, mine tailing, shafts, and related features. Several of these studies included the project site. As a result of these studies, 11 sites were recorded in the records search radius, none of which are present within the project site.

In 1989, Peak & Associates, Inc. conducted a cultural resources assessment of the project site (NCIC Report No. 1813). At that time, Peak noted the presence of a single-family residence on the property but no cultural resources. One prehistoric archaeological site, a prehistoric petrified wood quarry designated "CA-PLA-215," was identified near the site, but not on the subject property. A second site, "CA-PLA-106," was also previously documented nearby, but later determined to be a natural, not a man-made feature.

Sacred Lands File Search. A search of NAHC's Sacred Lands File failed to indicate the presence of Native American cultural resources on the property. Notified tribes did not have any comments or concerns regarding the project site.

Field Survey. The most recent pedestrian survey of the entire project site was carried out by Peak & Associates in 1989. Though no resources were identified on the site, there is a possibility that cultural resources may become exposed during project construction. ECORP recommended a mitigation measure to manage any such unanticipated discoveries.

Peer Review. Consulting Archeologist Ric Windmiller conducted a peer review of the 2006 ECORP cultural resources report. In a further effort to verify the adequacy of previous studies, Windmiller ordered an updated records search from the North Central Information Center (NCIC #15-120). As a result of that search, Information Center staff did not find any additional records of cultural resources located on the project site. The updated records search noted the same two previously reported archaeological sites located near, but not on the project site: CA-PLA-106, which was later determined to be a natural feature of the landscape and CA-PLA-215. The updated records search also identified an isolated bedrock mortar in a revised record for CA-PLA-78, although this site, too, is not located on the project site.

The updated records search included reports on three previous archaeological surveys: a 1966 archaeological survey along Strap Ravine by Dick Peck; a 1980 archaeological study by David Chavez for the Southeast Placer County Wastewater project including areas along Strap and Miners ravines and Linda Creek and; Peak & Associates 1989 survey of the Grey Hawk III project location.

The records search also included a copy of the Directory of Historic Properties in the Historic Property Data File for Placer County dated April 5, 2012. A search of that file found no listings for properties on Eureka Road. There were no listings in the 1976 California Inventory of Historical Resources, Caltrans Bridge Survey, or Office of Historic Preservation's Archaeological Determinations of Eligibility, Placer County— as the Information Center did not identify any archaeological sites on the subject property.

In a letter dated December 3, 2015, Windmiller concurred with ECORP's 2006 conclusion that the project site has been adequately surveyed for the presence of archaeological and historic resources.

Discussion Item V-1, 2:

The project site has been surveyed for the presence of archaeological and historic resources. Although no indications of historic-age resources were found during the field survey, there is always the possibility that previously unknown historic resources exist below the ground surface. Therefore, implementation of standard cultural resource construction mitigation below would ensure that this impact is less than significant.

Mitigation Measure V-1, 2:

MM V.1: In the event that archaeological resources or prehistoric artifacts are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist (36 CFR Part 61) shall be consulted to determine whether the resource requires further study.

The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

Discussion Item V-3, 4:

The project does not have the potential to cause a physical change that would affect unique ethnic or cultural values and there are no known existing or historic religious or sacred uses of the project site. Therefore, there is no impact.

Discussion Item V-5:

No human remains are known to be buried at the project site nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. Implementation of the following standard mitigation measure would ensure that this impact is less than significant.

Mitigation Measure V-5:

MM V.2: If human remains are encountered, these remains shall be treated in accordance with Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5(e).

The Improvement Plans shall include a note stating that 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 qualified archaeologist retained to evaluate the deposit. The Placer County Planning Services Division and Division 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 (NAHC) must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division. 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 that provide protection of the site and/or additional mitigation measures necessary to address the unique or sensitive nature of the site.

Discussion Item V-6:

Consultation letters were sent to all local tribes on January 12, 2016. No tribal correspondence was received identifying tribal cultural resources around or on the subject property. Therefore, there is no impact.

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? (PLN, 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 Chapter 18 of the California Building Code, creating substantial risks to life or property? (ESD)		X		
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Discussion Item VI-1, 4, 9:

A preliminary Geotechnical Report was prepared for the project. The site is located within the Great Valley geomorphic province which is an elongate, northwest trending structural trough bound by the Coast Range on the west and the Sierra Nevada on the east. According to the Geologic Map of the Sacramento Quadrangle, the site is mapped as the lone Formation. The site also included several feet of quaternary alluvial deposits overlying the lone Formation. The alluvial deposits generally contained mixtures of fine gravel, sand, silt, and clay. The lone Formation is composed of low to moderately expansive kaolin clay and highly expansive montmorillonite clay (smectite). Based on the earthwork performed for the Eureka Road improvements, it appears that expansive smectite clay is present on the site. In addition, petrified trees have been discovered on the site. There is also the potential for soft deposits to existing in the drainage channel. 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 Item VI-1, 4, 9:

MM VI.1 The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division (ESD) review and approval. 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, presence of smectite clays, petrified trees, etc.)
- F) Slope stability

Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

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 will be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a Lot by Lot basis or on a Tract basis. This requirement shall be so noted on the Improvement Plans, in the CC&Rs, in the Development Notebook, and on the Informational Sheet filed with the Final Subdivision Map(s).

MM VI.2 The preliminary geotechnical engineering report indicated the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects.

For pad graded lots, prior to final acceptance of project improvements or consideration of early Building Permits and after the completion of the pad grading for all lots, the applicant shall submit to the Engineering and Surveying Division (ESD) for review and approval, a soil investigation of each lot produced by a California Registered Civil or Geotechnical Engineer (Section 17953-17955 California Health and Safety Code). Once approved by the ESD, two copies of the final soil investigation and certification for each lot shall be provided to the ESD and one copy to the Building Services Division for its use.

The soil investigations shall include recommended corrective action that is likely to prevent structural damage to each proposed dwelling. In addition, the applicant shall include in the Development Notebook (or modify the Development Notebook to include) the soil problems encountered on each specific lot as well as the recommended corrective actions. A note shall be included on the Improvement Plans, Conditions, Covenants, and Restrictions (CC&Rs), and the Informational Sheet filed with the Final Subdivision Map(s), which indicates the requirements of this condition.

Discussion Item VI-2, 3:

To construct the improvements proposed, potentially significant disruption of soils on-site will occur, including excavation/compaction for the residential lots and circulation improvements, foundations, and various utilities. Approximately 14.6 acres of the site will be disturbed by grading activities. The earthwork is proposed to include

approximately 63,000 cubic yards of cut and 47,000 cubic yards of fill with a net site export of 16,000 cubic yards. In addition, there are potentially significant impacts that may occur from the proposed changes to the existing topography. The project proposes maximum soil cuts and fills of approximately 10 feet as shown on the project information. Retaining walls may be proposed on the site. 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 Item VI-2, 3:

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. The plans shall show all physical improvements as required by the 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, if applicable. (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. **(ESD)**

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 (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. **(ESD)**

MM VI.5 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.

Discussion Item 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 any existing on site drainageways by transporting erosion from the disturbed area into local drainageways. 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 the 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 Item VI-5, 6:

MM VI.3, MM VI.4

MM VI.6 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), Velocity Dissipation Devices (EC-10), Hydroseeding (EC-4), Silt Fence (SE-1), Wind Erosion Control (WE-1), Stabilized Construction Entrance (TC-1), and revegetation techniques. **(ESD)**

MM VI.7 Prior to construction commencing, the applicant shall provide evidence to the Engineering and Surveying Division of a WID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit. **(ESD)**

MM VI.8 This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004, Order No. 2013-0001-DWQ), pursuant to the NPDES Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit.

The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat stormwater, and provide baseline hydromodification management. **(ESD)**

Discussion Items VI-7, 8

The site does lie within a seismically active region; however, the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone, and no known surface expression of active faults is believed to exist within the site. The

nearest known active fault is the Foothills Fault System, which is mapped approximately six miles east of the site. The project will be constructed in compliance with the California Building Code, which includes seismic design standards. Therefore, these impacts are less than significant. No mitigation measures are required.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
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 Item VII-1, 2:

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by the residents and visitors, as well as on-site fuel combustion for landscape maintenance equipment. The project would result in grading, subsequent paving and the construction of 28 single-family residences and 44 duplexes, along with associated streets and parking areas.

The CalEEMod analysis included an analysis for Greenhouse Gases. The construction and operational related GHG emissions resulting from the project were 1,091 and 925 metric tons of CO₂ equivalent per year (MTCO₂e/yr), respectively. These levels do not exceed APCD's accepted threshold of 1,100 MTCO₂e/yr, and therefore 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). 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. No mitigation measures are required.

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

Discussion Item 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 release of hazardous substances are considered less than significant. No mitigation measures are required.

Discussion Item VIII-3:

The Excelsior Elementary School is located approximately 0.18 miles west of the proposed project. The project includes grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading. However, because of the dispersive properties of DPM, and the distance from the school to the project site, the impacts on the school children would be less than significant. Further, operation of the project does not propose a use that typically would involve any activities that would emit hazardous substances or waste that would affect a substantial number of people and is therefore considered to have a less than significant impact. No mitigation measures are required.

Discussion Item VIII-4, 9:

The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, there is no impact.

Discussion Item VIII-5, 6:

The project site is not located in an Airport Land Use Plan area, and no public or private airfields are within two miles of the project site; therefore, the project would not result in a safety hazard for people residing or working at the project site. Therefore, there is no impact.

Discussion Item VIII-7:

The project site is located in an area that is classified as moderate risk for wildland fires. Development of the site for residential uses will further reduce the risk of wildland fire because site improvements, such as roadways, driveways and irrigated landscaping, would reduce readily combustible vegetation. The Operations and Management Plan for the open space areas allows for non-intrusive fuel load reduction efforts to reduce the risk of wild fires. Under the conditions contained in the U.S. Army Corps of Engineers conservation easement language, a 20-foot fire break is allowed in portions of the open space preserve area. The majority of any fire break is expected to occur outside of the preserve or will overlap with the existing sewer easement. In addition, the newly-constructed residences would be required by Building Code to include interior fire suppression sprinkler systems.

The proposed project has been reviewed by the South Placer Fire District and has been designed with adequate emergency vehicle access and hydrants for use by the District to reduce the risk of loss, injury or death involving wildland fires to a less than significant level. No mitigation measures are required.

Discussion Item VIII-8:

Mosquito breeding is not expected to significantly impact this project. Common problems associated with over watering of landscaping and residential irrigation have the potential to breed mosquitoes. As a condition of this project, it is recommended that drip irrigation be used for landscaping areas. No mitigation measures are required.

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 San Juan Water District. The project will not violate water quality standards with respect to potable water. Therefore, there is no impact.

Discussion Item IX-2:

This project will not utilize groundwater, and is not located in an area where soils are conducive to groundwater recharge. The project will not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, there is no impact.

Discussion Item IX-3:

A preliminary drainage report was prepared by the applicant's engineer. The site is divided into two sub-watershed areas. The northern onsite shed drains directly to Strap Ravine further to the north. The southern site shed drains

to the onsite unnamed tributary, through the three existing 60 inch culverts under Sierra College Boulevard and eventually into Strap Ravine. The project site encompasses approximately 17.5 net acres.

The proposed drainage system will consist of a pipe network with drain inlets, manholes, pipes, and detention basins. The drainage system will pick up on site drainage as well as off-site drainage and route the drainage through the site and then release the consolidated flows at the current outlet point on the western side of the property under Sierra College. The northern shed will remain mostly undeveloped and unchanged draining directly into Strap Ravine.

The project has analyzed a drainage system that will change the on-site 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 points as the pre development condition and ultimately into the same existing 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 post development peak flows are decreased by approximately 0.4 and 1.3 cubic feet per second for the ten and 100 year storm events, respectively. The project site is not located in an area identified in the Granite Bay Community Plan as recommended for local stormwater detention. However, the project proposes the construction of detention/water quality basins to ensure that the quantity of the post development peak flow from the project is, at a minimum, no more than the pre development peak flow. The post development project flows identified in the report indicate that there will not be any increase in downstream flows from pre development levels.

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

The property proposed for development is within the Dry Creek Watershed Flood Control Plan area. Flooding along Dry Creek and its tributaries (this property is in the Strap Ravine watershed) is well documented. Cumulative downstream impacts were studied in the Dry Creek Watershed Flood Control Plan in order to plan for flood control projects and set flood control policies. Mitigation measures for development in this area include flood control development fees to fund regional detention basins to reduce flooding on major streams in the Dry Creek watershed. If fees are not collected on a project by project basis to fund regional detention facilities, these types of capital improvements may not be realized and flooding impacts to properties within the Dry Creek Watershed area will persist. Staff considers these cumulative flood control impacts to be potentially significant impacts.

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:

MM VI.3, MM VI.4

MM IX.1 The Improvement Plan submittal shall include a final 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. **(ESD)**

MM IX.2 The Improvement Plan submittal and Drainage Report shall provide details showing that storm water runoff shall be reduced to pre-project conditions (i.e. retention/detention facilities, pervious pavement, storm water routing methods, etc.). 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 County and shall be shown on the Improvement Plans. The County 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. **(ESD)**

MM IX.3 Prior to Improvement Plan approval, the final 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 Division. 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 approval, the applicant shall obtain all drainage easements and necessary permits required by outside agencies:

- A) The existing culverts under Sierra College Blvd.

MM IX.4 This project is subject to the one-time payment of drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code.) The current estimated development fee is \$16,312 (for the single family and multi-family units in total), payable to the Engineering and Surveying Department prior to Building Permit issuance. The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete. **(ESD)**

MM IX.5 This project is subject to payment of annual drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code). Prior to Building Permit issuance, the applicant shall cause the subject property to become a participant in the existing Dry Creek Watershed County Service Area for purposes of collecting these annual assessments. The current estimated annual fee is \$2,128 (for the single family and multi-family units in total). **(ESD)**

Discussion Item 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 Item IX-5, 6:

MM VI.1, MM VI.3, MM VI.4, MM VI.6, MM VI.7, MM VI.8, and MM IX.1

MM IX.6 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: Infiltration Basin (TC-11), Extended Detention Basin (TC-22), Bioretention (TC-32), 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. Prior to Improvement Plan 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. **(ESD)**

MM IX.7 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 Homeowner's Association is responsible for maintaining the legibility of stamped messages and signs. **(ESD)**

MM IX.8 The Improvement Plans shall show that 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. **(ESD)**

MM IX.9 Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface are also required to demonstrate hydromodification management of stormwater such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions.

Discussion Item IX-7:

The project could result in urban stormwater runoff. Standard Best Management Practices (BMPs) will be used and as such, the potential for this project to violate any water quality standards is considered to be less than significant. No mitigation measures are required.

Discussion Item IX-8, 9, 10:

There is an existing 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA) along Strap Ravine. The project development area is not located within the 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 significant levee or dam failure inundation area.

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 and to identify the 100-year floodplain limits. The proposed project's impacts associated with impacts to the existing 100 year floodplain can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item IX-8, 9, 10:

MM VI.3, MM VI.4, and MM IX.1

MM IX.10 On the Improvement Plans and Informational Sheet(s) filed with the appropriate Final Subdivision Map(s), show the limits of the future, unmitigated, fully developed, 100-year flood plain (after grading) for Strap Ravine along the northern boundary of the project and designate same as a building setback line unless greater setbacks are required by other conditions contained herein. **(ESD)**

MM IX.11 On the Improvement Plans and Informational Sheet(s) filed with the appropriate Final Subdivision Map(s), show that the finished building pad elevation for all the Lots along the northern boundary adjacent to the 100 year floodplain shall be a minimum of two feet above the 100-year flood plain line (or finished floor -three feet above the 100-year floodplain line). The final pad elevation shall be certified by a California registered civil engineer or licensed land surveyor and submitted to the Engineering and Surveying Division. This certification shall be done prior to construction of the foundation or at the completion of final grading, whichever comes first. No building construction is allowed until the certification has been received by the Engineering and Surveying Division and

approved by the floodplain manager. Benchmark elevation and location shall be shown on the Improvement Plans and Informational Sheet (s) to the satisfaction of Development Review Committee. **(ESD)**

MM IX.12 In order to protect site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream/drainage way nor within the watershed of the vernal pool(s), unless otherwise approved as a part of this project. All work shall conform to provisions of the County Flood Damage Prevention Regulations (Section 15.52, Placer County Code). A standard note to this effect shall be included on the Improvement Plans. The location of the 100-year flood plain shall be shown on the Improvement Plans. **(ESD)**

Discussion Item IX-11:

The project will not alter the direction or rate of flow of groundwater as it does not propose the use of a groundwater source. Therefore, there is no impact.

Discussion Item IX-12:

The project has the potential to increase water quality impacts to local drainageways, and therefore, local watersheds. The proposed project is located within the Dry Creek watershed. 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:

MM VI.1, MM VI.3, MM VI.4, MM VI.6, MM VI.7, MM VI.8, MM VI.9, MM IX.1, MM IX.6, MM IX.7, MM IX.8, and MM IX.9.

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

Approval of the project would allow the development of 72 residential units on an approximately 17.5 net acre site. The eastern 11.65-acre portion of the project site is designated Low Density Residential (LDR) in the Granite Bay Community Plan and is zoned RS-B-40-PD = 2.0 (Residential Single Family, Combining Building Site of 40,000 square feet, Planned Residential Development of 2.0 units per acre). The applicant has requested a rezoning of

this portion of the project site to RS-B-18-PD = 2.8 (Residential Single Family, Combining Building Site of 18,000 square feet, Planned Residential Development of 2.8 units per acre) to allow for 28 detached, single-family residences. This proposed density is consistent with the density established by and anticipated in the Granite Bay Community Plan.

The western 8.9 gross acre portion of the project is designated as Commercial (COMM) on the Granite Bay Community Plan and is zoned CPD-Dc (Commercial Planned Development, Combining Design Corridor) that allows for multi-family residential development. Where zoning allows, the Granite Bay Community Plan limits residential uses in commercial zones to a maximum of 10 dwelling units per acre. The project proposes 22 attached residential halfplex lots for a total of 44 dwelling units with density of 4.94 dwelling units per gross acre (6.28 dwelling units per net acre).

As discussed below, land use impacts are not anticipated.

Discussion Item X-1:

Existing residential development is located east of the project site, commercial, open space and residential development is located to the north, commercial and residential developments are located to the south, and open space and residential developments are located west of the project site. Development on the project site would not physically divide an established community. Therefore, there is no impact.

Discussion Item X-2, 4:

The proposed land uses for the project are consistent with the land use designations in the General Plan. The development of detached and attached single-family residences at the density being proposed by the project is considered to be compatible with the existing nearby development of Low Density Residential, Commercial, and Professional land uses.

Implementation of the proposed project would require a rezoning of the eastern 11.65 gross acre portion of the site. The General Plan designates the eastern portion of the project site as Low Density Residential with a minimum of .4 to .9 acres per dwelling unit. Under the proposed project, a total of 28 single-family residential units would be constructed at a density of .41 units per acre.

Rezoning to RS-B-18-PD = 2.8 (Residential Single Family, Combining Building Site Size of 18,000 Square Feet, Planned Development of 2.8 Dwelling Units per Acre) will increase the total number of units allowed for the site from the property's current from RS-B-40-PD = 2.0 (Residential Single Family, Combining Building Site Size of 40,000 Square Feet, Planned Development of 2 Dwelling Units per Acre) zoning. The new minimum building size and larger PD designation allows for this increased density. The total number of units proposed for the site is consistent with the density allowed under the existing Low Density Residential Land Use designation.

The base zoning of the site (RS-B-18: Residential Single Family, Combining Building Site Size of 18,000 Square Feet) allows for 21.46 units. At a minimum, the applicant must set aside 20 percent of the project site as open space and receives a five percent density bonus under the County's Planned Residential Development guidelines equal to 1.07 units. The applicant is also eligible for one percent bonus density for each percentage over 20 percent that is set aside as open space, up to a maximum 30 percent density bonus under the open space provisions of the PD ordinance. With 52 percent open space provided, the applicant is eligible for the full 30 percent open space density bonus: 6.44 bonus units. By meeting both the minimum and maximum open space bonus densities, a total of 7.51 additional bonus units are allowed over the 21.46 units allowed under the base zoning for a total of 28.97 units. The developer is proposing 28 units.

The western 8.9 gross acre parcel of the project is zoned for commercial development (CPD-Dc). The Placer County Zoning Ordinance allows Multi-Family Dwellings in the CPD-DC district with a Conditional Use Permit. Where zoning allows, the Granite Bay Community Plan limits residential uses in commercial zones to a maximum of ten dwelling units per acre. The project proposes 22 attached residential halfplex lots for a total of 44 dwelling units and a density of 4.94 dwelling units per gross acre (6.28 dwelling units per net acre).

The overall residential density of the project is compatible with adjacent neighborhoods. Higher density along the Sierra College Boulevard corridor, near services and adequate infrastructure, is appropriate.

The project would not conflict with other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects. Construction of project improvements would result removal of native and non-native trees including blue oak, interior live oak, and Valley oak. Under Mitigation Measure IV-3.1, the project

applicant is required to mitigate for the loss of oak woodland and significant trees resulting from the construction of the project.

Impacts related to conflicts with existing land use plans, policies or regulations would be less than significant and no mitigation would be required.

Discussion Item X-3:

No Habitat Conservation Plan or Natural Community Conservation Plan has been approved for the project area. Therefore, there is no impact.

Discussion Item X-5:

The project would not affect timber resources or operations. The project would not result in cancellation of a Williamson Act Contract. Therefore, there is no impact.

Discussion Item X-6:

The project would not disrupt or divide the physical arrangement of an established community. Therefore, there is no impact.

Discussion Items X-7, 8:

The project would not cause economic or social changes that would result in significant adverse physical changes to the environment, including urban decay or deterioration. The proposed project would add residential uses in an area planned for residential and commercial development and surrounded by residential, open space, and commercial properties. The proposed project would be constructed in an area of the County that is characterized by a range of residential densities. There is no evidence to suggest that development of the project site could develop residential uses to such a degree that it would draw residents away from other residential areas resulting in the abandonment and subsequent urban decay of existing residential areas. In addition, the proposed project would not develop retail commercial space, and therefore, would not result in the development of retail uses that could result in increased vacancy rates or abandonment of commercial spaces in the project vicinity, resulting in urban decay. Therefore, there is no impact.

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:

No valuable locally important mineral resources have been identified by the Department of Conservation “Mineral Land Classification of Placer County” (Dated 1995) on the project site. Therefore the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, there is no impact.

Discussion Item XI-2:

The presence of mineral resources within Placer County has led to a long history of gold extraction. No quarries or mining sites are active in the Granite Bay Community Plan area and no known mineral resources that would be of value are known to occur on the project site or in its vicinity. Implementation of the project would not interfere with the extraction of any known mineral resources. Therefore, there is no impact.

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 Item XII-1:

Development of the proposed project will result in an increase in short-term noise impacts from construction activities. Existing conditions are determined by the presence of noise-sensitive receptors, the location and type of noise sources, and overall ambient levels. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where a quiet setting is an essential element of their intended purpose. Residential dwellings are a primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels.

The existing noise environment in the project area is primarily influenced by transportation noise from vehicle traffic on the local roadway system particularly Sierra College Boulevard and Eureka Road. Other noise sources that contribute to the existing noise environment include, to a lesser extent, activities at the Granite Bay Pavilions commercial center.

The Placer County General Plan Noise Element establishes land use compatibility criteria for both transportation noise sources such as roadways, and for non-transportation (stationary) noise sources. For transportation noise sources in residential areas, Placer County establishes a noise level criterion of 60 dB or less in outdoor activity areas, and 45 dB or less for interior noise levels.

An Environmental Noise Assessment (ENA) for the project was conducted by j.c. brennan & associates, Inc. in February 2015. The ENA report concluded that the predicted future noise levels (cumulative plus project) at the residential units located adjacent to Sierra College Boulevard and Eureka Road would be exposed to future traffic noise that exceed the Placer County General Plan exterior noise level standard of 60 dB. j.c. brennan & associates recommended noise reduction measures at these locations.

The Noise Element does allow an exterior noise level up to 65 dB where it is not possible to reduce noise in outdoor activity areas to 60 dB or less using a practical application of the best-available noise reduction measures provided that available exterior noise level reduction measures have been implemented.

Standard construction practices, consistent with the uniform building code typically provides an exterior-to-interior noise level reduction of approximately 25 dB, assuming that air conditioning is included for each unit allowing residents to close windows for the required acoustical isolation. Therefore, as long as exterior noise levels at the building facades do not exceed 70 dB, the interior noise levels will typically comply with the interior noise level standard of 45 dB.

Sound walls and berms do not shield second floor building facades where noise levels are typically 2-3 dB higher. Exterior noise levels at the second floor facades facing Sierra College Boulevard were predicted to be 72 dB. Based upon typical exterior-to-interior noise level reductions, interior noise levels are predicted to be 47 dB, exceeding the County standard of 45 dB. Therefore, additional interior noise control measures would be required such as higher sound transmission class rating in windows in all second floor facades of units facing Sierra College Boulevard.

Further analysis by j.c. brennan & associates was conducted in November 2015 after grading plans for the site were refined. A new barrier analysis indicated that a barrier 10-feet in height would be required at the south end of the site and gradually decreasing to 6-feet at the north end of the site (see Figure 3). The noise barrier heights would comply with the 60 dB noise level criterion, and are also the minimum heights which are required to break line-of-sight to all roadway noise sources. Interior noise control measures would still be required in all second floor facades of units facing Sierra College Boulevard and residences on lots 1A through 9B will be required to include central air conditioning.

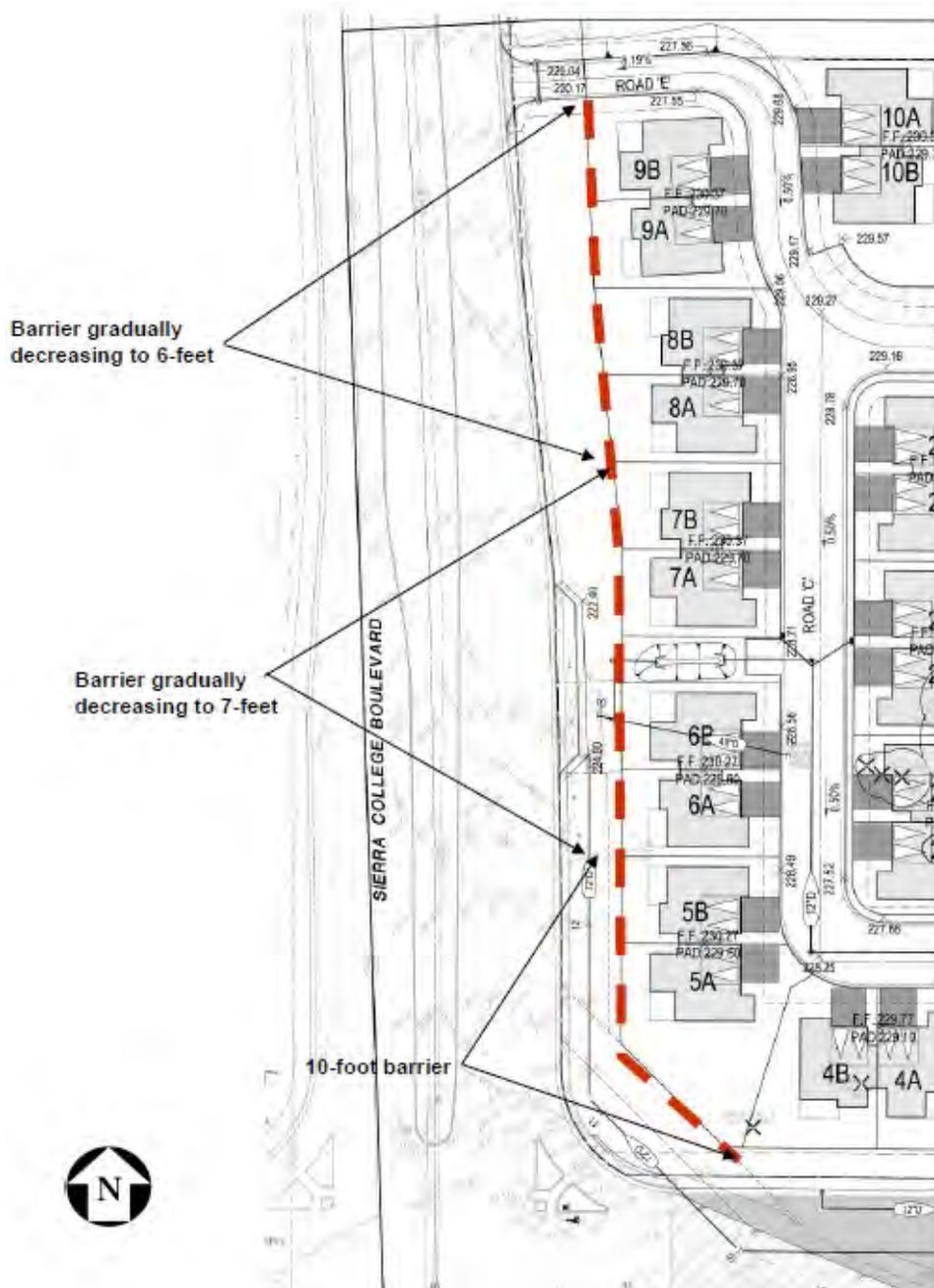


Figure 3 – Sound Barrier Analysis

Implementation of Mitigation Measures below would reduce traffic noise impacts to a less-than-significant level.

Mitigation Measures XII-1:

MM XII.1: The project shall construct a six to ten-foot tall noise barrier where the project fronts onto Sierra College Boulevard and Eureka Road and six-foot tall noise barrier along a portion of Eureka Road as shown on the Tentative Map. The noise barrier, including cross section views, shall be shown on the project Improvement Plans. Maintenance of the noise barriers will be the responsibility of the homeowner's association.

MM XII.2: At a minimum, halfplex units on lots 1A through 9B shall include central air conditioning to ensure that each home is provided with sufficient acoustic isolation from traffic noise on Sierra College Boulevard and Eureka Road. A note shall be included in the Development Notebook specifying this condition as a prerequisite for building permit plan check approval for proposed residences on these lots.

MM XII.3: In order to reduce typical interior noise levels to a maximum level of approximately 45 dB, the residential units adjacent to Sierra College Boulevard (lots 4B to 9B) shall have the following acoustical attributes on rear and side walls:

- A. Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 45. Exterior doors shall have a laboratory sound transmission class (STC) rating of at least 34.
- B. Glazed areas, including doors and windows, shall have a laboratory STC rating of at least 28 unless glazing constitutes more than 20 percent of any façade exposed to noise levels of DNL of 65 dB or above. If glazing constitutes more than 20 percent of an exposed façade, then the windows shall have an STC rating of at least 35.
- C. All surfaces shall be sealed and caulked in accordance with methods approved by the American Society of Testing and Materials (ASTM) to minimize sound transmission.

An acoustical consultant shall be retained during the design phase to prepare minimum construction requirements and provide additional details and to update the STC rating based on the architectural design and exterior features proposed. This shall be submitted to the County prior to issuance of a building permit on lots 4B to 9B.

Discussion Item XII-2:

The project would result in development of 72 residential units. With implementation of the project, noise generated on the site would be associated with residential uses. Additional traffic, residents using the area, and standard landscaping maintenance activities would produce noise from new sources, all subject to the requirements of the County General Plan and County Noise Ordinance. Noise within the project would be mitigated by the noise barriers constructed on the project site (walls and fences). Based on noise attenuation provided by such noise barriers, noise generated on the project site would be expected to be less than significant and no mitigation measures are required.

Discussion Item XII-3:

Development of the project would result in a temporary increase in noise levels during daytime hours, particularly from diesel-powered earth-moving equipment and other heavy construction machinery. All construction-related activities would be required to comply with the noise standards contained in the Placer County General Plan and the Granite Bay Community Plan for projects adjacent to/within residential neighborhoods which limits such activities to certain times of the day and week to reduce noise impacts on adjacent properties.

Although an increase in noise levels will most likely result from the typical construction phases of any development, these limited durations of noise impacts from the project would not cause significant impacts beyond the minor inconvenience during construction. This temporary increase in ambient noise levels can be mitigated to a less than significant level by implementing the goals and policies of the Granite Bay Community Plan Health and Safety section. According to the Community Plan, construction is only permitted to occur Monday thru Friday 6:00 am to 8:00 pm (during daylight savings time) and 7:00 am until 8:00 pm (during standard time), and Saturdays 8:00 am to 6:00 pm. Construction noise emanating from any construction activities for which Improvement Plans, a Grading Permit, or Building Permit is required is prohibited on Sundays and Federal Holidays. This would be a less than significant impact. No mitigation measures are required.

Discussion Item XII-4, 5:

Since the project site is not located in an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project site, the residents of proposed project would not be exposed to adverse levels of noise due to aircraft overflight. Therefore, there is no impact.

XIII. PALEONTOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)		X		

Discussion Item XIII-1:

Paleontological resources are fossilized remains of plants and animals can be present in certain fossiliferous geologic formations. Paleontologic sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. The project site is located within an area that has a rating of medium sensitivity for paleontological resources.

A paleontological assessment for the subject site was performed by Cogstone Resource Management Inc. in February 2008. The northern-most edge of the property is covered by xerothent soil common to streams in placer mining areas. This area is underlain by recent stream alluvium. The west-central portion of the site is covered by Redding and Corning gravelly loam. This soil is known to be derived from the underlying Laguna Formation. The southern and eastern portions of the site are covered by Caperton-Andregg coarse sandy loam. This is known to be underlain by the lone Formation. At depth, the Chico Formation may be present as it was encountered in a project south and east of the project site. The Mehrten and Turlock Formations are not mapped or known in the project area.

Cogstone Resource Management's search of paleontological records was completed at the Sierra College Natural History Museum (SCNHM), online at the University of California Museum of Paleontology (UCMP), online at the Paelo Biological Database, and in published materials. Additionally, the University of California at Davis and the California State University at Sacramento were queried for collections and neither reported any material from the area.

The lone Formation in Granite Bay is known to produce opalized fossil wood plus leaves, nuts and cones. The soils found on the project site are specifically known to produce these types of specimens. The 34- to 55-million year old fossils are representative of semi-tropical plants that lined a shallow Eocene estuary along the margin of the Sierra Nevadas. It is known to have been mostly a freshwater delta environment with at least two incursions of seas from the west. The Chico and Laguna formations are known to product vertebrate fossils.

Cogstone conducted a paleontological survey of the site in February 2007. The survey consisted of an intensive pedestrian inspection of the project surface and of road and stream exposures of geological formations in the vicinity. Relatively little of the project site surface was visible due to heavy vegetation. Both Redding-Corning gravelly loam and the Caperton-Andregg course sandy loan were observed within the project site. The Laguna and lone formations were visible in a road cut at the northwestern edge of the site. Recent alluvium was observed nearby in the wall of Strap Ravine within the Greyhawk Community Park. No fossils were observed.

While no fossils were observed during the 2007 field survey, there is a possibility that paleontological resources may exist on a site that was obscured by vegetation or historic activities, leaving no surface evidence.

In November 2015, excavations for the widening of Eureka Road on the southern edge the project site encountered a large specimen of petrified wood, roughly 1.5 feet in diameter, at 6-8 feet below the surface. Work was stopped and the petrified wood was removed under the supervision of the County and Consulting Archeologist Ric Windmiller. The backhoe operator removed the tree remnant after examining the matrix surrounding the tree trunk for archaeological deposits and any other evidence of man associated with the petrified trunk. The piece was

secured against theft and was given to Placer County where it is on public display at a County building along with information on its discovery.

Kenneth L. Finger, PhD, Consulting Paleontologist, peer-reviewed the Cogstone report in November 2015. Due to the discovery of the petrified wood, Finger classified the site as having a high paleontological potential and sensitivity. Finger also concluded that a new pre-construction paleontological walkover of the area would not be justified as any petrified wood in the lone Formation is unlikely to be exposed, and if it was, it likely would have been collected previously. Paleontological monitoring of earth-disturbing construction activities was recommended because the recently discovered petrified wood is considered a significant paleontological resource.

Finger went on to recommend that if any large specimens of petrified wood or any vertebrate fossils are unearthed by the construction crew, all work in the immediate vicinity of the find is to cease or be diverted until a paleontologist evaluates the find and, if it is deemed significant, completes its salvage. If large, heavy specimens are present, it would be mutually advantageous for the construction crew to assist in their removal and placement away from the path of the excavations. Any fossils collected from the project site could then be deposited in an accredited and permanent scientific institution where they will be properly curated and preserved for the benefit of current and future generations.

Implementation of the mitigation measures below, derived from the guidelines of the Society of Vertebrate Paleontologists, would reduce the potentially significant adverse environmental impact of project-related ground disturbance and earth-moving on paleontological resources to a less-than-significant level by allowing for the salvage of fossil remains and associated specimen data and corresponding geologic and geographic site data that otherwise might be lost to earth-moving and to unauthorized fossil collecting.

Mitigation Measures Item XIII-1:

MM XIII.1: Prior to improvement plan submittal, the applicant shall provide written evidence to the Planning Services Division that a qualified paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010) has been retained by the applicant to observe grading activities and salvage fossils as necessary. The paleontologist shall establish procedures for paleontological resource surveillance and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. If major paleontological resources are discovered, which require temporary halting or redirecting of grading, the paleontologist shall report such findings to the project developer, the Placer County Division of Museums, and Placer County Planning Services Division.

The paleontologist shall determine appropriate protocols which ensure proper exploration and/or salvage of all fossils. Excavated finds shall be offered to a State-designated repository such as Museum of Paleontology, University of California, Berkeley, the California Academy of Sciences, or any other State-designated repository. Otherwise, the finds shall be offered to the Placer County Division of Museums for purposes of public education and interpretive displays.

These actions, as well as final mitigation and disposition of the resources shall be subject to approval by the Division of Museums. The paleontologist shall submit a follow-up report to the Division of Museums and Planning Services Division, which shall include the period of inspections, an analysis of the fossils found, and repository of the fossils.

MM XIII.2: Prior to the start of ground disturbance, a qualified professional paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010) shall be retained to both design a monitoring and mitigation program and implement the program during project-related excavation and earth disturbance activities. The paleontological resource monitoring and mitigation program shall include preconstruction coordination; construction monitoring; emergency salvage procedures; sampling and data recovery; preparation, identification, and analysis of the significance of fossil specimens salvaged; museum storage of any specimens and data recovered; and reporting.

MM XIII.3: Worker Training. Prior to the start of ground disturbance, construction personnel to be involved with earth-moving activities shall be informed that fossils will likely be discovered during excavating, that these fossils are protected by laws, that there are potential penalties for non-compliance, shall be trained on the appearance of common fossils, and instructed on proper notification procedures should fossils be discovered. This worker training shall be prepared and presented by a qualified professional paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010).

MM XIII.4: Once grading plans are available, a qualified professional paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010), will determine the level of monitoring necessary based on formations to be impacted by grading and other earthmoving. Monitoring shall not be conducted in soils that have been previously disturbed or in areas where exposed soils will be buried, but not otherwise disturbed.

A monitor shall be present during actual earth-moving during the first few days of initial project grading to observe the stratigraphy and any fossils exposed by excavations. If no significant fossils are discovered during this time, monitoring should be reduced to only periodic spot checking of the deepest excavations or those judged most likely to disturb fossils. Should fossils be discovered, increased monitoring shall occur. The monitor will have the authority to divert away from exposed resources temporarily in order to recover the specimens.

MM XIII.5: Within ninety days following the end of project excavations, the project paleontologist shall prepare a final report, summarizing the complete mitigation program, describing and illustrating any fossils recovered, along with their significance, and certifying that the paleontological resource impact mitigation program resulted in insignificant impacts on paleontological resources as required by CEQA. The acceptance of the final report by the County Planning Services Division shall complete the mitigation program.

Implementation of the above mitigation measures would ensure that the project would not result in adverse effects to paleontological resources, by requiring cessation of work and implementation of proper procedures upon discovery of previously unknown resources. Therefore, this impact would be reduced to a less-than-significant level.

XIV. 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 XIV-1:

The proposed project would increase the available housing, which would be expected to increase population in the area; however, the increase in housing is consistent with the population growth anticipated in the Granite Bay Community Plan. Implementation of the project would result in the construction of 72 residential units for an estimated 179 residents. Furthermore, the density on the western portion of the site, 4.94 dwelling units per gross acre (and 6.28 units per net acre), is less than the ten units per acre permitted by the Granite Bay Community Plan for residential development in commercial zones.

The population of Granite Bay in 2010 was approximately 20,825 people according to the United States Bureau of Census. Therefore, the anticipated increase in population to the Granite Bay community as a result of the proposed project would be approximately 0.86 percent.

Existing infrastructure and roads in the area would not be expanded or extended as a result of the project. The proposed project would not induce substantial growth in Granite Bay or surrounding communities. Therefore, there is no impact.

Discussion Item XIV-2:

The proposed project would affect a currently undeveloped site that is proposed for development with residential land uses. There are no existing residences on the project site; therefore, neither housing units nor people would be displaced, and no replacement housing would be required. Therefore, there is no impact.

XV. 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 XV-1:

The project site is serviced by the South Placer Fire District with the nearest station, Station 15, located at 4650 E. Roseville Parkway. This station is located approximately 1.1 road miles southeast of the project site. The proposed project would also provide a secondary emergency access point from Sierra College Boulevard at the western edge of the project site. This secondary emergency access point would be gated and for the exclusive use of emergency vehicles.

The proposed project would result in additional demand for fire protection services but does not propose any new fire facilities beyond required fire hydrants. Much of the land in the vicinity of the project site has been developed and currently features both commercial and residential populations. The additional demand generated by the proposed project—72 new dwelling units—would result in an incremental increase in demand for these services, and as such, would create a less-than-significant impact. No mitigation measures are required.

Discussion Item XV-2:

The sheriff protection needs for the project site are provided by the Placer County Sheriff's Office. The closest sheriff station, South Placer Station, is located at 6140 Horseshoe Bar Road, in the Town of Loomis and approximately 6.5 miles to the north. Although the Granite Bay Community Plan anticipates a target ratio of one deputy per one thousand residents in unincorporated areas, the ratio at the time of the plan's adoption in 2012 was one deputy per 1,142 people in 2012. Based on a population factor of 2.7 persons per household for the detached units and 2.34 persons per household for the halfplex units, the proposed project would result in a population increase of approximately 179 people, an increase of 0.86 percent over the existing Granite Bay population. Similar to Item XV-1, while the proposed project would result in additional demand for sheriff protection services, the project would cause a small incremental increase in demand in relation to the larger, surrounding, and predominantly developed area. Thus, the proposed project would create a less-than-significant impact. No mitigation measures are required.

Discussion Item XV-3:

The project site is served by two school districts: the Eureka Union School District (grades K-8) and the Roseville Joint Union High School District (grades 9-12). The proposed project would increase future enrollments due to the residential population of the proposed project's 72 new residences. This increase would be incremental in relation to the largely developed and populated surrounding communities. In addition, development of residential units and resulting increased student enrollment in the Eureka Union School District and Roseville Joint Union High School District could help boost declining enrollment numbers and result in increased State funding for the districts. As such, no additional facilities would be required and no additional physical environmental impacts would be created. Therefore, the impact would be less than significant. No mitigation measures are required.

In addition, the Leroy Greene School Facilities Act, more commonly known as Senate Bill 50, permits school districts to levy fees for the purposes of funding construction of school facilities. The project applicant would be required to work directly with the serving school district to establish fees for each new residence. In accordance with SB 50, payment of fees by a development project is adequate to reduce impacts of that project on schools to a less-than-significant level.

Discussion Item XV-4:

The proposed project would result in the construction of 72 new residences with associated infrastructure, which includes a private road network that would connect to public roads. Frontage improvements along Sierra College Boulevard and Eureka Road are currently being completed by the project developer.

The Placer County Board of Supervisors has approved the levying of Development Impact Fees for all new development within the county. The concept of the impact fee program is to fund and sustain improvements that are needed as a result of new development as stated in the General Plan and other policy documents within the fee program. Development Impact Fees include Traffic Impact Fees, Park Dedication and Park Facilities In-Lieu Fees, Animal Services, and Capital Facilities Fees.

There would be an incremental increase in maintenance to County roadways; however the increase would be negligible. The project would be subject to the County Traffic Impact Fee Program and payment of Traffic Impact Fees would be required prior to approval of Building Permits or Improvement Plans. Payment of Traffic Impact fees by the applicant prior to the issuance of building permits for the proposed project would result in the project having no significant impact on maintenance of roads.

Payment of the required Development Impact fees by the applicant prior to the issuance of building permits for the proposed project would result in the project having no significant impact on public facilities. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XV-5:

The project would result in a modest increase in demand for local governmental services such as assessor services, libraries, courts, and jails. These services are funded by collection of property taxes, which are allocated through the County General Fund. Private utilities include electric, gas, telephone, solid waste disposal, and cable and internet services.

The proposed project would not result in a significant increase in service demands or render the current service levels to be inadequate, no new public facilities would be necessary to serve the proposed project beyond those already considered in the Granite Bay Community Plan. The proposed project would not require the provision of new, or physically alter existing governmental services and facilities. The impact of the project would be less than significant. No mitigation measures are required.

XVI. 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 Items XVI-1, 2:

The project would result in creation of 72 new residences, which would result in an incremental increase in demand for public recreation facilities. This increase would not result in a substantial physical deterioration of existing facilities nor result in substantial demand for new or expanded recreation facilities.

The Planned Residential Development regulations require in-tract recreation improvements that meet at least a portion of the total park and recreation demand for such facilities created by the residents of the project. Additionally, the Placer County General Plan requires new development to provide a minimum of five acres of active parkland for each population of 1,000 and five acres of passive recreation area or open space for each population of 1,000. The project is expected to have a population of 179 and therefore requires 0.895 acres of active parkland and 0.895 acres of passive recreation/open space.

The proposed project would include a .174-acre tot lot. A common area open space area in the eastern portion of the site is provided in the central project loop to enhance community connectivity. It will include a pathway with exercise stations. Additionally, a passive recreational area with parking directly adjacent to the project's Open Space Preserve area to the north will take advantage of the scenic habitat corridor. A total of 3.18 +/- acres of Open Space is set aside along the Strap Ravine Preserve Corridor and centrally within the project as an Oak Woodland preserve area. This open space area will be partially accessible to the public. No active parkland is proposed within Greyhawk III in favor of payment of required impact fees.

Consistent with the Granite Bay Community Plan, the project includes a meandering multi-purpose trail connection along the north side of Eureka Road from Greyhawk Drive to Sierra College Boulevard. A portion of this multi-purpose trail is existing from Greyhawk Drive to the project's eastern edge. The six foot wide meandering decomposed granite trail will be located within the landscape corridor along the Eureka Road frontage of the Greyhawk III project.

A five foot wide multi-purpose trail along the south side of Strap Ravine will extend west from Greyhawk Drive approximately 460 feet to the proposed tot lot. The concept for the Strap Ravine trail is included in the Dry Creek Greenway and Granite Bay Community plans. From the tot lot, the trail will meander another 660 feet southwest through the open space lot to ultimately connect with the multi-purpose trail along Eureka Road. This trail will be publicly accessible from dawn to dusk.

The project-wide homeowner's association will maintain the park and all open space areas. All residents of the project will have access to the recreation space. Private parkland may qualify for up to 100 percent of the Planned Development requirement and 50 percent of the General Plan Requirement, or 75 percent of the total parkland under the Placer County Park Dedication Fee Program (PDF Program). Therefore the project's proposed recreational space would qualify for a credit against PDF obligation.

The provision of on-site recreational facilities and payment of park fees would reduce the impact to less than significant. No mitigation measures are required.

XVII. 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 Item XVII-1, 2:

The proposed project will result in the construction of approximately 28 single family residential units and 44 multi-family residential units. A traffic impact analysis was prepared for the project.

The traffic analysis identifies potential impacts to existing and future traffic with the addition of the proposed project trips. The analysis takes into consideration existing vehicle trips associated with Granite Bay High School. The proposed project lies within Placer County and is being processed through the County; however, Sierra College Blvd. adjoining the project is within the jurisdiction of the City of Roseville and the standards of significance accepted by the City of Roseville were used for City streets/intersections within the study area.

The proposed project will generate approximately 523 daily vehicle trips. Approximately 40 trips will be generated during the AM peak hour and 51 trips in the PM peak hour.

The proposed project's traffic was superimposed onto existing traffic volumes and potential impacts were studied at the following intersections: Sierra College Blvd./Douglas Blvd.; Eureka Rd./East Roseville Pkwy.; Sierra College Blvd./Eureka Rd.; Eureka Rd./Pavilions Driveway; Eureka Rd./Hillsborough Dr./Project Access; Eureka Rd./Greyhawk Dr.; Sierra College Blvd./East Roseville Pkwy.

Existing Plus Project: The addition of project traffic will incrementally increase the length of delays occurring at study intersections within the County. However, the addition of project traffic does not result in any analyzed intersections operating at a Level of Service which exceeds the minimum established County standards during the AM or PM peak hour except for the Eureka Road / Greyhawk Drive intersection. The Eureka Road / Greyhawk Drive intersection currently operates with long delays in the AM peak hour. The overall Level of Service is projected to be LOS F with or without the addition of project related traffic. The significance of impact is determined based on the incremental change in overall delay. The change resulting from the project is 1.5 seconds. Because this increment is less than the 2.5 second increment permitted under the County's Methodology of Assessment, the project's impact at this intersection is not significant. Study intersections within the City of Roseville will experience relatively little effect from the addition of project traffic to the network and therefore were found to be less than significant. The existing plus project Level of Service standards at study intersections are not exceeded; therefore, the project impacts are less than significant.

In addition, the Existing plus Project Level of Service for the Eureka Road roadway segment will remain at LOS A which meets the LOS standards of the County.

Cumulative No Project: Updated traffic volume forecasts for the Year 2030 have been included in the Traffic Impact Analysis via the Granite Bay Cumulative Circulation Study. The study indicates that five (5) intersections in the GBCP area are projected to operate at a Levels of Service that exceeds adopted minimum standards with development of approved / pending projects in the area. The GBCCS recommends capital improvement options and resulting Level of Service at these locations that are projected to operate with deficient Levels of Service. The following identified improvements would result in compliance with current LOS polices.

Barton Road / Cavitt Stallman Road intersection.

Install a traffic signal or roundabout would yield LOS B.

Sierra College Blvd / Cavitt Stallman Road intersection.

A partial traffic signal would yield LOS A but could negatively affect through traffic on Sierra College Blvd.

Douglas Blvd / Quail Oaks Drive / Woodgrove Way intersection.

Prohibit left turns and cross traffic but permitting left turns from Douglas Blvd onto each street.

Douglas Blvd / Barton Road intersection.

Widen Douglas Blvd to provide a separate eastbound right turn lane and widening the north leg of the intersection to provide a third southbound lane. Coordinate the operation of the traffic signal signals along Douglas Blvd. LOS D will result.

Eureka Road / Greyhawk Drive Way intersection.

This intersection is projected to have an overall Level of Service F operation in the AM Peak Hour. A traffic signal will yield LOS A.

These improvements are not currently included in the existing Capital Improvement Program (CIP) for the Granite Bay area. Their inclusion in the CIP may be considered by the community and the Board of Supervisors in the future.

Cumulative Plus Project: The traffic study analyzed the peak hour Levels of Service under the cumulative conditions with the proposed project. As the background traffic volume at the analyzed intersections increases in the future, the length of delays for motorists will increase. The addition of project traffic to the cumulative traffic at the cumulative plus project study intersections along Sierra College Blvd. does not result in the operation of an intersection at a Level of Service that exceeds the minimum established standards.

All intersections on Eureka Road included in the plus project study are projected to operate with an overall Level of Service that will exceed the LOS C standard. Significance of the project's impacts is based on the incremental change in delay and the satisfaction of the traffic signal warrants. At the Eureka Road intersection with Pavilions Driveway and Hillsborough Drive, the project exceeds the 2.5 second increment of delay; however, they do not meet signal warrants. At the intersection with Greyhawk Drive, the project's incremental change in delay is less than the permissible 2.5 second increment. Based on the County's Methodology of Assessment, the project's impacts to these intersections are less than significant.

For potential cumulative traffic impacts within the Granite Bay Community Plan area, the Community Plan includes a fully funded Capital Improvement Program, which with payment of traffic mitigation fees for the ultimate construction of the CIP improvements, would help reduce the cumulative traffic impacts to less than significant levels. For intersections within the City of Roseville along Sierra College Blvd., Placer County is a participant in the South Placer Regional Transportation Authority (Joint Powers Authority) to fund specified regional transportation project of which, Sierra College Blvd is included. The proposed project's impacts associated with increases in traffic can be mitigated to a less than significant level by implementing the following mitigation measure:

Mitigation Measures Item XVII-1, 2:

MM XVII.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 (Granite Bay), 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
- B) South Placer Regional Transportation Authority (SPRTA)

The current total combined estimated fee is \$432,550.56 (for the 28 single family units and 44 multi-family units). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid shall be those in effect at the time the payment occurs. **(ESD)**

Discussion Item XVII-3:

Roadway improvements along Eureka Road are currently being constructed consistent with the Granite Bay Community Plan. Those improvements will result in additional lanes on Eureka Road east of Sierra College Blvd (two through lanes in each direction), and the expanded five lane westbound approach to the Sierra College Blvd. intersection will provide dual left turn lanes, two through lanes and a separate right turn lane. In addition, a continuous Two-Way Left-Turn lane at the project access will be provided.

The project is also proposing a private gated access onto Eureka Road opposite Hillsborough Drive. The intersection of the project access and Hillsborough Drive with Eureka Road will be a full access intersection. The traffic study analyzed the impacts of the gated access as it relates to the potential for vehicles to queue back from the gate onto Eureka Road. The gate is located approximately 90 feet from Eureka Road and the access button is

approximately 50 feet from Eureka Road which would accommodate two to four vehicles. The private gated entrance design is wide enough to permit residents to bypass waiting visitor vehicles and travel directly to open the gate. Most arriving traffic will turn left at the un-signalized access on Eureka Road via the Two-Way Left-Turn lane. The PM Peak Hour inbound traffic forecast is 33 vehicles. The 95th percentile queue is less than approximately one vehicle. Because the gated entrance design allows for up to four vehicles to queue behind the gate as well as the access from a Two-Way Left-Turn lane, this impact of the gate on vehicles queuing onto Eureka Road is less than significant. No mitigation measures are required.

Discussion Item XVII-4:

The project is proposing an Emergency Vehicle Access connection from the onsite roadway to Sierra College Blvd.. The servicing fire district has reviewed the proposed project and has not identified any significant emergency access impacts or access impacts to nearby uses that would result in any physical change to the environment. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-5:

Twenty-eight residential units are proposed for the eastern portion of the site. The Zoning Ordinance requires four off-street parking spaces on roads less than 32 feet wide, exclusive of garage parking for a total of 112 parking spaces. Due to the proposed width of the roadway on the eastern portion of the site, no on-street parking will be permitted. Twenty-eight visitor parking spaces are located in four parking bays dispersed throughout the site. As proposed, each dwelling unit would provide a minimum of two parking spaces in the driveway (56 spaces). Eighteen of the units are expected to have driveway parking for a third car (18 additional spaces). In all, 102 spaces are provided, less than the 112 spaces required. However, each residence will have garage parking for three cars. Including garage parking, there is adequate parking provided. As permitted under the Planned Residential Development guidelines, the project will be conditioned to contain less than the parking provisions specified in Sections 17.54.050 (off-street parking standards) of the Zoning Ordinance.

The western portion of the project proposes 44 dwelling units and since the proposed roadways are wider, on-street parking is permissible along some segments. A total of 135 parking spaces are proposed for the western portion of the project, of which, 30 spaces are visitor parking spaces in three parking bays dispersed throughout the site, two spaces in each residence’s driveway, and 17 on-street parking spaces.

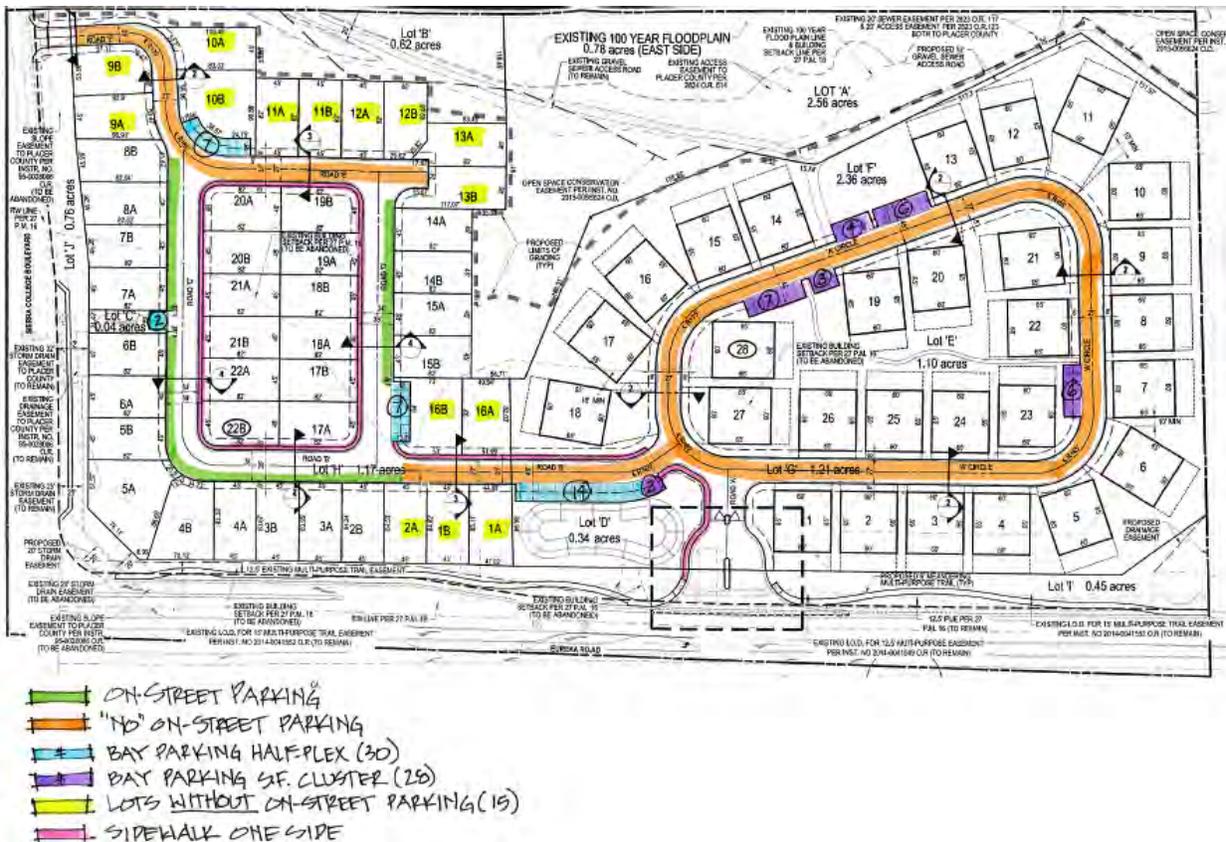


Figure 4 – Parking Plan

Sufficient parking is provided for residents and visitors. Therefore, there is no impact.

Discussion Item XVII-6:

The proposed project will be constructing site improvements that do not create any significant hazards or barriers for pedestrians or bicyclists. The improvements along Eureka Road meet the requirements of Placer County and the Granite Bay Community Plan and include an approximately six foot wide decomposed granite trail. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-7:

The project will be constructing frontage improvements along Eureka Road that meet the requirements of the Granite Bay Community Plan and provide pedestrian facilities consisting of an approximately six foot wide decomposed granite trail. 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 XVII-8:

The project would not result in a change in air traffic patterns, increased air traffic levels, or a change in air traffic location or safety issues. In addition, the project is not located within an overflight zone of an airport. Therefore, there is no impact.

XVIII. 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 Item XVIII-1, 2, 6:

The proposed project is located within the Placer County Sewer Maintenance District 2 (SMD-2). The project proposes to connect to the existing sewer line along the northern portion of the project site. The proposed project will contribute additional wastewater flows to the existing conveyance system. Placer County DPWF has provided comments that the proposed project is eligible for sewer service and will have to construct the sewer improvements to County standards (Will Serve Requirements letter dated April 4, 2016). The project is tributary to the Dry Creek Wastewater Treatment Plant (WWTP). The project will increase wastewater flows to the treatment plant. However, the increase will not require any additional expansion of the treatment plant and is within the current capacity of the treatment plant. No prohibitions or restrictions on wastewater treatment service for the proposed project currently exist. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVIII-3:

The project will be served by public sewer, and will not require or result in the construction of new on-site sewage systems.

Discussion Item XVIII-4:

The storm water will be collected in the onsite drainage facilities and conveyed into existing discharge point locations and drainageways. The existing drainage system on and off site is not significantly impacted by the proposed project and has the capacity to accept flows from the proposed project. This project proposes the construction a drainage system to Placer County standards. The construction of these facilities will not cause significant environmental effects. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVIII-5:

The agencies charged with providing treated water, sewer services, and refuse disposal have indicated their requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. The project will not result in the construction of new treatment facilities or create an expansion of an existing facility. Typical project conditions of approval require submission of "will-serve" letters from each agency. No mitigation measures are proposed.

Discussion Item XVIII-7:

The project will be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

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 type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input 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 type="checkbox"/> U.S. Army Corp of Engineers
<input type="checkbox"/> California Department of Transportation	<input 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:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-adopted Negative Declaration, and that only minor technical changes and/or additions are necessary to ensure its adequacy for the project. An ADDENDUM TO THE PREVIOUSLY-ADOPTED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required (i.e. Project, Program, Subsequent, or Master EIR).
<input type="checkbox"/>	The proposed project MAY have a significant effect(s) on the environment, and at least one effect has not been adequately analyzed in an earlier document pursuant to applicable legal standards. Potentially significant impacts and mitigation measures that have been adequately addressed herein or within an earlier document are described on attached sheets (see Section D.f. above). A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT will be prepared to address those effect(s) that remain outstanding.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-certified EIR, and that some changes and/or additions are necessary, but none of the conditions requiring a Subsequent or Supplemental EIR exist. An ADDENDUM TO THE PREVIOUSLY-CERTIFIED EIR will be prepared.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-certified Program EIR, and that no new effects will occur nor new mitigation measures are required. Potentially significant impacts and mitigation measures that have been adequately examined in an earlier document are described on attached sheets, including applicable mitigation measures that are imposed upon the proposed project (see Section D.f. above). NO FURTHER ENVIRONMENTAL DOCUMENT will be prepared (see CEQA Guidelines, Sections 15168(c)(2), 15180, 15182, 15183).
<input type="checkbox"/>	Other _____

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

Planning Services Division, Christopher Schmidt, Chairperson
 Planning Services Division, Air Quality, Lisa Carnahan
 Engineering and Surveying Division, Phillip A. Frantz
 Environmental Engineering Division, Huey Nham
 Department of Public Works, Transportation
 Environmental Health Services, Mohan Ganapathy
 Flood Control Districts, Brad Brewer
 Facility Services, Parks, Andy Fisher
 Placer County Fire/CDF, Mike DiMaggio

Signature  Date: March 10, 2016
 Crystal Jacobsen, 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, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 775 North Lake Blvd., Tahoe City, CA 96145.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations
	<input checked="" type="checkbox"/> Granite Bay Community Plan
	<input checked="" type="checkbox"/> Environmental Review Ordinance
	<input checked="" type="checkbox"/> General Plan
	<input type="checkbox"/> Grading Ordinance
	<input type="checkbox"/> Land Development Manual

	<input type="checkbox"/> Land Division Ordinance
	<input type="checkbox"/> Stormwater Management Manual
	<input checked="" type="checkbox"/> Tree Ordinance
	<input checked="" type="checkbox"/> Guidelines for Evaluating Impacts on Oak Woodlands
Trustee Agency Documents	<input type="checkbox"/> Department of Toxic Substances Control
	<input type="checkbox"/> _____
Site-Specific Studies	Planning Services Division
	<input checked="" type="checkbox"/> Biological Study
	<input checked="" type="checkbox"/> Cultural Resources Pedestrian Survey
	<input checked="" type="checkbox"/> Cultural Resources Records Search
	<input type="checkbox"/> Lighting & Photometric Plan
	<input checked="" type="checkbox"/> Paleontological Survey
	<input checked="" type="checkbox"/> Tree Survey & Arborist Report
	<input type="checkbox"/> Visual Impact Analysis
	<input checked="" type="checkbox"/> Wetland Delineation
	<input checked="" type="checkbox"/> Acoustical Analysis
	<input checked="" type="checkbox"/> Elderberry Shrub Survey
	Engineering & Surveying Division, Flood Control District
	<input checked="" type="checkbox"/> Phasing Plan
	<input checked="" type="checkbox"/> Preliminary Grading Plan
	<input checked="" 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 checked="" type="checkbox"/> Utility Plan
	<input checked="" type="checkbox"/> Preliminary Title Report
	<input checked="" type="checkbox"/> Tentative Subdivision Map
	Environmental Health Services
	<input type="checkbox"/> Groundwater Contamination Report
	<input type="checkbox"/> Hydro-Geological Study
	<input checked="" type="checkbox"/> Phase I Environmental Site Assessment
	<input type="checkbox"/> Soils Screening
	<input type="checkbox"/> Preliminary Endangerment Assessment
	<input type="checkbox"/> _____
	Planning Services Division, Air Quality
	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
<input type="checkbox"/> Construction Emission & Dust Control Plan	
<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)	
<input type="checkbox"/> Health Risk Assessment	
<input checked="" type="checkbox"/> CalEEMod 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"/> _____	

MITIGATION MONITORING PROGRAM

Mitigated Negative Declaration – PLUS # PLN15-00154

Greyhawk III Subdivision

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 Measure #'s:

I.1, I.2, I.3, I.4, I.5, I.6, III.1, III.2, IV.1, IV.2, IV.4, IV.5, IV.6, IV.7, V.1, V.2, VI.1, VI.2, VI.3, VI.4, VI.5, VI.6, VI.7, VI.8, IX.1, IX.2, IX.3, IX.4, IX.5, IX.6, IX.7, IX.8, IX.9, IX.10, IX.11, IX.12, XII.1, XII.2, XII.3, XIII.1, XIII.2, XIII.3, XIII.4, XIII.5, and XVII.1

Project-Specific Reporting Plan (post-project implementation):

The reporting plan component is intended to provide for on-going monitoring after project construction to ensure mitigation measures shall remain effective for a designated period of time. Said reporting plans shall contain all components identified in Chapter 18.28.050 of the County Code, Environmental Review Ordinance – “Contents of Project-Specific Reporting Plan.”

ATTACHMENT F



RECOMMENDED CONDITIONS OF APPROVAL – VESTING TENTATIVE SUBDIVISION MAP/CONDITIONAL USE PERMIT "GREYHAWK III" (PLN15-00154)

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 Vesting Tentative Subdivision Map and Conditional Use Permit (CUP) is approved for Greyhawk III, a phased, 72-unit residential development on a 20.55-acre site (approximately 17.5 net acres) with varying lot sizes, two open space lots, two common area lots, two drainage lots, two private roadway lots, and two landscape corridor lots.

The site consists of two parcels: The “eastern portion,” an 11.65 acre (10.62 net acres) parcel (APN 048-151-088-000), and the “western portion,” an 8.9 acre (7.01 net acres) parcel (APN 048-151-086-000). The project includes a Planned Residential Development (PD) of twenty-eight detached, single-family residences on the eastern portion of the site and forty-four attached residential “halfplex” units on the western portion. The project is proposed with two phases (either of which may proceed as the initial phase): the single-family residential portion and the attached residential “halfplex” portion. (PLN)

2. Approval of the Vesting Tentative Map is subject to the Board of Supervisor’s approval of a rezoning (REA) of the eastern parcel of the project site (APN 048-151-088-000) from RS-B-40 PD = 2.0 (Residential Single Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre) to RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre). Should the Rezone not be approved by the Board of Supervisors, this project shall become null and void. (PLN)

3. Following tentative map approval, but before submittal of Improvement Plans, the applicant shall provide the Planning Services Division with five full-size prints of the approved Tentative Map for distribution to other County departments, if the approval of the project requires changes to the map. (PLN)

IMPROVEMENTS/IMPROVEMENT PLANS

4. The project is subject to review and approval by the Placer County Development Review Committee (DRC). All frontage improvements including, but not limited to, landscaping, trails, fencing, sound walls, the gated entry features, signage and lighting shall be reviewed and approved by the DRC. DRC review shall be conducted concurrent with submittal of project Improvement Plans and shall be completed prior to Improvement Plan approval. Project frontage improvements shall comply with the Placer County Landscape Design Guidelines. The entryway features, including cross section views, shall be shown on the Improvement Plans. The masonry wall material and design shall be approved by the DRC prior to construction. (MM I.2) (PLN)

5. DRC shall also review architectural colors, materials, and textures of all structures; sidewalk and pedestrian access locations; landscaping; irrigation; project signs; exterior lighting; fences and walls; noise attenuation barriers; all open space amenities, entry features, and trails. (MM I.4) (PLN)
6. Residential units on lots 1A through 9B on the western portion of the project site and lots 1 through 6, and lots 18 and 27 on the eastern portion shown on the Tentative Map are considered to be “highly visible” and will be required to have enhanced façade treatments on certain elevations if deemed visible from Sierra College Boulevard or Eureka Road. Enhanced facades may include a combination of varied roof forms, façade element breaks, second-story balconies, a combination of horizontal and vertical elements, a combination of sheathing materials, enhanced windows, shutters, accents, or other details to provide visual interest. (MM I.4) (PLN)
7. Residential units throughout the project shall be limited to two-story in height and not taller than 30 feet on the eastern portion of the property and 36 feet on the western portion as measured from the graded, pad elevation. (MM I.5) (PLN)
8. All onsite utilities shall be undergrounded from the point of connection. This information shall be shown on the project Improvement Plans submitted with the Final Subdivision Map. (MM I.1) (PLN)
9. Park Facilities. Park and recreation facilities as generally depicted on the tentative map, described herein and approved by the DRC, shall be constructed and accepted as complete by the County’s prior to the acceptance of improvements for the eastern portion of the project. (PLN)
10. 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 DRC and the Parks Division of Facilities Services. Said trails shall be installed prior to the County's acceptance of the subdivision's improvements and all easements shall be shown on the Final Subdivision Map(s).

Trail construction shall include trail tread, drainage appurtenances, clearing, seeding, and planting as necessary for erosion control. Tread width for the Strap Ravine Public Trail shall be a minimum of 5 feet and 6 feet for the meandering multi-purpose trail connection along the north side of Eureka Road from Greyhawk Drive to Sierra College Boulevard. Trails shall be out sloped at approximately three percent where necessary. The trail tread shall be graded and compacted and not exceed 12 percent 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 decomposed granite except where the trail is on the sewer access easement where it shall be gravel.

Vegetation clearing adjacent to trails should be minimum 10 feet above ground, and two feet 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 significant (> 6” DBH) 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. (PLN)

11. 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 Development Review Committee (and Parks Division if maintenance is provided through a County Service Area (CSA). Public sewer easements shall

be depicted on the Improvement Plans and kept free of trees and landscaping except for minor ground cover, shrubs, etc. Major hardscape and park layouts shall be included in the first submittal of Improvement Plans. Remaining landscape features may be included with the second submittal of Improvement Plans. Said landscaping shall be installed prior to the County's acceptance of the subdivision's improvements. **(PLN)**

12. Landscape Design Considerations. Mature size of all proposed plants and trees shall be shown on the Improvement Plans and spacing shall be designed for maturity. Where applicable, as determined by the Development Review Committee, line of sight modeling exhibits shall be provided at locations where conflict may arise as a result of mature plants and trees. Trees with invasive root potential shall be avoided. Low maintenance plants such as those without excessive droppings shall be preferred. The Landscape Plan must comply with the County's Landscape Design Guidelines and Water Efficient Landscape requirements. If landscaping is to be maintained by a public agency, irrigation systems shall conform to the standards of that agency. Public utility easements shall be depicted on the Improvement Plans and kept free of trees and landscaping except for minor ground cover, shrubs, etc.

Planting live material under native oak trees is generally discouraged, and it will not be permitted within six feet of the trunk of a native oak tree with a diameter at breast height (DBH) of eighteen inches or less, or within ten feet of the trunk of a native oak tree with a DBH of more than eighteen inches. Pervious or impervious pavement, including manufactured pavers or cobbles, is also discouraged within the drip lines of oak trees. **(PLN)**

13. Lighting. Streetlights shall not exceed the minimum number required by the Department of Public Works and Facilities (DPWF) unless otherwise approved by the DRC. Any street lighting required by DPWF for safe roadway access at project entries shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution. Metal halide lighting is prohibited. All internal and external streetlights shall be reviewed and approved by the DRC for design, location, and photometrics. A limited amount of low-intensity bollard lighting may be utilized along the onsite roadway, subject to DRC approval. (MM I.6) **(PLN)**

14. Open Space Lots and Conservation Easements. The Improvement Plans and Final Subdivision Map shall show all Conservation Easements. The area shown as Lots A and B as depicted on the Tentative Map, shall be defined and monumented as an "Open Space Lot".

The purpose of said conservation easements and Open Space lots are for the protection of the wetlands and riparian corridors, and/or oak woodland areas, prohibiting any disturbances within said easements and Open Space lots, including the placement of fill materials, lawn clippings, oil, chemicals, or trash of any kind within the easements; nor any grading or clearing activities, vegetation removal, or domestic landscaping and irrigation, and fencing (excepting that specifically required by these conditions). Trimming or other maintenance activity is allowed only for the benefit of fish, wildlife, fire protection, and water quality resources, and for the elimination of diseased growth, or as otherwise required by the fire department, and only with the written consent of the DRC. Passive recreational activities (i.e., hiking, bird watching, etc.) are allowed in Open Space lots but is not allowed within conservation easement areas. (MM I.3 and MM IV.6) **(PLN)**

15. 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 BOS, JUNE 2016

submittal) to the Engineering and Surveying Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the 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, if applicable, 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.

The applicant shall provide five (5) copies of the approved Tentative Subdivision Map(s) and two copies of the approved conditions with the plan check application. The Final Subdivision Map(s) shall not be submitted to the Engineering and Surveying Division (ESD) until the Improvement Plans are submitted for the second review. Final technical review of the Final Subdivision Map(s) shall not conclude until after the Improvement Plans are approved by the ESD.

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 Division.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division 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)

16. 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 Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical). (ESD)

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 Division.

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. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, 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)**

17. 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. (MM VI.5) **(ESD)**

18. As part of the Improvement Plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the Improvement Plans to confirm conformity between the two. 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 proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and 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 during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared 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 improvement plan submittal. (MM IX.1) **(ESD)**

19. The final 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 Division. 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) The existing stormdrain constructed with the Eureka Road Widening Project.
- B) The existing culverts under Sierra College Blvd.

(MM IX.3) (ESD)

20. The Improvement Plan submittal and final 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 Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project final 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. Maintenance of detention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. 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)

21. 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 Division (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), Velocity Dissipation Devices (EC-10), Hydroseeding (EC-4), Silt Fence (SE-1), Wind Erosion Control (WE-1), Stabilized Construction Entrance (TC-1), 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 Division (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: Infiltration Basin (TC-11), Extended Detention Basin (TC-22), Bioretention (TC-32), 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 ensure 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

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facilities are accepted by the County for maintenance. 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.6 & MM IX.6) **(ESD)**

22. Prior to construction commencing, the applicant shall provide evidence to the Engineering and Surveying Division of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit. (MM VI.7) **(ESD)**

23. This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004, Order No. 2013-0001-DWQ), pursuant to the NPDES Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit.

The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat stormwater, and provide baseline hydromodification management. (MM VI.8) **(ESD)**

24. 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 and/or graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Division (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 Homeowners' Association is responsible for maintaining the legibility of stamped messages and signs. (MM IX.7) **(ESD)**

25. The Improvement Plans shall show that 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.8) **(ESD)**

26. Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface are also required to demonstrate hydromodification

management of stormwater such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions. (MM IX.9) **(ESD)**

27. On the Improvement Plans and Informational Sheet(s) filed with the appropriate Final Subdivision Map(s), show the limits of the future, unmitigated, fully developed, 100-year flood plain (after grading) for the existing Strap Ravine along the northern boundary of the project and designate same as a building setback line unless greater setbacks are required by other conditions contained herein. (MM IX.10) **(ESD)**

28. On the Improvement Plans and Informational Sheet(s) filed with the appropriate Final Subdivision Map(s) show finished house pad elevations for all the Lots along the northern boundary adjacent to the 100 year floodplain shall be a minimum of two feet above the 100-year flood plain line (or finished floor -three feet above the 100-year floodplain line). The final pad elevation shall be certified by a California registered civil engineer or licensed land surveyor and submitted to the Engineering and Surveying Division. This certification shall be done prior to construction of the foundation or at the completion of final grading, whichever comes first. No construction is allowed until the certification has been received by the Engineering and Surveying Division and approved by the floodplain manager. Benchmark elevation and location shall be shown on the Improvement Plans and Informational Sheet (s) to the satisfaction of Development Review Committee. (MM IX.11) **(ESD)**

29. In order to protect site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream/drainage way nor within the watershed of the vernal pool(s), unless otherwise approved as a part of this project. All work shall conform to provisions of the County Flood Damage Prevention Regulations (Section 15.52, Placer County Code). A standard note to this effect shall be included on the Improvement Plans. The location of the 100-year flood plain shall be shown on the Improvement Plans. (MM IX.12) **(ESD)**

30. The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division **(ESD)** review and approval. 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, presence of smectite clays, petrified trees, etc.)
- F) Slope stability

Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to
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provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

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 will be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a Lot by Lot basis or on a Tract basis. This requirement shall be so noted on the Improvement Plans, in the CC&Rs, in the Development Notebook, and on the Informational Sheet filed with the Final Subdivision Map(s). (MM VI.1) **(ESD)**

31. The preliminary geotechnical engineering report indicated the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects.

For pad graded lots, prior to final acceptance of project improvements or consideration of early Building Permits and after the completion of the pad grading for all lots, the applicant shall submit to the Engineering and Surveying Division (ESD) for review and approval, a soil investigation of each lot produced by a California Registered Civil or Geotechnical Engineer (Section 17953-17955 California Health and Safety Code). Once approved by the ESD, two copies of the final soil investigation and certification for each lot shall be provided to the ESD and one copy to the Building Services Division for its use.

The soil investigations shall include recommended corrective action that is likely to prevent structural damage to each proposed dwelling. In addition, the applicant shall include in the Development Notebook (or modify the Development Notebook to include) the soil problems encountered on each specific lot as well as the recommended corrective actions. A note shall be included on the Improvement Plans, Conditions, Covenants, and Restrictions (CC&Rs), and the Informational Sheet filed with the Final Subdivision Map(s), which indicates the requirements of this condition. (MM VI.2) **(ESD)**

32. Prior to Improvement Plan approval, provide the Engineering and Surveying Division with a letter from the South Placer Fire District describing conditions under which service will be provided to this project. A representative's signature from South Placer Fire District shall be provided on the Improvement Plans. **(ESD)**

33. The Improvement Plans shall show the extension of a pressurized water system into the subdivision to County (Section 7 of the LDM), San Juan Water District, or South Placer Fire District standards, whichever are greater, to the satisfaction of Development Review Committee, San Juan Water District, and South Placer Fire District. **(ESD)**

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

35. Install cable TV conduit(s) in accordance with company or County specifications, whichever are appropriate, unless otherwise specified by the cable company. **(ESD)**

36. The Improvement Plans shall include a striping and signing plan and shall include all on- and off-site traffic control devices. Prior to the commencement of construction, a construction signing plan shall be provided to the ESD for review and approval. **(ESD)**

37. 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 Division 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)**

38. Prior to Improvement Plan approval, obtain an Encroachment Permit from the City of Roseville for any work proposed within the City of Roseville right-of-way. A copy of said Permit shall be provided to the Engineering and Surveying Division prior to the approval of the Improvement Plans. **(ESD)**

39. The Improvement Plans shall show the construction of access control racks (City of Roseville standard DR-16) to the downstream (outlet) end of the existing storm drain culverts under Sierra College Blvd. located within the City of Roseville Open Space on the west side of Sierra College Blvd. This improvement shall be to the satisfaction of the City of Roseville and an Encroachment Permit from the City of Roseville shall be obtained for this improvement. **(ESD)**

40. Recreational Facilities: The Improvement Plans shall provide details of the construction of the proposed recreational facilities, public and private, both on- and off-site, for the review and approval of the Development Review Committee and County Parks Division (PD's). All recreation facilities shall be designed to meet Americans with Disabilities Act (ADA) Federal Guidelines and, where appropriate, the Consumer Product Safety Commission Guidelines, and the requirements of the American Society for Testing and Materials. Approval shall be evidenced by signature of a Parks Division representative on the Improvement Plans. Recreational facilities shall include the following items within Lot F: municipal quality tot lot with features for age group 5 to 12 and covered picnic area. **(PLN/DPWF)**

ROADS/TRAILS

41. The project is required to construct the frontage improvement requirements shown on the approved Improvement Plans for the Eureka Road Widening Project (DPN 8685) prior to or concurrent with the onsite subdivision improvements. Additional widening and/or reconstruction may be required to improve accommodate auxiliary lanes, intersection geometrics, signalization, bike lanes, or conformance to existing improvements. The roadway structural section shall be designed for a Traffic Index of 8.0, but said section shall not be less than 3 inches Asphalt Concrete (AC)/8 inches Class 2 Aggregate Base (AB), unless otherwise approved by DPW and ESD. **(ESD)**

42. The Improvement Plans shall show the construction of a 6 foot wide meandering Multi-Purpose decomposed granite trail along the Eureka Road frontage to the satisfaction of the ESD and DPWF. **(ESD)**

43. The Improvement Plans shall show the construction of a private, gated entrance feature with a 37.5-foot radius (center to face of curb) on the on-site subdivision roadway to the satisfaction of the ESD and servicing fire district(s). The gated entrance feature shall include a minimum 40 foot setback from the edge of pavement of Eureka Road to the call box and shall be consistent with the Placer County Private Gated Entrance exhibit. The entrance shall provide for a vehicle turnaround in front of the gate such that a vehicle can turn around within the private road easement and enter into the Eureka Road County right-of-way in a forward direction. Any substantive modification to the approved private gated entrance design by the applicant shall be returned to the Planning Commission for approval of a modification of the discretionary permit. **(ESD)**

44. The Improvement Plans shall show the construction of subdivision road(s) onsite to the following standards as included in the Design Exception (dated February 23, 2016):

- A) "A" Circle and Road "E" (from Road "C" to Road "E" EVA): 23 feet of pavement, 2 foot curb & gutter (both sides), signed for "No Parking".
- B) Road "B" (from Road "D" to "A" Circle) and Road "E" (from Road "C" to Road "D"): 23 feet of pavement, 2 foot curb & gutter (both sides), 4 foot sidewalk (one side), signed for "No Parking".
- C) Road "B" (from Road "C" to Road "D"); Road "C"; and Road "D": 30 feet of pavement, 2 foot curb & gutter (both sides), 4 foot sidewalk (one side), parking permitted and signed (one side only).
- D) Road "E" EVA (from Sierra College for approximately 100 feet): 17 feet of pavement, 2 foot curb & gutter (both sides), signed for "No Parking".

All subdivision streets shall be designed to meet 15 miles per hour (mph) design speed criteria, as specified in the latest version of the Caltrans *Highway Design Manual* unless otherwise approved by the Department of Public Works and Facilities. The roadway structural section(s) shall be designed for a Traffic Index of 6.0 (Ref. Section 4, LDM). The Improvement Plans shall show the installation of "No Parking" signs/stripping along the subdivision roadways designated for no parking and the emergency access road to the satisfaction of the Engineering and Surveying Division and servicing fire district(s). **(ESD)**

45. The Improvement Plans for the initial development phase shall include the design of an increase in turn lane and bay taper length for the existing southbound left turn lane on Sierra College Boulevard, approaching Eureka Road. The total length of the turn lane and bay taper shall be 575 feet. The design for this improvement shall be a standalone set of Improvement Plans separate from the project site Improvement Plans. If the 2016 Placer County CIP Update is approved prior to Improvement Plan approval of Phase 1 and does not include the increase in existing turn lane and bay taper length, then the design/construction does not need to be included in the Improvement Plans for Phase 1 or 2 of the project. The construction of the increase in turn lane and bay taper shall only be required with Phase 1 if said improvement is included in the Placer County CIP Update and the CIP Update is approved by the Board of Supervisors prior to 50 percent of the Phase 1 project site improvements being constructed (as determined by the Engineering and Surveying Division and the Department of Public Works and Facilities). If the increase in existing turn lane and bay taper length is included in an approved Placer County CIP Update by the Board of Supervisors, the construction of said improvement will be credited toward the Greyhawk III Project's Traffic Mitigation Fee as specified in the CIP (and as determined by the Engineering and Surveying Division and the Department of Public Works and Facilities).

Unless previously constructed with the Phase 1 project improvements, the Improvement Plans for Phase 2 shall include the construction of the increase in turn lane and bay taper length for the existing southbound left turn lane on Sierra College Boulevard, approaching Eureka Road if said improvement is included in the 2016 Placer County CIP Update and the CIP Update is approved prior to 50 percent of the Phase 2 project site improvements being constructed (as determined by the Engineering and Surveying Division and the Department of Public Works and Facilities). If the 2016 Placer County CIP Update is approved prior to 50 percent of the Phase 2 project site improvements being constructed (as determined by the Engineering and Surveying Division and the Department of Public Works and Facilities) and does not include the increase in existing turn lane and bay taper length, then the construction of said improvement shall not be required of the project. If the increase in existing turn lane and bay taper length is included in an approved Placer County CIP Update by the Board of Supervisors, the construction of said improvement will be credited toward the Greyhawk III Project's Traffic Mitigation Fee as specified in the CIP (and as determined by the Engineering and Surveying Division and the Department of Public Works and Facilities).

The removal of existing striping and other pavement markings and placement of new striping shall be completed by the developer's contractor. The design shall be to the satisfaction of the Department of Public Works and Facilities and shall conform to any applicable criteria specified in the latest version of the Caltrans *Highway Design Manual* for a design speed of 55 miles per hour (mph), unless an alternative is approved by the Department of Public Works and Facilities. **(ESD/DPWF)**

46. The Improvement Plans shall show the delineation of a channelized left-turn lane along Eureka Road into the proposed subdivision access road to the satisfaction of the Department of Public Works and Facilities. The channelized left-turn lane shall maintain full vehicular movements at the commercial project entrance and Hillsborough Drive on the opposite side of Eureka Road from the proposed project site. The removal of existing striping and other pavement markings and placement of new striping shall be completed by the developer's contractor. The design shall conform to criteria specified in the latest version of the Caltrans *Highway Design Manual* for a design speed of 45 miles per hour (mph), unless an alternative is approved by the Department of Public Works and Facilities. **(ESD)**

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47. The Improvement Plans shall show that roadway improvements, constructed with each project phase, shall include adequate vehicular turn-around improvements (cul-de-sac or hammerhead) and easements as required by the Engineering and Surveying Division. As each road is extended into other project phases, these turn-around improvements shall be removed or modified as required. **(ESD)**

48. The Improvement Plans shall show streetlight(s), designed in accordance with the Caltrans Traffic Manual and Standard Plans and installed to the satisfaction of the Department of Public Works and Facilities and the electrical service provider at: the intersection of Eureka Road and the onsite subdivision access road.

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. Electrical service and ongoing maintenance and operation of the street lights shall be the responsibility of the homeowner's association, property owner's association, or other entity responsible for maintenance. The developer shall choose the appropriate rate schedule from the electrical service provider to fund service as well as ongoing maintenance costs. **(ESD)**

49. Prior to Improvement Plan approval, a letter shall be provided from the local school bus provider that addresses the need for a bus stop location and turnout design, if required. The Improvement Plans shall show the provision of required school/transit bus stop location(s) to the satisfaction of the local school bus provider and/or public transit provider, the Engineering and Surveying Division, and the Department of Public Works and Facilities. **(ESD)**

50. The Improvement Plans shall show temporary construction access onto County roadways and shall be improved to the satisfaction of the Engineering and Surveying Division. Construction vehicles' access during construction of this project shall be limited to the following location(s): On Eureka Road at the location of the approved onsite subdivision road encroachment with Eureka Road shown on the Tentative Map. **(ESD)**

51. Prior to Improvement Plan approval and/or recordation of the Final Subdivision Map(s), proposed road names shall be submitted to the Engineering and Surveying Division (ESD) - Addressing (530-745-7530) for review and approval. **(ESD)**

52. The Improvement Plans shall confirm that the existing handicap ramp at the northeast corner of the Sierra College Blvd. / Eureka Road intersection and the proposed handicap ramps at the project access encroachment onto Eureka Road meet current California Building Code accessibility standards. **(ESD)**

53. The Improvement Plans shall show the construction of a paved vehicle maintenance turnout along the Sierra College Blvd. frontage as shown on the Tentative Map and to the satisfaction of the Department of Public Works and Facilities. The turnout structural section shall be designed for a Traffic Index of 10.0, but said section shall not be less than 3 inches Asphalt Concrete (AC)/8 inches Class 2 Aggregate Base (AB), unless otherwise approved by DPWF and ESD. The construction of the vehicle maintenance turnout shall include the reconstruction of a 5' wide sidewalk around the turnout and connecting to the existing sidewalk. **(ESD)**

54. The Improvement Plans shall show the Delineation of a Class II bikeway along the project's frontage on Eureka Road pursuant to the Granite Bay Community Plan and/or the Placer County Bikeways Master Plan. The location, width, alignment, and surfacing of the bikeway shall be subject to the Department of Public Works and Facilities/Development Review Committee review and approval. **(ESD)**

55. The initial development Phase constructed (multi-family west side or single family east side) shall include the construction of the emergency access road from the Phase to Sierra College Blvd. as shown on the Phasing Plans submitted with the project application and to the satisfaction of the DRC. The face of the emergency access gate along Sierra College Blvd. shall be a minimum of 30 feet from the edge of pavement of the street and shall open to allow a vehicle to stop in front of the gate without obstructing traffic. **(ESD)**

56. The Improvement Plans and Final Subdivision Map shall show all public multi-use trail easements to be dedicated and constructed to the following standards, unless otherwise approved by the Parks Division:

- A) Trail Easement Requirements: A minimum 15'-wide (or as otherwise approved by the Parks Division) public multi-use trail easement; irrevocable offer of dedication of a public multi-use trail easement through Lot A and adjacent to the Eureka Road right-of-way, as conceptually shown on the Tentative Map and approved by the Development Review Committee, in consultation with the Parks Division.

In the event Placer County does not first secure trail easement rights from the easterly property boundary to Greyhawk Drive, prior to approval of Improvement Plans, Developer shall provide an irrevocable offer of dedication of a multi-purpose trail easement (MPTE) along a segment of the eastern property boundary in order to connect the trail easement shown on the Tentative Map with the existing unused road right-of-way connection to Greyhawk Drive. This MPTE shall be 15 feet in width, a minimum of 43 feet in length (or a dimension otherwise approved by the County), and located adjacent to the easterly property boundary.

All trail easements 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.

- B) Trail Construction Requirements: Trails shall be constructed in the locations as shown on the Tentative Map and in accordance with the requirements of Condition #10.
- C) Trail Maintenance Responsibility: Maintenance of all public trails shall be by CSA Zone of Benefit. Maintenance of all private trails shall be by Homeowners Association. **(DFS)**

The dedication of public trail easements and inclusion of maintenance funding for public trails is intended to provide public access to the trail within the easement and to include that work on the trail and immediate appurtenances within the trail easement required for facilitation of safe and sustained public trail use

and shall not be construed as conveying any right or obligation on the part of the County to maintain open space or any other land management activities in proximity to the trail.

PUBLIC SERVICES

57. Prior to Improvement Plan approval and recordation of the Final Subdivision Map(s), provide to the Development Review Committee "will-serve" letters from the following public service providers, as required:

- A) PG&E
- B) Placer County Sewer Maintenance District #2 indicating that the district can and will provide sewerage service to the project. See Requirements for Sewer Service letter dated 4/4/16.
- C) San Juan Water District
- D) Refuse Collection Company
- E) Consolidated Communications

If such "will-serve" letters were obtained as a part of the environmental review process, and are still valid, (received within one year) no additional verification shall be required. All requirements included in the letters shall be shown on the Improvement Plans and/or Final Subdivision Map(s) to the satisfaction of the Engineering and Surveying Division and Environmental Health. **(ESD)**

58. Prior to Improvement Plan approval, provide the Development Review Committee (DRC) with proof of notification (in the form of a written notice or letter) of the proposed project to:

- A) The Placer County Sheriff's Office
- B) Eureka Union Elementary and Roseville Joint Union High School Districts **(ESD)**

59. The Improvement Plans shall show the connection of each residential lot to public sanitary sewer. The connection of each lot shall be included in the engineer's estimate of costs for subdivision improvements. Note: Hook-up fees are not to be included in the Engineer's Estimate. **(ESD)**

60. Prior to Improvement Plan approval and recordation of the Final Subdivision Map(s), confer with local postal authorities to determine requirements for locations of cluster mailboxes, if required. Prior to Improvement Plan approval, the applicant shall provide a letter to the Development Review Committee (DRC) from the postal authorities stating its satisfaction with the development box locations, or a release from the necessity of providing cluster mailboxes. The Improvement Plans and Final Subdivision Map(s) shall show easements, concrete bases, or other mapped provisions that shall be included in the development area and required improvements if clustering or special locations are specified. **(ESD)**

61. Prior to the recordation of the Final Subdivision Map(s), an agreement shall be entered into between the developer and the utility companies specifically listing the party(ies) responsible for performance and financing of each segment of work relating to the utility installation. A copy of this agreement or a letter
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from the utilities stating such agreement has been made shall be submitted to the Engineering and Surveying Division. Under certain circumstances, the telephone company may not require any agreement or financial arrangements be made for the installation of underground facilities. If so, a letter shall be submitted which includes the statement that no agreement or financial arrangements are required for this development. **(ESD)**

62. Any property that will be transferred to Placer County must be conveyed to the County with clear and marketable title, free of all title defects, liens, encumbrances, conditions, covenants, restrictions, and other adverse interests of record subject only to those exceptions approved by the County in writing. Clear and marketable title shall be evidenced by a California Land Title Association (CLTA) standard coverage title insurance policy, which shall be in an amount equal to the value of the property being transferred. Property shall be inspected by the Department of Public Works and Facilities prior to transfer and shall be in a physical condition that is acceptable to the County. All actions necessary to convey property to the County, including but not limited to providing clear and marketable title shall be the developer's responsibility and at the developer's sole expense. Transfer of said property to the County shall not occur until the requirements of this condition are fulfilled to the satisfaction of the Department of Public Works and Facilities. **(DFS)**

GENERAL DEDICATIONS/EASEMENTS

63. On the Improvement Plans and Final Subdivision Map(s), provide the following easements/dedications to the satisfaction of the Engineering and Surveying Division (ESD) and the Development Review Committee (DRC):

- A) Dedicate to Placer County a minimum of one-half of a 88'-wide highway easement (Ref. Chapter 12, Article 12.08, Placer County Code) where the project fronts Eureka 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 and Facilities. Additional dedications may be required for intersection improvements.
- B) Dedicate to Placer County a minimum of one-half of a 110'-wide highway easement (Ref. Chapter 12, Article 12.08, Placer County Code) where the project fronts Sierra College Blvd., 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 and Facilities. Additional dedication shall be required for the vehicle maintenance turnout and for intersection improvements.
- C) Dedicate 12.5' multi-purpose easements adjacent to all highway easements and/or private road easements, unless all the serving utilities provide written confirmation that other acceptable easements have been provided to their satisfaction.
- D) A private road, public utility, public support, and emergency access easement (Ref. Chapter 16, Article 16.08, Placer County Code) along on-site subdivision roadways to the following widths:
 - 1) "A" Circle and Road "E" (from Road "C" to Road "E" EVA): 27 feet.
 - 2) Road "B" (from Road "D" to "A" Circle): 31 feet.

- 3) Road "B" (from Road "C" to Road "D"); Road "C"; and Road "D": 38 feet.
- 4) Road "E" (from Road "C" to Road "D"): 31 feet.
- 5) Road "E" EVA (from Sierra College for approximately 100 feet): 21 feet.
- E) Public utility easements as required by the serving utilities, excluding wetland preservation easements (WPE).
- F) Drainage easements as appropriate. **(ESD)**

64. Identify all existing easements on the Improvement Plans and Final Subdivision Map(s). **(ESD)**

VEGETATION & OTHER SENSITIVE NATURAL AREAS

65. Birds and Nesting Season. If construction activities take place during the conventional bird breeding/nesting season (typically March 1 through August 31), pre-construction nesting bird surveys shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction. A report summarizing the survey shall be provided to the DRC and the California Department of Fish & Wildlife within 30 days of the completed survey and is valid for one construction season. If no nests are found, no further mitigation is required.

If active nests are identified in these areas, the County shall coordinate with California Department of Fish and Wildlife (CDFW) to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Appropriate avoidance measures may include establishment of an appropriate buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site. If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with CDFW and shall be appropriate for the species of bird and nest location.

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) are no longer active, and that no new nests have been identified. A follow-up survey shall be conducted two months following the initial survey if the initial survey occurs between March 1 and July 1. Additional follow-up surveys may be required by the DRC, based on the recommendations in the raptor study and/or as recommended by the California Department of Fish & Wildlife.

If all project construction occurs between September 1 and March 1, a survey is not required and no further studies are necessary. (MM IV.1) **(PLN)**

66. Bats. Prior to any construction activity that will commence during the breeding season (April through August), a qualified bat biologist shall conduct surveys of all potential special-status bat roosting habitat on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction.

Pre-construction surveys are not required for activities scheduled to occur during the non-breeding season as determined by a qualified bat biologist. If pre-construction surveys indicate that no roosts of special-status bats are present, or that roosts are inactive or potential habitat is unoccupied, no further mitigation is required. If roosting bats are found, exclusionary measures approved by the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service shall be installed by a qualified bat biologist so that construction activities may continue. Once the bats have been excluded, construction may occur. If these actions do not result in exclusion, a qualified biologist in possession of an applicable CDFW Memorandum of Understanding should consult with CDFW to determine appropriate relocation methods. (MM IV.2) (PLN)

67. Oak Tree Mitigation. To mitigate for the loss of 3.74 acres of oak woodlands and significant trees with a combined diameter at breast height (DBH) of 153 inches, the project applicant shall obtain a Tree Permit from Placer County's Planning Services Division prior to construction activities that could impact native oak trees and woodland and comply with all requirements of the Tree Permit. The Planning Services Division shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall occur off-site and shall consist of one of the following:

- A) Submit payment of fees for oak woodland conservation at a 2:1 ratio consistent with Chapter 12.16.080 (C) Placer County Tree Preservation Ordinance - Replacement Programs and Penalties and the County's Guidelines for Evaluating Development Impacts on Oak Woodland. 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. Removal of significant trees (>24 inches in diameter at breast height or clumps >72 inches in circumference measured at ground level) requires additional mitigation on a per-inch DBH removed.
- B) Purchase off-site conservation easements at a location approved by Placer County to mitigate the loss of oak woodlands at a 2:1 ratio; or,
- C) Provide for a combination of payment to the Tree Preservation Fund and creation of an off-site Oak Preservation Easement. (MM IV.4) (PLN)

68. Oak Tree Watering. Include the following standard note on the Improvement Plans: No watering or irrigation of any kind shall be allowed within the critical root zone of native oak trees within the project boundaries. 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. (PLN)

69. Construction Fencing. The Improvement Plans shall include a note and show placement of Temporary Construction Fencing. The applicant shall install a four foot 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:

- A) Adjacent to any and all open space preserve areas that are within 50 feet of any proposed construction activity;
- B) At the limits of construction, outside the critical root zone of all trees six (6) inches DBH (diameter at breast height), or 10 inches DBH aggregate for multi-trunk trees, within 50

feet of any grading, road improvements, underground utilities, or other development activity, or as otherwise shown on the Tentative Subdivision Map; or,

- C) Around any and all "special protection" areas such as open space parcels.

No development of the project site, including grading, shall be allowed until this requirement is satisfied. Any encroachment within these areas, including critical root zones 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. (MM IV.5) (PLN)

70. Permanent Fencing. The applicant shall provide permanent protective fencing along the perimeter of Open Space Lots A and B. Such fencing shall provide a physical demarcation to future homeowners of the location of the open space lots and shall be open-style (i.e. open-iron fencing, posts with split rails, etc.) as approved by the County. The fencing shall be constructed and completed prior to the County's final acceptance of the project's improvements. (MM IV.7) (PLN)

71. Common Area Lots E and F. On the Final Subdivision Map, Lots E and F shall be defined as common area lots to be owned and maintained (including the removal of unauthorized debris) by the homeowners' association. The purpose of Lots E and F is to provide public and private recreational facilities; provide landscape screening utilizing native drought-tolerant plant species; and protect existing oak groves. (PLN)

72. The following notes should be added to the project's Conditions, Covenants & Restrictions (CC&Rs):

- A) The following are not permitted in Lots E and F: Fill materials, yard and garden waste, domestic landscaping, oil and chemicals, animal waste, and household trash.
- B) No private fencing or residential accessory facilities (e.g., patios, swimming pools, spas, shade structures, play areas, gardens, garden sheds, etc.) are permitted in the common area lots.
- C) Significant (> 6" DBH) native trees (unless dead or diseased as noted by a Certified Arborist or Certified Consulting Arborist) are not to be removed or disturbed without the approval of the DRC. (PLN)

73. Common Area Lots I and J. On the Final Subdivision Map, Lots I and J shall be defined as landscape area lots. Permanent removal of screening plantings or alteration of the soundwalls, retaining walls, and project identification sign is allowed only with the written consent of DRC. Routine maintenance of these items is allowed. (PLN)

CULTURAL RESOURCES

74. Archaeological Resources. The Improvement Plans shall include a note stating that if any archaeological resources or prehistoric artifacts are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist (36 CFR Part 61) shall be consulted to determine whether the resource requires further study.

The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria. (MM V.1) **(PLN)**

75. Human Remains. If human remains are encountered, these remains shall be treated in accordance with Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5(e).

The Improvement Plans shall include a note stating that 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 qualified archaeologist retained to evaluate the deposit. The Placer County Planning Services Division and Division 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 (NAHC) must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division. 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 that provide protection of the site and/or additional mitigation measures necessary to address the unique or sensitive nature of the site. (MM V.2) **(PLN)**

FEES

76. Fish and Game Fees. Pursuant to Section 21089 (b) of the California Public Resources Code and Section 711.4 et. seq. of the Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified fees are paid. The established fee is \$ 2,094.00 for projects with Negative Declarations (Note: the fees include a \$50 County Recorder's fee). Without the appropriate fee, the Notice of Determination is not operative, vested or final and shall not be accepted by the County Clerk. NOTE: The above fee shall be submitted to the Planning Services Division within five (5) working days of approval by the Board of Supervisors. **(PLN)**

77. This project is subject to the one-time payment of drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code.) The current estimated development fee is \$16,312 (for the single family and multi-family units in total), payable to the Engineering and Surveying Division prior to Building Permit issuance. The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete. (MM IX.4) **(ESD)**

78. This project is subject to payment of annual drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code). Prior to Building Permit issuance, the applicant shall cause the subject property to become a participant in the existing Dry Creek Watershed County Service Area for purposes of collecting BOS, JUNE 2016

these annual assessments. The current estimated annual fee is \$2,128 (for the single family and multi-family units in total). (MM IX.5) **(ESD)**

79. 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 (Granite Bay), 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 DPWF:

- A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code.
- B) South Placer Regional Transportation Authority (SPRTA).
The current total combined estimated fee is \$432,550.56 (based on 28 single family units and 44 multi-family units). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid shall be those in effect at the time the payment occurs. (MM XVII.1) **(DPWF)**

80. Pursuant to County Code Sections 15.34, 16.08.100, and/or 17.54.100(D), a fee must be paid to Placer County for the development of park and recreation facilities. The fee to be paid is the fee in effect at the time of Final Subdivision Map recordation/Building Permit issuance. (For reference, the current fee for single family dwellings in a Planned Development is \$1,360 per unit at Final Subdivision Map and \$7,200 per unit when a Building Permit is issued and the fee for the Multi-Family (halfplex) units not in the Planned Development portion of the project is \$480 per unit at Final Subdivision Map and \$2,635 per unit when a Building Permit is issued).

Pursuant to Article 17.54.100(D) of the Placer County Code, this project's Planned Development status requires that it provide in-tract recreation facilities. To satisfy this requirement, in-tract recreation amenities will be constructed in accordance with the description in Condition 40.

For the development of approximately 0.25 acres of private active parkland including the construction of facilities described in Condition 40, a credit of 25% shall be applied against the payment of Park Dedication Fees. **(PLN/DPWF)**

ENVIRONMENTAL HEALTH

81. Prior to Improvement Plans approval, a note shall be placed on the 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 RWQCB. **(EHS)**

82. If Best Management Practices are required by Engineering and Surveying 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. **(EHS)**

83. If at any time during the course of constructing the proposed project an old septic tank or well is discovered, the applicant shall contact Environmental Health and apply for the necessary permits to properly abandon the old septic tank or well. A note shall be placed on the Improvement Plans to indicate this requirement. **(EHS)**

AIR QUALITY

84. Prior to approval of Grading or Improvement Plans, on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. To download the form go to www.placer.ca.gov/apcd and click on Dust Control Requirements. If the APCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by APCD to the County, that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the County. The applicant shall not break ground prior to receiving APCD approval of the Construction Emission / Dust Control Plan, and delivering that approval to the County. **(PLN)**

85. Include the following standard note on all building plans approved in association with this project: Stationary sources or processes (i.e. certain types of engines, boilers, heaters, etc.) associated with this project shall be required to obtain an Authority to Construct (ATC) permit from the APCD prior to the construction of these sources. In general, the following types of sources shall be required to obtain a permit: 1). Any engine greater than 50 brake horsepower, 2). Any boiler that produces heat in excess of 1,000,000 Btu per hour, or 3) Any equipment or process which discharge 2 pounds per day or more of pollutants. All on-site stationary equipment requiring a permit shall be classified as “low emission” equipment and shall utilize low sulfur fuel. Developers / contactors should contact the APCD prior to construction for additional information. *(Based on APCD Rule 501 and the California Health & Safety Code, Section 39013).*

86. The contractor shall use CARB ultra-low diesel fuel for all diesel-powered equipment. **(PLN)**

87. 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. **(PLN)**

88. 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. *(Based on APCD Rule 228 / section 401.5)* **(PLN)**

89. 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. *(Based on APCD Rule 228 / section 401.1, 401.4)* **(PLN)**

90. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *(Based on APCD Rule 228 / section 401.5)* **(PLN)**

91. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. *(Based on APCD Rule 228)* **(PLN)**

92. 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). *(Based on APCD Rule 228 / section 402)* **(PLN)**

93. 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 percent 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. *(Based on APCD Rule 228)* **(PLN)**

94. 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. *(Based on APCD Rule 202)* **(PLN)**

95. 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. *(Based on APCD Rule 217)*. **(PLN)**

96. 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. **(PLN)**

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

98. 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. *(Based on APCD Rule 310)* **(PLN)**

99. The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman. **(PLN)**

100. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20 percent of NO_x and 45 percent of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low emission diesel products, alternative fuels, engine BOS, JUNE 2016

retrofit technology, after-treatment products, and/or other options as they become available. (MM III.1) (PLN)

Operation:

101. Wood-burning fireplaces, woodstoves, or similar wood-burning devices shall be prohibited throughout the proposed project plan area. Homes may be fitted with the applicable regulation-compliant natural gas burning appliances if desired. The prohibition shall be included on any project plans submitted prior to issuance of building permits, subject to review and approval by the County Community Development Resource Agency. (MM III.2) (PLN)

NOISE

102. Noise Barrier. The project shall construct a six to ten-foot tall noise barrier where the project fronts onto Sierra College Boulevard and Eureka Road and six-foot tall noise barrier along a portion of Eureka Road as shown on the Tentative Map. The noise barrier, including cross section views, shall be shown on the project Improvement Plans. Maintenance of the noise barriers will be the responsibility of the homeowner's association. (MM XII.1) (PLN)

103. At a minimum, halfplex units on lots 1A through 9B shall include central air conditioning to ensure that each home is provided with sufficient acoustic isolation from traffic noise on Sierra College Boulevard and Eureka Road. A note shall be included in the Development Notebook specifying this condition as a prerequisite for building permit plan check approval for proposed residences on these lots and shall be completed prior to Final Occupancy Approval. (MM XII.2) (PLN)

104. In order to reduce typical interior noise levels to a maximum level of approximately 45 dB, the residential units adjacent to Sierra College Boulevard (lots 4B to 9B) shall have the following acoustical attributes on rear and side walls:

- A) Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 45. Exterior doors shall have a laboratory sound transmission class (STC) rating of at least 34.
- B) Glazed areas, including doors and windows, shall have a laboratory STC rating of at least 28 unless glazing constitutes more than 20 percent of any façade exposed to noise levels of DNL of 65 dB or above. If glazing constitutes more than 20 percent of an exposed façade, then the windows shall have an STC rating of at least 35.
- C) All surfaces shall be sealed and caulked in accordance with methods approved by the American Society of Testing and Materials (ASTM) to minimize sound transmission.

An acoustical consultant shall be retained during the design phase to prepare minimum construction requirements and provide additional details and to update the STC rating based on the architectural design and exterior features proposed. This shall be submitted to the County prior to issuance of a building permit on lots 4B to 9B and shall be completed prior to Final Occupancy Approval. (MM XII.3) (PLN)

105. Prior to Improvement Plan approval, the project owner or authorized managing entity shall insure that all construction vehicles or equipment, fixed or mobile, operated within close proximity of a residential dwelling shall be equipped with properly operating and maintained mufflers at all times during project construction. It is the owner's responsibility to obtain the services of a qualified acoustical professional to verify proper equipment mufflers if concerns relating to the issue arise. A note to this effect shall be added to the Improvement Plans where applicable. **(PLN)**

106. 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 feet x 4 feet 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 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.

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. **(PLN)**

PALEONTOLOGICAL RESOURCES

107. Procedures. Prior to improvement plan submittal, the applicant shall provide written evidence to the Planning Services Division that a qualified paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010) has been retained by the applicant to observe grading activities and salvage fossils as necessary. The paleontologist shall establish procedures for paleontological resource surveillance and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. If major paleontological resources are discovered, which require temporary halting or redirecting of grading, the paleontologist shall report such findings to the project developer, the Placer County Division of Museums, and Placer County Planning Services Division.

The paleontologist shall determine appropriate protocols which ensure proper exploration and/or salvage of all fossils. Excavated finds shall be offered to a State-designated repository such as Museum of Paleontology, University of California, Berkeley, the California Academy of Sciences, or any other State-designated repository. Otherwise, the finds shall be offered to the Placer County Division of Museums for purposes of public education and interpretive displays.

These actions, as well as final mitigation and disposition of the resources shall be subject to approval by the Division of Museums. The paleontologist shall submit a follow-up report to the Division of Museums and

Planning Services Division, which shall include the period of inspections, an analysis of the fossils found, and repository of the fossils. (MM XIII.1) (PLN)

108. Monitoring Program. Prior to the start of ground disturbance, a qualified professional paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010) shall be retained to both design a monitoring and mitigation program and implement the program during project-related excavation and earth disturbance activities. The paleontological resource monitoring and mitigation program shall include preconstruction coordination; construction monitoring; emergency salvage procedures; sampling and data recovery; preparation, identification, and analysis of the significance of fossil specimens salvaged; museum storage of any specimens and data recovered; and reporting. (MM XIII.2) (PLN)

109. Worker Training. Prior to the start of ground disturbance, construction personnel to be involved with earth-moving activities shall be informed that fossils will likely be discovered during excavating, that these fossils are protected by laws, that there are potential penalties for non-compliance, shall be trained on the appearance of common fossils, and instructed on proper notification procedures should fossils be discovered. This worker training shall be prepared and presented by a qualified professional paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010). (MM XIII.3) (PLN)

110. Monitoring. Once grading plans are available, a qualified professional paleontologist (as defined by the Society of Vertebrate Paleontologists, 2010), will determine the level of monitoring necessary based on formations to be impacted by grading and other earthmoving. Monitoring shall not be conducted in soils that have been previously disturbed or in areas where exposed soils will be buried, but not otherwise disturbed.

A monitor shall be present during actual earth-moving during the first few days of initial project grading to observe the stratigraphy and any fossils exposed by excavations. If no significant fossils are discovered during this time, monitoring should be reduced to only periodic spot checking of the deepest excavations or those judged most likely to disturb fossils. Should fossils be discovered, increased monitoring shall occur. The monitor will have the authority to divert away from exposed resources temporarily in order to recover the specimens. (MM XIII.4) (PLN)

111. Final Report. Within ninety days following the end of project excavations, the project paleontologist shall prepare a final report, summarizing the complete mitigation program, describing and illustrating any fossils recovered, along with their significance, and certifying that the paleontological resource impact mitigation program resulted in insignificant impacts on paleontological resources as required by CEQA. The acceptance of the final report by the Planning Services Division shall complete the mitigation program. (MM XIII.5) (PLN)

MISCELLANEOUS CONDITIONS

112. No lot shall be further divided unless otherwise approved by the County in a separate discretionary action. (PLN)

113. Temporary sales trailers and model homes shall be subject to review and approval of the DRC. Such a review shall be required to the issuance of a builder permit and shall include, but is not limited to: landscaping, parking and circulation, lighting, and signage. The temporary model home parking (lots) shall be constructed
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as an all-weather surface capable of supporting a 40,000 pound fire truck. The temporary sales trailer or model homes shall be used solely for the sale of new homes within the project. **(PLN)**

114. 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 attorney's fees awarded in any proceeding brought in any State or Federal court, challenging the County's approval of that certain Project known as Greyhawk III. 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. **(PLN)**

115. The Improvement Plans shall show the location of any entrance structure proposed by the applicant for the review and approval by the Development Review Committee. Any entrance structure proposed shall be located such that there is no interference with driver sight distance as determined by the Engineering and Surveying Division, and shall not be located within the right-of-way or Multi-Purpose Easement (unless comments are provided from all utilities allowing the encroachment).

Any entrance monument 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)**

116. 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)**

117. The Improvement Plans and Final Subdivision Map(s) shall include a note stating that driveway lengths shall be a minimum of 20 feet as measured from the back-of-curb or back of sidewalk (where proposed) to the face of the garage for both the multi-family units and the single family units. **(ESD)**

CC&Rs

118. Prior to recordation of the Final Subdivision Map(s), Conditions, Covenants, and Restrictions (CC&Rs) shall be prepared and submitted for review and approval by the Engineering and Surveying Division, County Counsel, and other appropriate County Departments. CC&Rs shall be recorded concurrently with the filing of the Final Subdivision Map and shall contain provisions/notifications for:

- A) The applicants shall create a Homeowners' Association with certain specified duties/responsibilities including the enforcement of all of the following notifications. **(PLN)**

- B) A note shall be included that states that: Maintenance of all water quality Best Management Practices (BMPs) shall be the responsibility of the Homeowners' Association. Inspection of these BMPs shall be conducted at least annually. Maintenance records and proof of inspections shall be retained on site, and shall be available for County review upon request. **(ESD)**
- C) A note shall be included that states that: Homeowners' Association is required to maintain stormwater detention facilities. **(ESD)**
- D) A note shall be included that states that: Maintenance of on-site private roadways, roadway drainage, and easements is the responsibility of the Homeowners' Association. **(ESD)**
- E) A note shall be included that states that: Homeowner's Association is required to maintain public trails on the project site until an alternative funding source(s) is identified such as annexing into a pre-existing Lighting and Landscape District (L&L). **(DPWF)**
- F) A note shall be included that states that: Maintenance and operation of street lighting constructed with the subdivision improvements shall be the responsibility of the Homeowners' Association. The developer shall choose the appropriate rate schedule from the electrical service provider to fund service as well as maintenance costs. **(ESD)**
- G) A note shall be included that states that: All restrictions not monitored by Placer County shall be monitored and enforced by the Homeowners' Association. **(PLN)**
- H) A note shall be included which states that: None of the provisions required by the Conditions of Approval shall be altered without the prior written consent of Placer County. **(PLN)**
- I) Applicant or Homeowners' Association shall distribute printed educational materials highlighting information regarding the stormwater facilities/Best management Practices (BMP's), recommended maintenance, and inspection requirements, as well as conventional water conservation practices and surface water quality protection, to future buyers. Copies of this information shall be included in the Development Notebook. **(ESD)**
- J) Notification to all future lot owners of a listing of drought tolerant plant materials and information regarding drip irrigation systems designed to conserve water. **(ESD)**
- K) Notification to the future owners that no structures, including solid fencing over three (3) feet in height, may be installed in front setback or street side setback areas, including any property frontages along roadways (unless otherwise allowed under section 17.54.030B1 of the Placer County Zoning Ordinance). **(PLN)**

- L) Each new property owner shall be provided with a copy of the Development Notebook page(s) applicable to the subject lot, including plot plans and all use restrictions. **(PLN)**
- M) Notification to future owners of the location of all public trail easements within and adjacent to the development both constructed and vacant: Placement of any amenities within public trail easements (including but not limited to landscaping, irrigation lines, driveways, retaining walls, gates, and fencing) that impede the public use, construction, or maintenance of the trail is prohibited and may result in removal or destruction at the owner's expense. Ongoing maintenance activities will result in vegetation clearing and grading within the trail easement. Public trail construction and maintenance may be performed by agency staff, volunteers, contractors, and/or inmate/probationary forces. No debris, including vegetative material, shall be discarded in public trail easements and may result in removal at the owners' expense. Public agencies are generally not obligated to provide visual screening or fencing along public trail easements. **(DPWF)**
- N) A note shall be included that states that: Driveway lengths shall be a minimum of 20 feet as measured from the back-of-curb or back of sidewalk (where proposed) to the face of the garage for both the multi-family units and the single family units. **(ESD)**
- O) Notification to future owners that the Homeowners' Association is required to maintain the noise berms and walls adjacent to Sierra College Boulevard and Eureka Road. **(PLN)**
- P) Notification to future owners that the parking and recreation facilities shall be available to all residents of the project. **(PLN)**
- Q) Notification to future homeowners and builders that removal or disturbance of oak trees 6 inches diameter at breast height (DBH) or greater or multiple trunk trees with an aggregate diameter of 10 inches DBH or greater and not previously approved for removal by Placer County is prohibited unless prior approval is received by the Placer County Development Review Committee. A provision for the enforcement of this restriction by the Homeowner's Association shall be provided. **(PLN)**

119. Covenants, Conditions and Restrictions (CC&Rs) in draft form shall be submitted to the Engineering and Surveying Division for review pursuant to Section 16.28.060 together with an index identifying the specific CC&R section that corresponds with each applicable condition of approval. The CC&Rs shall contain provisions to satisfy all applicable conditions of approval imposed on the conditionally approved vesting tentative map and County Code including the identification of an entity or entities that will be empowered to levy assessments and perform all the work needed for the upkeep of subdivision improvements. Where condominium units are approved for creation, the CC&Rs may designate the property owner as the entity responsible to maintain all improvements required as a condition of the Vesting Tentative Map until such time that an Association is formed to perform such maintenance. The CC&Rs shall reference any Annexation to a previously established set of CC&Rs may satisfy this requirement. The

executed and approved CC&Rs shall record concurrently with the final map and each document shall reference the recording information of the other. **(ESD)**

120. Prior to recordation of the Final Subdivision Map(s), the applicant shall submit lighting development standards for inclusion in the CC&Rs. The standards shall be reviewed and approved by the DRC and shall include General Lighting Standards, Street Lighting Standards, Residential Standards, Prohibited Lighting and Exemptions and shall insure that individual fixtures and lighting systems in the Subdivision will be designed, constructed and installed in a manner that controls glare and light trespass, minimizes obtrusive light, and conserves energy and resources. **(PLN)**

121. Open burning shall be prohibited and included in the CC&Rs. **(PLN)**

DEVELOPMENT STANDARDS

122. The Development Standards for the Eastern portion of the project are as follows:

Building Envelopes	Maximum Area	4,300 square feet		
	Maximum Depth	65 feet		
	Maximum Width	60 feet		
	Permitted Uses Within Envelopes	Residential unit living space, portion of uncovered patios, covered patios, front courtyards, front porches, garages, landscaping, portion of driveway		
	Building Envelope (lot) Setbacks	From Back of Curb	8 feet minimum	
		From Adjacent Residential Use	22 feet minimum	
		Between Building Envelopes	10 feet minimum	
Patio Envelope/ Private Use Yards	Maximum Area	Varies, 1,200 square feet typical		
	Minimum Depth	15 feet		
	Maximum Depth	Varies, 20 feet typical		
	Maximum Width	Varies, 60 feet typical		
	Permitted Uses Within Envelopes	Hardscape patio, patio furnishings, landscaping, trellises, pool, spa, barbeques, outdoor kitchen, fencing and/or walls		
Residential Units within Building Envelope	Building Stories	Two-story		
	Max. Building Height	25 feet for single-story, 30 feet for two-story		
	Encroachments over Building Envelope Limits	Two feet maximum for eaves, roof overhands, architectural box-outs, fireplace projections, bay or box windows, HVAC units (typ.), as determined by the DRC		
	Building Setbacks	Front	Minimum of 8 feet from private drive curb	
		Side	Minimum 10 feet between units, 0 feet from building envelope	
		Rear	0 feet from building envelope	
Garages	Garage Size	Minimum garage space for three cars		
	Garage Apron Length	Minimum 20 feet		
	Garage Door Architectural Off-Set	3 foot minimum for third car garage door		
Fencing	Private Use Patios	6 foot maximum		
	Common Areas	As approved by DRC.		

123. The Development Standards for the western portion of the project are as follows:
- A) The minimum lot width shall be 45 feet as measured at front setback.
 - B) Pursuant to the Zoning Ordinance, setbacks apply to all accessory structures. Setbacks for swimming pools/spas/pool equipment, etc. shall conform to Placer County Code, Zoning Ordinance Section 17.54.140.
 - C) In no case shall the face of a garage be closer than 20 feet to back of curb or sidewalk where proposed. The garage portion shall be recessed at least three feet behind the front of the house.
 - D) The structural setbacks for this Planned Residential Development are as follows:
 - 1. Front (street): 12.5 feet
 - 2. Sides: 5 feet
 - 3. Rear: 12.5 feet
 - E) The maximum building height for this portion of the project is two stories and 36 feet.
 - F) The maximum building coverage per residential lot is 55 percent. **(PLN)**

EXERCISE OF PERMIT

124. The project is approved as a phased project. The Development Review Committee shall determine when any of the preceding conditions apply to a given phase of development where such timing is not specified in the condition. **(ESD)**

125. The applicant shall prepare and submit to the Engineering and Surveying Division (ESD), a Final Subdivision Map(s) which is in substantial conformance to the approved Tentative Subdivision Maps in accordance with Chapter 16 of the Placer County Code; pay all current map check and filing fees. **(ESD)**

126. Prior to the County's recordation of the Final Subdivision Map(s), submit to the Engineering and Surveying Division the map 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. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The recorded map filed at the Placer County Recorder's Office will be the official document of record. **(ESD)**

127. The applicant shall have 36 months to exercise this Tentative Subdivision Map. Unless exercised, this approval shall expire. **(PLN)**

ATTACHMENT G



HEARING DATE: April 28, 2016

ITEM NO.: 2

TIME: 10:10 a.m.

TO: Placer County Planning Commission

FROM: Development Review Committee

DATE: April 28, 2016

**SUBJECT: GREYHAWK III
REZONE/VESTING TENTATIVE SUBDIVISION MAP/CONDITIONAL USE
PERMIT (PLN15-00154)
MITIGATED NEGATIVE DECLARATION (SCH # 2016032039)
SUPERVISORIAL DISTRICT 4 (Uhler)**

COMMUNITY PLAN: Granite Bay Community Plan

COMMUNITY PLAN DESIGNATION: Commercial and Low Density Residential

ZONING: CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor) and RS-B-40 PD = 2.0 (Residential Single Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre)

PROPOSED ZONING: CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor) and RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre)

ASSESSOR PARCEL NUMBERS: 048-151-086-000 and 048-151-088-000

STAFF PLANNER: George Rosasco, Supervising Planner

LOCATION: Northeast corner of Sierra College Boulevard and Eureka Road

APPLICANT: Patterson Properties, Inc. (Stephen Patterson)

PROPERTY OWNER: Patterson Family Trust UTD July 7, 1988 (Stephen Patterson)

PROPOSAL

The applicant, Patterson Properties, Inc. (Stephen Patterson), requests approval of PLN15-00154 in order to permit a phased residential development on approximately 20.55 gross acres (17.5 net acres) at the northeast corner of Sierra College Boulevard and Eureka Road in Granite Bay. The site consists of two parcels: The "eastern portion," an 11.65 gross acre (10.62 net acres) parcel (APN 048-151-088-000), and the "western portion," an 8.9 gross acre (7.01 net acres) parcel (APN 048-151-086-000). The applicant is proposing Greyhawk III, 72 single-family residential units on private streets accessed from Eureka Road. Approximately forty percent of the site would remain as open space.

Requested entitlements include:

1. For the eastern parcel, a Rezone from RS-B-40 PD=2.0 to RS-B-18 PD=2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre).
2. A Vesting Tentative Subdivision Map for the subdivision of 11.65 acres into a 28-unit Planned Residential Development with open space/common area lots on the eastern parcel and the subdivision of 8.9 acres into a 44-unit residential development, consisting of halfplex units, on the western parcel.
3. For both parcels, a Conditional Use Permit.

CEQA COMPLIANCE

A Mitigated Negative Declaration (SCH # 2016032039) has been prepared and finalized pursuant to CEQA for the Greyhawk III project (Attachment F). The project was determined to have no significant adverse effect on the environment. The 30-day public review period for the Mitigated Negative Declaration closed on April 13, 2016 and comment letters were received from a number of residents, the Granite Bay Community Association, and the Central Valley Regional Water Quality Control Board (CVRWQCB) (Attachment G). Issues raised included the proposed density and zoning change, existing traffic congestion in the project area, the adequacy of the traffic study, noise, crime, consistency with the Community Plan, project design and architecture, compliance with PD requirements, tree impacts, adequacy of parking, entrance location and alignment, the plan for a gated entrance, and cumulative impacts on the community. The CVRWQCB's letter was a standard comment letter regarding obtaining all necessary permits.

Based on the environmental assessment, the proposed project is not anticipated to have a significant impact on the environment. With the incorporation of all mitigation measures, all identified impacts will be reduced to less than significant levels. The Mitigated Negative Declaration must be found to be adequate by the decision-making bodies to satisfy the requirements of CEQA, and findings for this purpose can be found at the end of this report.

PUBLIC NOTICES AND REFERRAL FOR COMMENTS

Public notices were mailed to property owners of record within 300 feet of the project site. A public hearing notice was also published in the Sacramento Bee newspaper. Other appropriate public interest groups and citizens, including the Granite Bay Municipal Advisory Council, were sent copies of the public hearing notice. Copies of the project plans and application were transmitted to the Community Development Resource Agency staff, the Departments of Public Works, Environmental Health Services, the Placer County Air Pollution Control District, and the South Placer Fire District for their review and comment. These comments have been addressed in the document.

SITE CHARACTERISTICS

Eureka Road forms the southern boundary of the site with commercial and residential uses south of Eureka Road in the City of Roseville. The existing Greyhawk subdivision is located to the east with detached single-family residential uses. Strap Ravine flows east to west north of the project site. An open

space lot is located between the proposed project and the Greyhawk II subdivision that is currently under construction and office and professional uses that front Sierra College Boulevard. Sierra College Boulevard forms the western boundary of the site with an open space parcel and apartments on the west side of Sierra College Boulevard in the City of Roseville. A medium-density residential neighborhood within the City of Roseville is kitty-corner to the project site at the southwest corner of Sierra College Boulevard and Eureka Road.

The project site is generally rectangular with the long side of the rectangle oriented in an east-west direction. The site is uninhabited, undeveloped and does not include any existing structures. The site has an elevation of approximately 230 feet but topography is variable due to grading and stockpiling done in conjunction with the Eureka Road Widening project (County Project No. DGP T5075) that is currently under construction.

Two vegetation communities have been identified on-site: Annual grassland and oak woodland. The annual grassland community occurs on the west, north, and east portions of the site. Oak woodland occurs in the center of the site. The dominant tree species in this community are blue oak, interior live oak, Valley oak, and gray pine. Strap Ravine is north of but does not run through the property. The Strap Ravine complex is a mosaic of fringe wetland and active stream channel. A relatively narrow low flow channel (5 to 6 feet wide in most reaches) is typically dry in the summer.

As part of the Eureka Road Widening project, the U.S. Army Corps authorized the permanent loss of approximately 0.208 acres of seasonal wetlands and 0.276 acres of intermittent stream in 2014. As a condition of this permit, Patterson Properties, Inc. was required to establish and maintain a 2.00-acre preserve containing 0.332 acres of jurisdictional waters of the United States. These wetlands are within the proposed open space preserve south of Strap Ravine. No additional wetlands are present within the project site.

Project Setting

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	(West) Commercial Planned Development, combining Design Corridor (CPD-Dc); (East) Residential Single-Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre (RS-B-40 PD = 2)	Commercial, Low Density Residential (0.4-0.9 Ac. Min.)	Undeveloped; Grassland and Fragmented Oak Woodland
North	(West) Office Professional, combining Use Permit, Density Limitation 0, Design Corridor; (East) Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre (RS-B-18 PD = 2.8)	Professional Office and Low Density Residential (0.4-0.9 Ac. Min.)	Open Space; Office/Professional; Detached Residential (Greyhawk II)
South	City of Roseville – Community Commercial and Single-Family Residential	<i>Southeast Roseville Specific Plan</i>	Commercial Shopping Center; Detached Residential
East	Residential Single-Family, combining Agricultural, minimum Building Site of 100,000 square feet, Planned Residential Development of 0.96 units per acre (RS-AG-B-100 PD= 0.96)	Rural Low Density Residential 0.9 – 2.3 Ac. Min.	Detached Residential (Greyhawk I)
West	City of Roseville – Attached Residential and Open Space	<i>Southeast Roseville Specific Plan</i>	Open Space; Residential

3

PROJECT DESCRIPTION

Greyhawk III is a proposal to develop a phased 72-unit residential development on a 20.55-acre site (approximately 17.5 net acres) at the northeast corner of Sierra College Boulevard and Eureka Road, 326 feet west of Greyhawk Drive in Granite Bay. The site consists of two parcels: The "eastern portion," an 11.65 acre (10.62 net acres) parcel (APN 048-151-088-000), and the "western portion," an 8.9 acre (7.01 net acres) parcel (APN 048-151-086-000).

The project would include twenty-eight detached, single-family residences on the eastern portion of the site and forty-four attached residential "halfplex" units on the western portion. A halfplex is a single dwelling unit that is half of a two-unit building where a property line separates the two units. Access to the site will be from private roads accessed from a gated entryway off of Eureka Road aligned with Hillsborough Drive to the south. The project would also provide a secondary emergency access point from Sierra College Boulevard at the western edge of the project site.

The community will include covenants, conditions and restrictions (CC&Rs) to address community operations, architectural controls and standards, and front yard maintenance. A homeowner's association (HOA) will enforce the CC&Rs.

Site Development and Layout

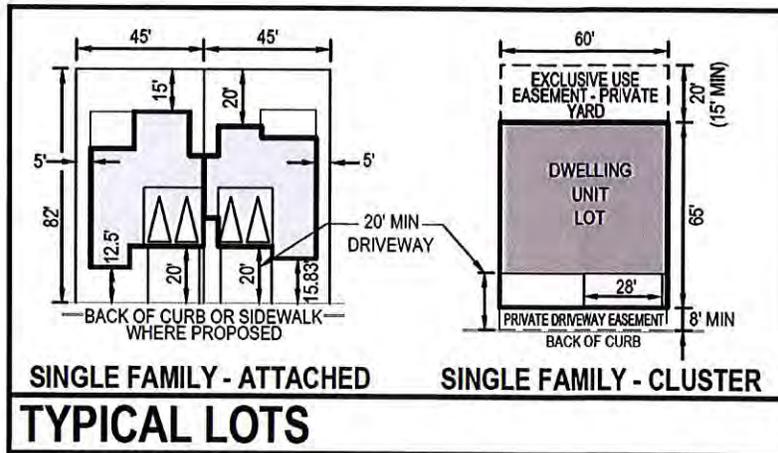
Whitehawk III proposes 72 dwelling units in two distinctive components: halfplex units on the western portion of the site and detached units on the eastern portion. The 28 detached units are proposed as a Planned Residential Development (PD) and must conform to the general development standards within the PD combining district. The layout of the project has a natural resource preservation component and encourages pedestrian activity. Pedestrian facilities are connected to and within the open space lots with connections to the east. The project also proposes 22 attached residential halfplex lots for a total of 44 dwelling units on the western portion of the site.

Access to both residential components on the site will be from a gated entryway off of Eureka Road aligned with Hillsborough Drive to the south. The project would also provide a secondary, gated emergency vehicle only access point from Sierra College Boulevard at the northwest corner of the project site.

Residential Configuration

East Portion. The eastern 11.65 acre parcel of the project is a 28-lot Planned Residential Development modeled after the approved and currently under construction Greyhawk II subdivision north of Strap Ravine. The parcel is currently zoned for single-family residential as RS-B-40-PD = 2.0. The project application includes a Rezone request to change the zoning of APN 048-151-088 to RS-B-18-PD = 2.8. The eastern portion of the site has a proposed density of 2.4 units per gross acre (2.63 dwelling units per net acre). The lots within this portion of the project will be served by a private loop road. The proposed section for this roadway is 27 feet without sidewalks and no parking allowed on either side.

Each single-family unit would be constructed within individual building envelopes (not the homes themselves) of a minimum of 3,900 square feet each (60' x 65') and includes a rear "private use easement" (20' standard and 15 foot minimum to address possible product variations) to provide a private courtyard area for the owner. A front "private driveway easement" (10' avg. and 8' min.) measured from the front of the residential lots provides individual driveway access to the main loop roadway for each residence. The garage door of each residential unit rests back in the lot to provide a 20 foot minimum length driveway (Figure below). The residences are envisioned as being predominantly single-story, but two-story floor plan options are likely. As permitted in the RS zoning district, residences will be a maximum of 30 feet in height.



A central common area open space and pathway is provided in the middle of the project loop to enhance community connectivity and a tot lot is proposed adjacent to the open space preserve. In accordance with the Placer County PD regulations, the applicant is required to provide 20 percent or 2.124 acres for open space and common areas within the PD specific to the eastern parcel. 5.5 acres of open space is planned, or approximately 55 percent of the eastern portion of the project site.

West Portion. The western 8.9± acre parcel of the project is zoned for commercial development (CPD-Dc). The Granite Bay Community Plan allows for the development of multi-family residential housing, not to exceed 10 dwelling units per acre, on commercially-zoned property. The project proposes 22 attached residential halfplex lots for a total of 44 dwelling units and a density of 4.94 units per gross acre (6.28 dwelling units per net acre).

This portion of the site will also be served by a private HOA roadway system designed to provide access to the proposed halfplex lots (45'x 82' is typical, see Figure above). Street widths have been minimized to reduce site grading and tree removal as much as possible, yet still provide off-street parking required by the Zoning Ordinance. The requirement for sound attenuation along the southern and western borders of this portion of the project adjacent to Eureka Road and Sierra College Boulevard has been met through the provision of sound walls.

Since the applicant is not building the residences on either portion of the site, the design for the units is unknown. The project has been conditioned to enter the County's Design Review process once a builder is selected to construct each portion of the project. While the height limit in the CPD zone district is 50 feet, the applicant has agreed to limit the residences to two-stories and 36 feet in height, equal to what is permitted in a Residential Multi-Family (RM) zoning district.

Access and Parking

One access point is proposed off of Eureka Road, classified as a 'Minor Arterial' and 'country roadway' in the Granite Bay Community Plan. This access will align with Hillsborough Drive to the south. Since the project site is located on a Major Arterial (Sierra College Boulevard) as defined by the Community Plan, the project entry may be gated according to the Community Plan's gating policies.

The project entry will be landscaped with native vegetation, indigenous features, and marked with enhanced stamped concrete. The entry will feature a project-identification sign in a landscaped keypad island, and a vehicle gate to the north. A pedestrian gate will be located at the project entry and will remain unlocked during daylight hours.

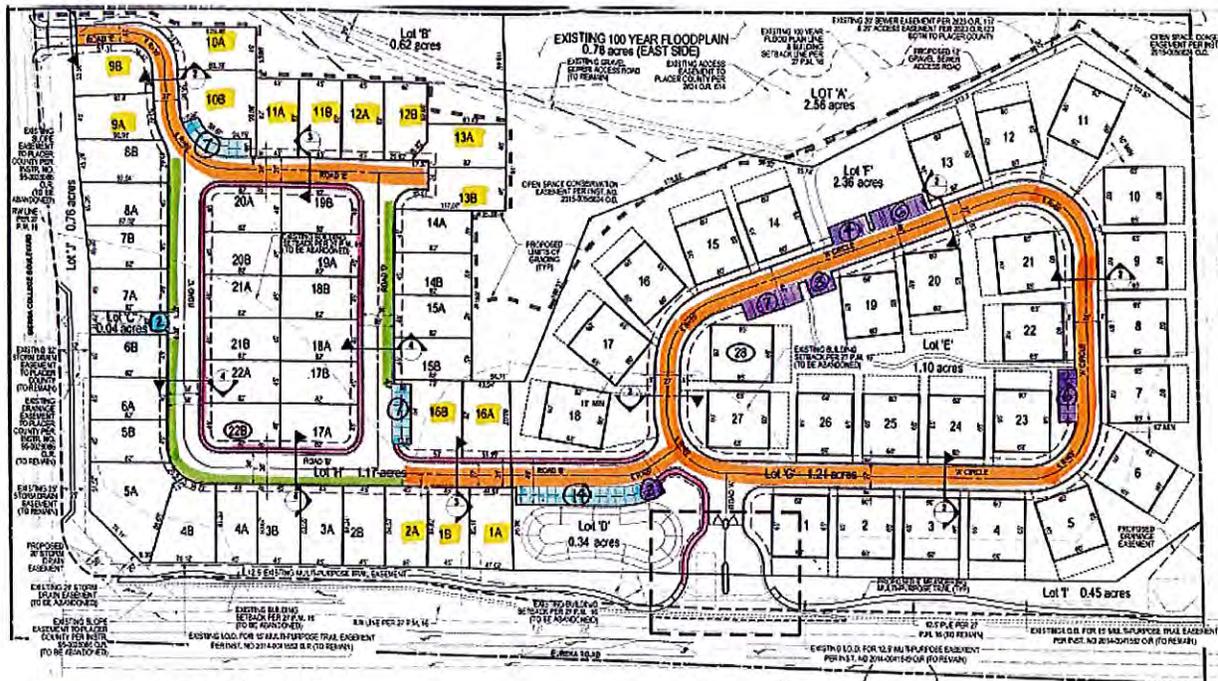
From the entry on Eureka Road, roadways provide access through the site. The on-site roadways are all proposed as private and will be maintained by the homeowner's association. The detached units in the

eastern portion of the site will be served by a loop road. The proposed section for this roadway is 27 feet with no sidewalk and no parking on either side. This proposed section is identical to the private roadway in the adjacent Greyhawk II subdivision. The applicant has submitted a Design Exception Request to the Engineering and Surveying Division to the County Standard Plate 104 'Urban Minor' (formerly Plate R-5), which has 24 feet of pavement with 3-foot curb and gutter and 5 foot attached sidewalk. Proposed is 23 feet of pavement with 2 foot curb and gutter and no sidewalk.

In the western portion of the project site, a combination of the same 27 foot section utilized in the east section, a 38 foot section w/ parking and sidewalk on one side, and the 27 foot section with a sidewalk added to one side (total 31 feet width) has been utilized to service the halfplex lots arranged in a more traditional lot and block pattern. For the 38 foot section, the applicant has requested a design exception to the County Standard Plate 105 'Urban Secondary' (formerly Plate R-6), which has 34 feet of pavement with 3 foot curb and gutter and 5 foot attached sidewalk. Proposed is 30 feet of pavement with 2 foot curb and gutter and a 4 foot sidewalk on one side. The narrower widths of the roadway are similar to the County's 25 foot parking lot circulation aisle width standard. The narrower width and tighter curve radius will benefit in slower vehicle speeds and reduce the amount of impervious area on the site. Staff supports the reduced roadway widths.

An emergency vehicle access (EVA) from Sierra College Boulevard is planned at the northwest corner of the site adjacent to lot 9B. A tube gate will be used to restrict use to emergency vehicles only.

Parking. For the twenty-eight residential units proposed for the eastern portion of the site, the Zoning Ordinance requires four off-street parking spaces on roads less than 32 feet wide, exclusive of garage parking for a total of 112 parking spaces. Due to the proposed width of the roadway on this portion of the site, no on-street parking will be permitted. Twenty-eight visitor parking spaces are located in four parking bays dispersed throughout the site (see Parking Plan below).



- ON-STREET PARKING
- "NO" ON-STREET PARKING
- BAY PARKING HALF-PLEX (30)
- BAY PARKING SF. CLUSTER (28)
- LOTS WITHOUT ON-STREET PARKING (15)
- SIDEWALK ONE SIDE

As proposed, each dwelling unit would provide a minimum of two parking spaces in the driveway (56 spaces). Eighteen of the units are expected to have driveway parking for a third car (18 additional spaces). In all, 102 spaces are provided, less than the 112 spaces required. However, each residence will have garage parking for three cars. Including garage parking, staff and the applicant concur there is adequate parking provided. As permitted under the Planned Residential Development guidelines, the project has been conditioned to contain less than the parking provisions specified in Section 17.54.050 (off-street parking standards) of the Zoning Ordinance.

The western portion of the project utilizes numerous roadway width sections. A combination of the same 27 foot section utilized in Greyhawk III - East, a 38 foot section with parking and sidewalk on one side, and the 27 foot section with sidewalk added to one side (total 31' width) has been utilized. Since the proposed roadways are wider, on-street parking is permissible along some segments. Fifteen lots (Lots 1A & B, 2A, 9A-13B, 16A & B) are located on roadway widths less than 32 feet wide where on-street parking is not allowed. Four off-street parking spaces are required for these units.

A total of 135 parking spaces are required and proposed, of which, 30 spaces are visitor parking spaces in three parking bays, two spaces in each residence's driveway, and 17 on-street parking spaces. Since 14 of the west portions' required parking spaces are on the eastern portion of the site, a reciprocal parking arrangement will be established as necessary so that the parking requirement is met.

Landscaping and Lighting

The applicant has provided a landscaping plan addressing entry features, lighting, streetscape/frontage design, landscaping, fencing and hardscapes in accordance with Zoning Ordinance Section 17.54.030. The draft landscaping plan proposes a mix of evergreens and deciduous trees and a variety of plant species, predominantly native plants. The applicant proposes new street, accent, and ornamental trees on-site. In keeping with the County's Water Efficient Landscape requirements, the landscape areas will be drought-tolerant and will emphasize native plant materials and minimal turf areas.

The applicant is proposing street lighting. Consistent with the County's practices, proposed street lighting will be sited and designed to avoid light spillage and glare on adjacent properties, with timers or photo-electric cells for turning the lights off and on within one-half hour after dawn and one-half hour prior to dusk. Cut-off shoebox type lighting fixtures, or equivalent, will be used and mounted such that all light is projected directly toward the ground.

The project is proposing a community identification sign and entry feature. The monument entry features will have LED uplighting for continuous illumination during evening hours. The entryway area will be landscaped and include hardscape features such as stamped concrete.

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety. Since a builder has not been selected to construct any of the residences in the project, the landscape plan and other common area elements may be refined. Wall and fencing details, landscaping, and lighting will be reviewed during the design review process by the County's Development Review Committee.

Open Space and Common Area

The proposal includes 7.03 acres of open space, or 40 percent of the project site, including a .174-acre private tot lot. A significant portion (3.18 +/- Acres) of the northern and central portions of the project site along Strap Ravine will be preserved in an open space and oak woodland area. Tentative Subdivision Map Lots A and B comprise this open space area including an Open Space Preserve encumbered by a conservation easement. Other open space areas include the two detention basins to be constructed, landscaped areas along the street frontages, and common areas surrounding the detached residences on the eastern portion of the site.

Eastern Portion Open Space. Under the County's Planned Residential Development requirements, the applicant is required to provide 20 percent of net buildable area (9.957 acres) as open space, or 1.99 acres, on the eastern portion of the site where the PD zoning exists. The proposal includes 5.5 acres of open space, or 55 percent of the eastern portion of the project site. Therefore, this proposal meets the open space requirements of the PD regulations. The largest of the open space areas is the conservation area with 2.25 acres south of Strap Ravine, the tot lot and common areas surrounding the residences with 2.29 acres, and the landscaped street frontage and detention basin with .95 acres.

Recreation Amenities

A project-wide HOA will be structured as a joint organization allowing for recreation space access for all residents of the Greyhawk III community. The Planned Residential Development regulations require in-tract recreation improvements that meet at least a portion of the total park and recreation demand for such facilities created by the residents of the project. Additionally, the Placer County General Plan requires new development to provide a minimum of five acres of active parkland for each population of 1,000 and five acres of passive recreation area or open space for each population of 1,000. The project is expected to have a population of 179 and therefore requires 0.895 acres of active parkland and 0.895 acres of passive recreation/open space.

Although the proposed project would include a .174-acre tot lot with an age 5 to 12 play structure and covered picnic area, no additional active parkland is proposed within Greyhawk III in favor of payment of required impact fees. A common area open space area in the eastern portion of the site is provided in the central project loop with a pathway to enhance community connectivity and exercise stations. Additionally, a passive recreational area in the north/center of the project will take advantage of the scenic habitat corridor and oak woodlands.

Trails. Consistent with the Granite Bay Community Plan, the project includes a meandering 6 foot wide multi-purpose trail connection along the north side of Eureka Road from Greyhawk Drive to Sierra College Boulevard. A portion of this multi-purpose trail is existing from Greyhawk Drive to the project's eastern edge.

A 5 foot wide multi-purpose trail along the south side of Strap Ravine will extend west from Greyhawk Drive approximately 460 feet to the proposed tot lot. From the tot lot, the trail will meander another 660 feet southwest through the open space lot to ultimately connect with the multi-purpose trail along Eureka Road. The trail and easement is proposed to be at existing grade and to be "field fit" to minimize any tree impacts in the open space area. This trail will be publicly accessible from dawn to dusk.

The concept for the Strap Ravine trail is included in the Dry Creek Greenway and Granite Bay Community plans. The open space area along Strap Ravine is encumbered by an open space protection easement that limits public access, making a connection to Sierra College Boulevard to the west difficult. Furthermore, extending the trail to Sierra College Boulevard terminates in a mid-block location that does not provide any clear continuance of the trail beyond that point. If at some point a multi-purpose trail is constructed on the western side of Sierra College Boulevard in the City of Roseville, a pedestrian crossing at the signal would be required. The Greyhawk III proposal brings both multi-purpose trails to that intersection.

In addition to trails, sidewalks loop through the western portion of the site and connect through a pedestrian gate to Eureka Road. A pathway is provided in the middle of the eastern portion's loop road common area to also enhance community connectivity.

Water, Waste Water and Utilities

The development will be served by public water and sewer systems. San Juan Water District provides potable water to the project area and would provide water service to the project. The average annual

water demand is 34.7 acre-feet per year (AFY). From the 12-inch water lines in Sierra College Boulevard and Eureka Road, water lines would extend into the project site within the roadways. On-site water lines, 8 inches in diameter, would provide both potable water and water for fire suppression.

The project would generate a peak daily flow of .10 million gallons per day (mgd) and average dry weather flow (ADWF) of 13,680_ gallons per day (gpd). An existing 18-inch trunk main, running east-west, is located along the northern portion of the site in a 20-foot wide easement. Flows from the project will be conveyed to the 18-inch trunk main through gravity lines that follow the alignment of the roadways.

West of the site, the 18-inch trunk main connects to the existing sewer collection system and flows would be conveyed through regional transmission facilities to the Dry Creek Wastewater Treatment Plant. The project would be required to annex into Placer County Sewer Maintenance District No. 2 (SMD-2) and connect to the South Placer Municipal Utility District (SPMUD) public sewer collection system. Placer County has an existing agreement with SPMUD to convey wastewater through a short segment of their collection system. All sewer improvements would be consistent with the South Placer Regional Wastewater and Recycled Water Systems Evaluation.

Electric, gas and telecommunication services are available and adequate. The site is within the service area of Pacific Gas & Electric (PG&E) for electric service and natural gas.

Other Public Facilities

Fire. The project site is located within the South Placer Fire District (SPFD). The closest fire station to the site is Station 15, located at 4650 East Roseville Parkway 1.1 miles to the southeast. SPFD has reviewed the application and has determined that the property has appropriate access for fire and rescue vehicles.

Schools. The project is served by two school districts: the Eureka Union School District (grades K-8) and the Roseville Joint Union High School District (grades 9-12).

Law Enforcement. The Placer County Sheriff's Department and the California Highway Patrol (CHP) provide law enforcement services to the project site. Law enforcement will be provided by the Sheriff's Department while traffic related enforcement services would be provided by the CHP.

Solid Waste. Solid waste will be collected by Recology Auburn Placer, a private collection firm, and transported to the Western Placer Waste Management Authority's Western Regional Sanitary Landfill located north of the City of Roseville.

Off and On-Site Improvements

The project will be constructed in two phases. Each of the two portions, east and west, with their differing product types will be a separate phase. Market conditions will dictate the order of the phase construction. If the east portion serves as the first phase, the required drainage and water infrastructure, along with the required EVA to Sierra College Boulevard, will be provided within the west portion of the project.

If the west portion serves as the first phase, then the required entry road, entry gate, detention basin area, as well as the required sewer connection to the existing 18" sewer line along the north side of the project will be provided within the east portion of the project. In either case, two points of access and the required supporting infrastructure will be constructed to accommodate the site's development.

Approximately 14.6 acres of the site will be graded to construct the project. Both mass and fine grading will be required to construct streets, home sites, and trenching for installation of infrastructure. Earthwork

will include approximately 63,000 cubic yards of cut and 47,000 cubic yards of fill with a net site export of 16,000 cubic yards of excess material.

Rezoning Request

The applicant is requesting a rezoning of the eastern parcel of the project site from RS-B-40 PD = 2.0 (Residential Single Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre) to RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre). The proposed zoning matches the zoning of the Greyhawk II project north of the site.

The Placer County General Plan and the Granite Bay Community Plan land use designation for this parcel of Low Density Residential with a minimum of .4 to .9 acres per dwelling unit would remain unchanged. With the proposed zoning, 28 residential units would be constructed at a density of .41 units per acre. The proposed density is consistent with the density established by the land use designation (.4 to .9 acres per dwelling unit). The zoning on the western parcel, CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor), would remain unchanged.

SUMMARY OF ENVIRONMENTAL CONDITIONS

Biological Resources

Two vegetation communities have been identified on-site: Annual grassland and oak woodland. The annual grassland community occurs in the west, north, and east portions of the site. Oak woodland occurs in the center of the site. The dominant tree species in this community are blue oak, interior live oak, Valley oak, and gray pine.

A Special-Status Species Assessment for the property was prepared by ECORP Consulting, Inc. in August 2012. During a July 2012 field assessment, plants and animals observed on the site were listed, habitat types were determined, and the potential for the site to support special-status species known from the region was assessed. Gibson & Skordal, LLC (now Madrone Ecological Consulting) provided an updated regulatory status and biological resources summary for the project site in August 2015.

No threatened or endangered plant or animal species were observed during the biological field surveys. Based upon the vegetation communities, habitats, and current project site conditions there are several potentially occurring special-status species for the project site.

Northern harrier, Cooper's hawk, burrowing owl, loggerhead shrike, and tricolored blackbird may nest and forage on-site. Sharp-shinned hawk and Merlin may utilize the site for foraging. Special-status mammals/bats may roost or forage on-site. These include yuma myotis, silverhaired bat, hoary bat, western red bat, Townsend's big-eared bat, and pallid bat. Additionally, the project site may provide marginally suitable foraging habitat for Swainson's hawk.

Although nesting of these species within the project site is highly unlikely, implementation of pre-construction surveys has been recommended to avoid any potential disturbance of these species, should they occur on site. If tree removal activities take place during the associated breeding/nesting season (typically March 1 through August 31), disturbance of nesting activities could occur. Necessary tree removal should occur outside of the typical nesting season for raptors and other bird species. If tree removal must occur at any time during the typical nesting season, the biology report recommends that a pre-construction survey should be implemented by a qualified biologist.

Mitigation has been identified for each of the impacts identified above and conditions of approval are included to reflect the recommendations found in the biological reports. With implementation of the mitigation measures identified, impacts to special status plants and wildlife would be reduced to a less-than-significant level.

Floodplain and Wetlands

The Strap Ravine floodplain does not extend into the project site. Wetlands on the property were mapped in 2012. The wetland delineation survey identified 0.816 acre of jurisdictional waters of the United States on-site. This included seasonal wetlands (0.504 acre), seasonal wetland swales (0.036 acre), and intermittent drainage (0.276 acre).

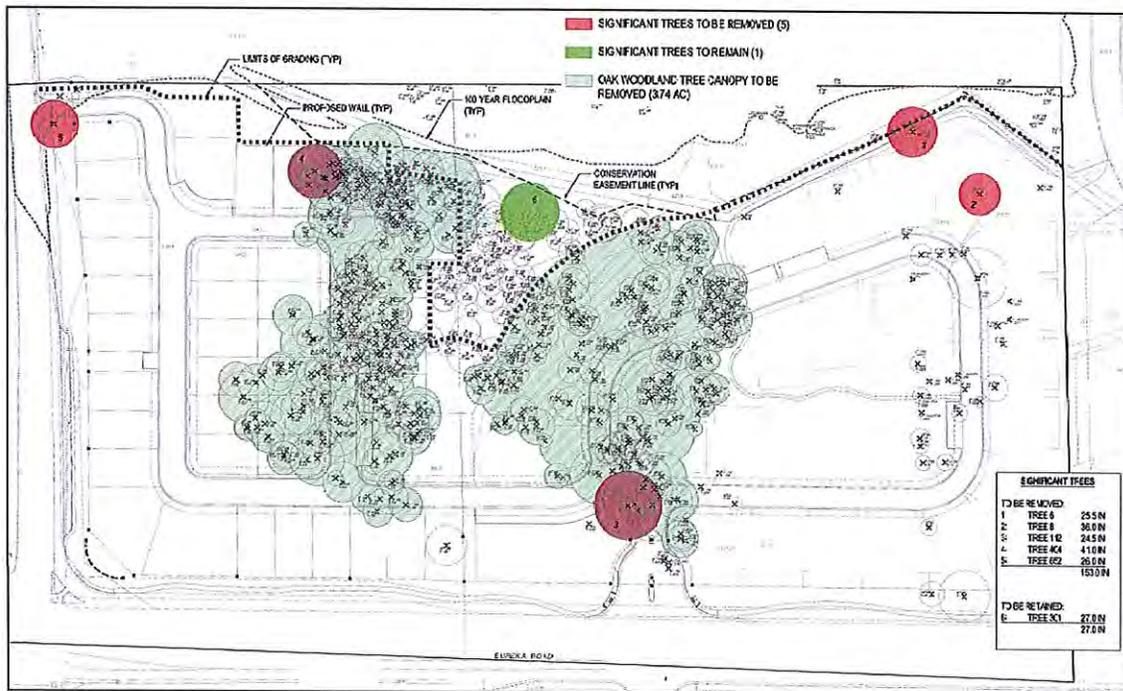
On August 22, 2014, as part of the Eureka Road Widening project, the U.S. Army Corps of Engineers Regulatory Division authorized the permanent loss of approximately 0.208 acres of seasonal wetlands and 0.276 acres of intermittent stream. The wetlands authorized for fill under this permit have been filled and wetland mitigation credits required by the permit have been purchased. As a condition of this permit, Patterson Family Trust was required to establish and maintain a 2.00-acre preserve containing 0.332 acres of jurisdictional waters of the United States. These wetlands are within the open space preserve shown on the Tentative Map. No additional wetlands are present elsewhere within the project site.

Trees

In December 2015, engineering and surveying firm Morton & Pitalo, Inc. assessed the proposed project's impact on oak woodland by superimposing the development footprint on the mapping of oak woodland on site. The overlay included all proposed residences and structures, roads, utilities/facilities, and graded areas plus a minimum 50-foot buffer, except those areas within the open space preservation areas that will not be disturbed.

Morton & Pitalo determined the project would require the removal of, or impact to, 3.74 acres of oak woodland (Figure below). In addition, five significant native oaks (greater than 24 inches in diameter at breast height (DBH) or clumps greater than 72 inches in circumference measured at ground level) proposed to be removed have a combined DBH of 153 inches.

To mitigate for the loss of oak woodlands as discussed in the Mitigated Negative Declaration prepared for the project, the applicant must mitigate for the loss of oak woodland at a 2:1 ratio through a fee payment or off-site conservation. Removal of significant trees requires additional mitigation of \$100 per-inch DBH removed.



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Cultural Resources

The presence of cultural resources on the project site was determined through a record search, Native American Heritage Commission (NAHC) inquiry, and pedestrian surveys of the property. Record searches and the survey did not identify any archaeological resources on the site.

While no cultural resources or human remains are known to be buried at the project site, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered resources or human remains. Therefore, implementation of standard cultural resource construction mitigation would ensure that this impact is less than significant.

Paleontological Resources

The project site is located within an area that has a rating of medium sensitivity for paleontological resources. While no fossils were observed during a 2007 field survey performed by Cogstone Resource Management Inc. prior to the Eureka Road Widening Project was approved, paleontological resources may exist on a site obscured by vegetation or historic activities, leaving no surface evidence.

In November 2015, excavations for the widening of Eureka Road on the southern edge the project site encountered a large specimen of petrified wood, roughly 1.5 feet in diameter, at 6 to 8 feet below the surface. Work was stopped and the petrified wood was removed under the supervision of the County and Consulting Archeologist Ric Windmiller. The backhoe operator removed the tree remnant after the matrix surrounding the tree trunk was examined for archaeological deposits and any other evidence of man associated with the petrified trunk. The piece was secured against theft and was given to Placer County where it is on public display along with information on its discovery.

Kenneth L. Finger, PhD, Consulting Paleontologist, peer-reviewed the Cogstone report in November 2015. Due to the discovery of the petrified wood, Finger classified the site as having a high paleontological potential and sensitivity. Finger recommended paleontological monitoring of earth-disturbing construction activities because the recently discovered petrified wood is considered a significant paleontological resource.

Finger went on to recommend that if any large specimens of petrified wood or any vertebrate fossils are unearthed by future construction, all work in the immediate vicinity of the find is to cease or be diverted until a paleontologist evaluates the find and, if it is deemed significant, completes its salvage. If large, heavy specimens are present, it would be mutually advantageous for the construction crew to assist in their removal and placement away from the path of the excavations. Any fossils collected from the project site could then be deposited in an accredited and permanent scientific institution where they will be properly curated and preserved for the benefit of current and future generations.

Implementation of Finger's proposed mitigation measures, derived from the guidelines of the Society of Vertebrate Paleontologists, would reduce the potentially significant adverse environmental impact of project-related ground disturbance and earth-moving on paleontological resources to a less-than-significant level by allowing for the salvage of fossil remains and associated specimen data and corresponding geologic and geographic site data that otherwise might be lost to earth-moving and to unauthorized fossil collecting.

Project Traffic

A Traffic Impact Analysis (TIA) was conducted for the project by KD Anderson & Associates, Inc. in February 2016. The traffic analysis identifies potential impacts to existing and future traffic with the addition of the proposed project's trips. The analysis takes into consideration existing vehicle trips associated with Granite Bay High School. The proposed project lies within Placer County and is being processed through the County; however, Sierra College Boulevard adjoining the project is within the

jurisdiction of the City of Roseville and the standards of significance accepted by the City were used for City streets/intersections within the study area.

The TIA determined that the project will generate 523 daily trips with 40 trips during the a.m. peak hour and 51 p.m. peak hour trips at the time of full build-out. Development of the proposed project will not result in Levels of Service in excess of the minimum standards of the County and the City of Roseville based on overall Level of Service. No mitigations are required based on these thresholds.

A comment was made at the April 13, 2016 Granite Bay Municipal Advisory Committee meeting that the traffic volume data utilized in the traffic impact analysis was collected on a day when Granite Bay High School (GBHS) had a "collaboration day" in which the school day begins at 8:45 a.m. rather than the normal 7:45 a.m. start. Therefore, the traffic counts may not be "typical" and would impact the traffic study's conclusions.

In response to this comment, the property owner engaged KD Anderson & Associates, Inc. to obtain counts on a "non-collaboration day" at GBHS, and the results of the analysis are provided in Attachment H. The traffic counts were conducted on April 19, 2016 and the analysis shows 10 additional trips in the highest a.m. peak hour and an improved LOS at the Greyhawk Drive/Eureka Road intersection with fewer eastbound left hand turning movements from Greyhawk Drive onto Eureka Road. The resulting Level of Service and average delay calculated using the original data was worse than that determined from new data collected when the school was in normal session. According to KD Anderson & Associates, Inc., the results of traffic impact analysis using the newer data would yield conditions that would be the same or better than those presented in the February 2016 Greyhawk III traffic study, and the report's conclusions regarding the project's impacts and mitigation measures remain valid.

Development of the project will result in a decrease in traffic volumes at the study intersections within Placer County compared to site development under current zoning designations. A review of the Traffic Analysis Zone (TAZ) in the County's traffic model indicates that the proposed project will replace about 68,000 square feet of office or commercial space that could be developed on the western portion of the site. The underlying commercial use generates 890 daily trips, with 114 trips occurring in the a.m. peak hour and 108 trips generated in the p.m. peak hour.

Seven intersections and two roadway segments in close proximity to the project where possible significant cumulative impacts might be likely were chosen to be analyzed. Under Placer County guidelines, the incremental change in overall delay and satisfaction of signal warrants are the criteria used to determine significance when Level of Service (LOS) exceeds standards with and without the project.

The addition of project traffic will incrementally increase the length of delays occurring at study intersections within the county. However, the addition of project traffic does not result in any analyzed intersections operating at a Level of Service which exceeds the minimum established County standards during the AM or PM peak hour except for the Eureka Road/Greyhawk Drive intersection. Study intersections within the City of Roseville will experience relatively little effect from the addition of project traffic to the network and therefore were found to be less than significant. Impacts at intersections closest to the project are discussed below.

The **Eureka Road/Greyhawk Drive intersection** will continue to operate with long delays in the a.m. peak hour, and the overall Level of Service will be LOS F with and without the addition of project-related traffic. In this case the significance of the project's impact is determined based on the incremental change in overall delay. The change resulting from the project is 1.5 seconds. Because this increment is less than the 2.5 second increment permitted under the County's Methodology of Assessment, the project's impact was deemed not significant.

At the **Eureka Road/Pavilions driveway**, the project would reduce the overall delay in the p.m. peak hour by 4.4 seconds compared to the condition with commercial development but increase the delay by 4.3 seconds compared to a condition where no site development occurs. The 4.3 second change exceeds the 2.5 second permissible increment. However, traffic signal warrants are not satisfied, and under Placer County methodology, the project's impact is not significant at this location.

At the **Eureka Road/Hillsborough Drive intersection**, the project would reduce the overall delay by 32.2 seconds in the a.m. peak hour and 6.0 seconds in the p.m. peak hour compared to the condition with commercial development but increase the delay by 8.2 seconds and 3.1 seconds compared to a condition where no site development occurs. The change exceeds the 2.5 second permissible increment. However, traffic signal warrants are not satisfied, and under Placer County methodology the project's impact was deemed not significant at this location.

The project will incrementally add traffic to the southbound left turn at the **Sierra College Boulevard/Eureka Road intersection**. However, the amount of traffic is small and this additional traffic would not appreciably affect current queueing according to the TIA.

Cumulative No Project Traffic

Updated traffic volume forecasts for the Year 2030 have been included in the Traffic Impact Analysis via the Granite Bay Cumulative Circulation Study (GBCCS). The GBCCS indicates that five intersections in the Granite Bay Community Plan area will operate with Levels of Service that exceed adopted minimum standards if approved or pending projects are completed. The GBCCS recommends capital improvement options and resulting Level of Service at these locations that are projected to operate with deficient Levels of Service. The following identified improvements would result in compliance with current LOS polices.

- **Barton Road/Cavitt Stallman Road intersection.** Installation of a traffic signal or roundabout would yield LOS B.
- **Sierra College Boulevard/Cavitt Stallman Road intersection.** A partial traffic signal would yield LOS A but could negatively affect through-traffic on Sierra College Boulevard.
- **Douglas Boulevard/Quail Oaks Drive/Woodgrove Way intersection.** Prohibit left turns and cross traffic but permit left turns from Douglas Boulevard onto each street.
- **Douglas Boulevard/Barton Road intersection.** Widen Douglas Boulevard to provide a separate eastbound right turn lane and widening the north leg of the intersection to provide a third southbound lane. Coordinating the operation of the traffic signal signals along Douglas Boulevard would result in a LOS D.
- **Eureka Road/Greyhawk Drive intersection.** This intersection is projected to have an overall Level of Service F operation in the morning. A traffic signal will yield LOS A.

These improvements are not fully addressed by the existing fee program, and their inclusion in the fee program is needed whether the Greyhawk III project proceeds or not.

Cumulative Plus Project Traffic

The traffic study analyzed the peak hour Levels of Service under the cumulative conditions with the proposed project. As the background traffic volume at the analyzed intersections increases in the future, the length of delays for motorists will increase. The addition of project traffic to the cumulative traffic at the cumulative plus project study intersections along Sierra College Boulevard does not result in the operation of an intersection at a Level of Service that exceeds the County's minimum established standards.

All intersections on Eureka Road included in the cumulative plus project analysis are projected to operate with an overall Level of Service that will exceed the LOS C standard. Significance of the project's impacts is based on the incremental change in delay and the satisfaction of the traffic signal warrants. At the Eureka Road intersection with the Pavilions driveway and Hillsborough Drive, the project exceeds the 2.5 second increment of delay; however, they do not meet signal warrants. At the intersection with Greyhawk Drive, the project's incremental change in delay is less than the permissible 2.5 second increment. Based on the County's Methodology of Assessment, the project's impacts to these intersections are considered less than significant.

For potential cumulative traffic impacts within the Granite Bay Community Plan area, the Community Plan includes a fully-funded Capital Improvement Program, which with payment of traffic mitigation fees for the ultimate construction of the CIP improvements, would help reduce the cumulative traffic impacts to less than significant levels. For intersections within the City of Roseville along Sierra College Boulevard, Placer County is a participant in the South Placer Regional Transportation Authority (Joint Powers Authority) to fund specified regional transportation project including Sierra College Boulevard.

Greyhawk III will contribute its fair share to the cost of regional improvements by paying the fees in place when building permits are obtained. This reduces the proposed project's impacts associated with increases in traffic to a less than significant level.

Noise

For transportation noise sources in residential areas, Placer County establishes a noise level criterion of 60 dB or less in outdoor activity areas, and 45 dB or less for interior noise levels. An Environmental Noise Assessment (ENA) for the project was conducted by j.c. brennan & associates, Inc. in February 2015. The ENA report concluded that the predicted future noise levels (cumulative plus project) at the residential units located adjacent to Sierra College Boulevard and Eureka Road would be exposed to future traffic noise that exceed the Placer County General Plan exterior noise level standard of 60 dB. j.c. brennan & associates recommended noise reduction measures at these locations.

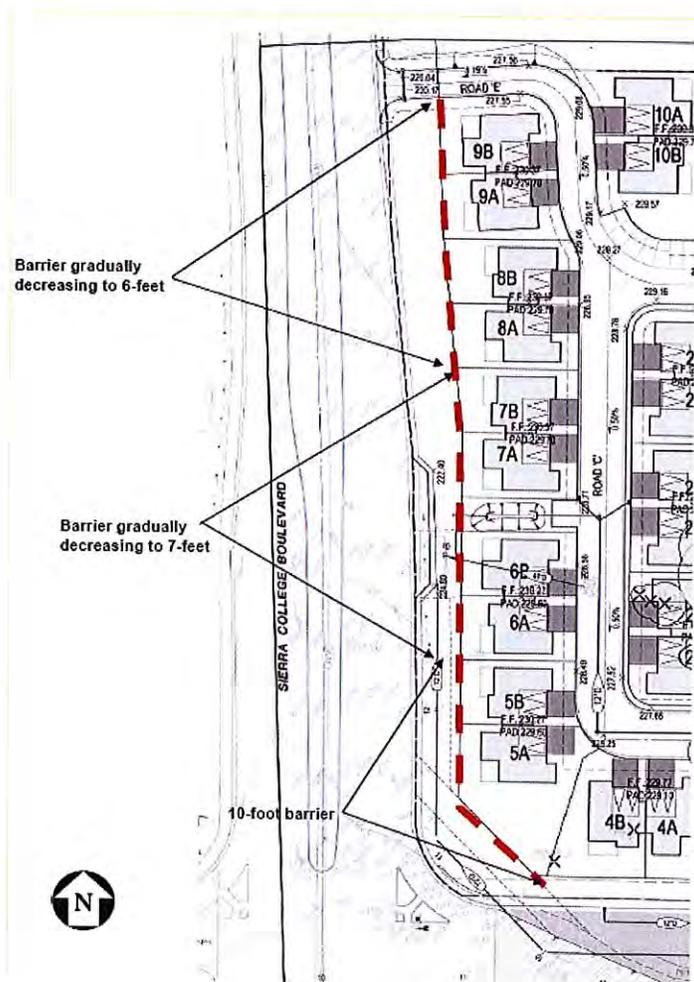
The Noise Element does allow an exterior noise level up to 65 dB where it is not possible to reduce noise in outdoor activity areas to 60 dB or less using a practical application of the best-available noise reduction measures provided that available exterior noise level reduction measures have been implemented.

Standard construction practices, consistent with the uniform building code typically provides an exterior-to-interior noise level reduction of approximately 25 dB, assuming that air conditioning is included for each unit allowing residents to close windows for the required acoustical isolation. Therefore, as long as exterior noise levels at the building facades do not exceed 70 dB, the interior noise levels will typically comply with the interior noise level standard of 45 dB.

Further analysis by j.c. brennan & associates was conducted in November 2015 after grading plans for the site were refined. A new sound barrier analysis indicated that a barrier 10-feet in height would be required at the south end of the site and gradually decreasing to 6-feet at the north end of the site along Sierra College Boulevard (see Figure below). A 6-foot tall noise barrier along Eureka Road is also proposed. The noise barrier heights would comply with the 60 dB noise level criterion, and are also the minimum heights which are required to break line-of-sight to all roadway noise sources. Terracing and landscaping is proposed to reduce the visual impact of the noise barriers.

Sound walls and berms do not shield second floor building facades where noise levels are typically higher. Exterior noise levels at the second floor facades facing Sierra College Boulevard were predicted to be 72 dB. Based upon typical exterior-to-interior noise level reductions, interior noise levels are predicted to be 47 dB, exceeding the County standard of 45 dB. Therefore, additional interior noise control measures are required such as a higher sound transmission class rating in windows in all second floor facades of units facing Sierra College Boulevard. These enhanced acoustical attributes on rear and side walls and

windows, seals on all second floor facades of units facing Sierra College Boulevard, and central air conditioning in units 1A through 9B was recommended by the ENA.



Although an increase in noise levels will most likely result from the typical construction phases of any development, these limited durations of noise impacts from the project would not cause significant impacts beyond the minor inconvenience during construction. Project construction is required to comply with the construction hours contained in the Granite Bay Community Plan Health and Safety section. Construction is only permitted to occur Monday thru Friday 6 a.m. to 8 p.m. (during daylight savings time), 7 a.m. until 8 p.m. (during standard time), and Saturdays 8 a.m. to 6 p.m.

Mitigation measures identified in the Mitigated Negative Declaration prepared for the project are designed to ensure noise impacts would be less than significant. The mitigation measures would be required as conditions of project approval.

Stormwater Management

The applicant has worked closely with staff to minimize imperviousness onsite. Development of the project will require installation of on-site drainage facilities and alteration of site topography. The Project will add approximately 8.5_ acres of impervious surfaces. Drainage facilities have been sized to avoid increases in peak water flow and surface water elevation both upstream and downstream for the 100-year storm event.

A preliminary drainage report was prepared by the applicant's engineer. The site is divided into two sub-watershed areas. The northern onsite shed drains directly into Strap Ravine to the north. The southern site shed drains through the three existing 60 inch culverts under Sierra College Boulevard and eventually into Strap Ravine. Strap Ravine and its tributaries flow to Linda Creek and are within the Dry Creek Watershed which is part of the Sacramento River Basin.

The proposed drainage system will consist of a pipe network with drain inlets, manholes, pipes, and detention basins. The drainage system will pick up on-site drainage as well as off-site drainage and route the drainage through the site and then release the consolidated flows at the current outlet point on the western side of the property under Sierra College. The northern shed will remain mostly undeveloped and unchanged draining directly into Strap Ravine.

The post-development peak flows are decreased by approximately 0.4 and 1.3 cubic feet per second for the 10 and 100 year storm events, respectively. The project site is not located in an area identified in the Granite Bay Community Plan as recommended for local stormwater detention. However, the project proposes the construction of two detention/water quality basins to ensure that the quantity of the post-development peak flow from the project is, at a minimum, no more than the pre-development peak flow.

The overall on-site watershed runoff continues to be conveyed to the same existing discharge points as the pre-development condition and ultimately into the same existing watershed leaving the site. The post-development project flows identified in the drainage report indicate that there will not be any increase in downstream flows from pre-development levels.

DISCUSSION OF ISSUES

Community Plan/Zoning

The western 8.9 acre parcel (7.01 acres net) of the project is zoned for commercial development (CPD-Dc). The Placer County Zoning Ordinance allows multi-family dwellings in the CPD-DC district with a Conditional Use Permit. Where zoning allows, the Granite Bay Community Plan limits residential uses in commercial zones to a maximum of 10 dwelling units per acre. The project proposes 22 attached residential halfplex lots for a total of 44 dwelling units and a gross density of 4.94 dwelling units per acre (6.28 dwelling units per net acre).

The project also proposes to change the zoning on the eastern parcel of the project site from RS-B-40 PD = 2 (Residential Single Family, minimum Building Site of 40,000 square feet combining Planned Residential Development of 2.0 units per acre) to RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre). The new minimum building site and PD designation allow increased density on the site. The proposed new zoning also matches that of the similar and adjacent Greyhawk II project.

The General Plan designates the eastern portion of the project site as Low Density Residential with a minimum of .4 to .9 acres per dwelling unit. Under the proposed project, a total of 28 single family residential units would be constructed at a density of .41 units per acre (gross acres/24 units). Therefore the proposed density is consistent with the density established by the General Plan Low Density Residential Land Use designation.

Setbacks and Buffering

The closest existing development is along the shared property line with the Greyhawk subdivision on the east. Setbacks and design measures are proposed to protect the existing residential neighborhood. The building setbacks along the eastern property line range from 22 feet (one corner of unit 6) to 30 feet on Units 7 through 10. Residences along Greyhawk Drive are as close as 20 feet from the property line. While Units 7 and 8 are slightly elevated compared to the residences in Greyhawk behind them, the Greyhawk Drive residences have a large rear setback. Where the Greyhawk Drive residences are closer to the property line, the units in Greyhawk III (units 9 and 10) are lower in elevation due to the grading

planned for the site. A privacy fence will separate the two developments. With these design measures, the project is consistent with key goals of the Community Plan's Land Use chapter including Goal 2 which requires compatibility among neighboring land uses.

Planned Residential Development - Eastern Portion

The eastern parcel of the project site is proposed as a Planned Residential Development (PD). The County's PD regulations offer a degree of flexibility to depart from existing zoning requirements in exchange for fulfilling an established set of planning criteria. A PD allows creativity in land planning, site design, and the protection of environmentally sensitive lands not possible with conventional subdivision and land development practices. Although PDs allow for greater flexibility, they are not permitted to circumvent the intent and purposes of zoning regulations, nor may they be inconsistent with the General Plan or Community Plan.

The parcel's current PD designation of 2.0 allows for two units per net acreage (9.957 acres) of the site or 20 units but is capped at 14 units by the base zoning of RS-B-40. Rezoning of this portion of the project site to RS-B-18-PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre) has been requested by the applicant. The minimum building site change and new PD designation would allow for greater density.

**Eastern Portion
Existing and Proposed Land Use Designation and Zoning**

Existing/Proposed Land Use and Zoning	Notes
Existing and Proposed Land Use Designation: <i>Low Density Residential .4 to .9 acres per dwelling unit</i>	<p style="text-align: center;"><i>13 to 29 units permitted .41 acres per dwelling unit proposed (11.65 gross acres / 28 units)</i></p>
Current Zoning: <i>RS-B-40-PD = 2.0</i>	<p style="text-align: center;"><i>Units allowed by base zoning (RS-B-40)= 9.65 (buildable sq.ft. after standard deductions / 40,000 sq.ft.)</i></p> <p style="text-align: center;"><i>Number of units in PD capped at 14.48 units (1.5 times that allowed under RS-B-40 zoning of 9.65 units)</i></p> <p style="text-align: center;"><i>PD = 2.0: Allows 2.0 units per net acreage (9.957 acres) of site (19.91 units) but is capped at 14 due to base zoning</i></p>
Proposed Zoning: <i>RS-B-18-PD = 2.8</i>	<p style="text-align: center;"><i>Units allowed by base zoning (RS-B-18)= 21.46 (buildable sq.ft. after standard deductions / 18,000 sq.ft.)</i></p> <p style="text-align: center;"><i>Number of units in PD capped at 32.19 units (1.5 times that allowed under RS-B-18 zoning of 21.46 units)</i></p> <p style="text-align: center;"><i>PD = 2.8: Allows 2.8 units per net acreage (9.957 acres) of site (27.88 units)</i></p> <p style="text-align: center;"><i>PD also allows density bonus for open space provided (35 percent bonus = Base of 21.46 + 7.51 units for a total of 28.97 units)</i></p> <p style="text-align: center;">28 Units Proposed</p>

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The proposed new base zoning of the site (RS-B-18) allows for 21.46 units. Under the PD regulations, the applicant at a minimum must set aside 20 percent of the site's buildable acreage (1.99 acres) as open space and receives a five percent density bonus equal to 1.07 units.

The applicant is also eligible for one percent bonus density for each percentage over 20 percent that is set aside as open space, up to a maximum 30 percent density bonus for open space. The proposal includes 5.5 acres of open space, or 55 percent of the eastern portion of the project site. With 55 percent open space provided, the applicant is eligible for the full 30 percent open space density bonus: 6.44 bonus units. By meeting both the minimum and maximum open space bonus densities, a total of 7.51 bonus units are allowed over the 21.46 lots allowed under the base zoning for a total of 28.97 units. Twenty-eight units are proposed.

Project Design

Since the project applicant will not be the builder of the residences, the architectural design or size of the units to be constructed has not been determined. Because of the considerable visibility of the proposed residences from both Sierra College Boulevard and Eureka Road, high-quality residential design is required.

The Granite Bay Community Plan Community Design chapter requires new infill construction to be compatible in form, massing, height, set-backs, lot coverage, building materials, design, and orientation to the existing neighborhood context. Design principles in the Plan also advocate for corner buildings to respond to both street frontages with a frontal appearance along both sides and for building design to contribute to an attractive streetscape that prevents visual monotony.

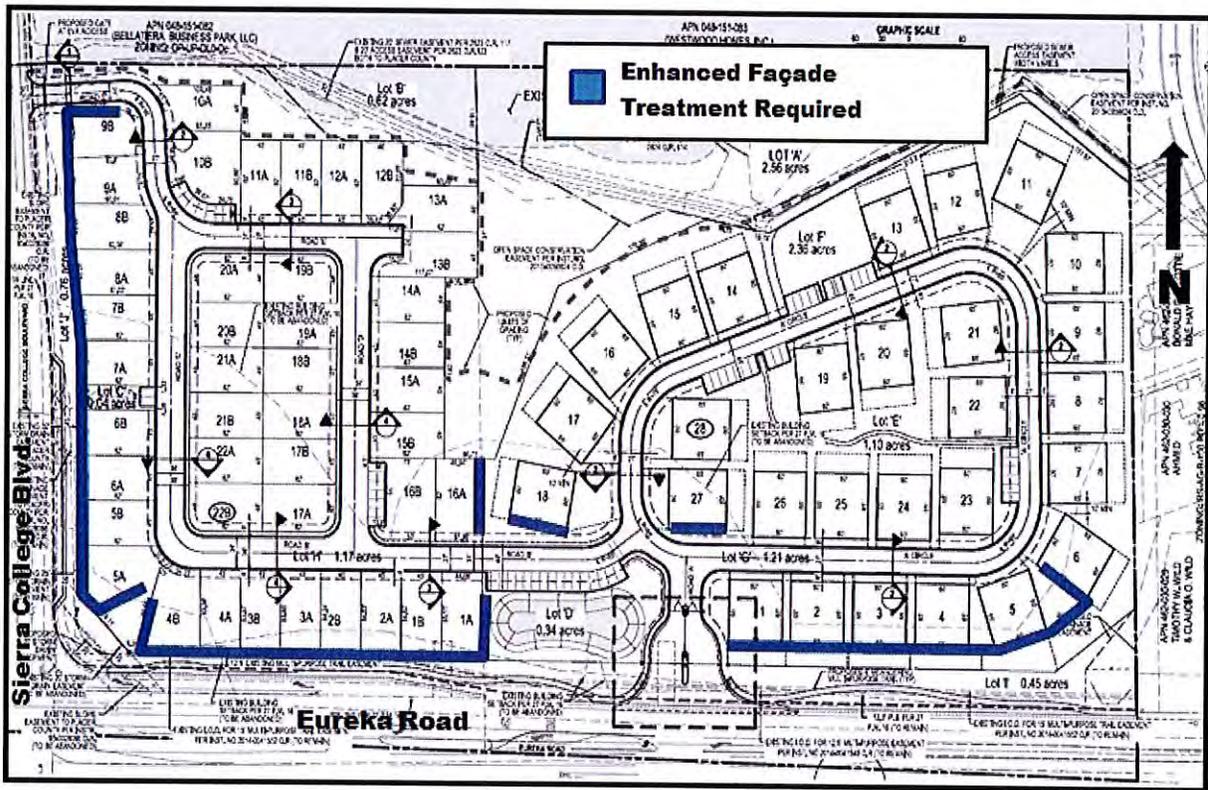
The western parcel of the site has a design review (design corridor –Dc) combining district designation (CPD-Dc). According to Zoning Ordinance Section 17.52.070, the design review combining district is used to provide special regulations to protect and enhance the aesthetic character of lands and buildings within public view; to minimize any adverse impacts of conflicting land uses; and to provide special project review procedures for lands and uses which by their nature require special attention to community character and visual quality. No construction within a design review combining district is allowed before obtaining design review approval. Furthermore, no building permit for a project subject to design review can be issued before design review approval, or contrary to any conditions of Design Review Committee approval.

While the western portion of the site is required to obtain design review approval due to its zoning, the eastern portion does not. Since the design of the residences is not known, staff cannot make findings of consistency with the Community Plan design guidelines and principals. Therefore, the project has been conditioned so that residential designs and other features on the entire project site obtain approval by the County's Design Review Committee prior to construction on the site.

Design review includes, but is not limited to, review of proposed building arrangements, setbacks, walls and fences, building exterior appearance, off-street parking, grading, drainage, circulation (including pedestrian and bicycle circulation), landscaping, lighting, and signs. A design review permit is required for the proposed development to ensure the dimensions, colors, materials, architectural elevations, design and placement of the physical characteristics of the project are in compliance with the Granite Bay Community Plan design guidelines and land use policies.

Enhanced Facade Design. Highly visible residences along Sierra College Boulevard, Eureka Road, and at the project entrance will be required to have enhanced facades that may include a combination of varied roof forms, façade element breaks, second-story balconies, a combination of horizontal and vertical elements, a combination of sheathing materials, enhanced windows, shutters, accents, or other details to provide visual interest. The locations of these units and designated facades are identified on the Figure below. Residential units on the proposed 'enhanced façade lots' in the Figure deemed not

visible from Sierra College Boulevard or Eureka Road, i.e. a one-story design screened by the proposed wood fence or sound wall, would not be required to comply with the enhanced façade requirement.



Residence Height. On the western portion of the project site, development standards for the Commercial Planned Development (CPD) zoning district, section 17.20.010 of the Zoning Ordinance, provides for a height limit of 50 feet. There is a 30 foot height limit in the Residential Single-Family (RS) zoning district on the eastern portion of the project site. Since there are no three-story, multi-family developments within the Community Plan area, three-story residential structures on the western portion of the property would not be appropriate. The halfplex units will be limited to two-stories and 36 feet in maximum height ((equal to the height allowed in the Residential Multi-Family (RM) zoning district)) to avoid the appearance of imposing structures at this highly-visible corner. The project has been conditioned to this effect.

Common Area Element Design. The final design and alignment of the proposed sound wall, entryway features, fencing, and common area elements such as the tot lot and landscaping will also require County Design Review Committee approval. For example, the proposed sound wall as shown on the Tentative Map and preliminary Landscape Plan does not comply with the County’s Landscape Design Guidelines that requires more articulation. According to the Guidelines, “all new sound walls, masonry walls, retaining walls or fences 50 feet in length or longer, and four feet in height or taller, shall be designed to minimize visual monotony through changes in plane, height, material or material texture or significant landscape massing. Appropriate methods of articulations include a combination of regularly spaced columns, a defined base and cap, providing more than one color or material, and/or altering the height of the wall. Pop-outs or recessed areas that provide planting areas should be installed every 25 to 50 feet of walled areas to ‘break-up’ the wall massing.”

Residential Unit Occupancy

Concerns were raised at the January MAC meeting by some neighbors over whether the halfplex units proposed would be rentals or for-sale. The County can only control the type of unit being constructed (i.e., detached single-family, multi-family, mobile or manufactured home, etc.) and not the occupant of the property (renter vs owner). Multi-family residential is a land use type and includes both rentals and owner-occupied units by definition in the Zoning Ordinance:

“Multifamily dwellings” (land use) means and includes: (1) a building or a portion of a building used and/or designed as residences for two or more families living independently of each other, or (2) two or more detached single-family dwellings on a single lot where all of the single-family dwellings and the lot are under common ownership, provided that one of the units is not a secondary dwelling. Includes: halfplex structures (a halfplex is a single dwelling unit that is half of a two-unit building where a property line separates the two units), duplexes, triplexes, and fourplexes (detached buildings under one ownership with two, three, or four dwelling units (respectively) in the same building) and apartments (five or more units under one ownership in a single building); common ownership, attached unit projects such as condominiums and townhouses; and rooming and boarding houses (single dwellings where bedrooms are rented to five or more people and at least one common meal is offered each day). The boarding of four or fewer renters is not considered to be a land use different from a single-family dwelling.

The applicant may choose to deed restrict a unit or units to owner-occupancy. Enforcement of this provision would be the responsibility of a homeowner's association.

Traffic and Access

Due to existing traffic congestion, particularly in the morning, concerns were raised about the alignment of the Eureka Road project entryway with Hillsborough Drive to the south. The Eureka Road/Hillsborough Drive intersection is a full-access tee intersection (left and right turns onto Eureka are allowed) with a stop sign on Hillsborough Drive. Full access to/from the Greyhawk III project at the intersection is proposed. In the morning, delays occur along Eureka Road attributable to traffic heading to Granite Bay High School and there will be an increase in traffic delay with the project. However, the Hillsborough Drive intersection will not carry traffic volumes that would justify a traffic signal or a four-way stop sign.

Placer County staff worked with the applicant to optimize access to the project. County road standards and access management guidelines are in place to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Property access points are designed and permitted within the context of the number of roadways and driveways on both sides of the street within the vicinity of the proposed access point(s) and are not considered in isolation. Alternative access points along Eureka were discussed by staff but ultimately the Hillsborough Drive alignment was supported to minimize traffic conflicts.

It is desirable to minimize the number of conflict points created with existing roadways and driveways since more conflict points increase the risk of a crash occurring. The Granite Bay Pavilions project on the south side of Eureka Road has a full-access driveway midway between Hillsborough Drive and Sierra College Boulevard. Moving the Greyhawk III project entrance closer to Sierra College Boulevard would conflict with the Granite Bay Pavilions driveway and a turn lane into the project at this location would also conflict with the turn pockets on Eureka Road for traffic heading southbound on Sierra College Boulevard. Therefore, a full-access entryway closer to Sierra College Boulevard would be impractical. The proposed access design increases the spacing of entryways and reduces the number and variety of events to which drivers must respond. This translates into fewer accidents, travel time savings, and preservation of capacity.

The property owner is completing frontage improvements on Eureka Road that are consistent with the requirements of the Granite Bay Community Plan. This work has resulted in additional lanes on Eureka

Road east of Sierra College Blvd (i.e., two through lanes in each direction), and the expanded five lane westbound approach to the Sierra College Boulevard intersection provides dual left turn lanes, two through lanes and a separate right turn lane. A left turn pocket will be striped at the project entrance for eastbound Eureka Road vehicles as part of the Greyhawk III project.

According to the Traffic Impact Analysis, the project would increase the delay at the Eureka Road/Hillsborough Drive intersection by 8.2 seconds in the a.m. peak hour and 3.1 seconds in the p.m. peak hour compared to a condition where no site development occurs. The change exceeds the 2.5 second permissible increment but the traffic volume does not trigger the need for a traffic signal or four-way stop at this intersection.

Sierra College Boulevard Access. Members of the public have requested the project provide an entrance on Sierra College Boulevard to reduce traffic on Eureka Road. As proposed, the access on Sierra College Boulevard is for emergency vehicles only.

Sierra College Boulevard is a high speed, high volume facility classified as a Major Arterial in the Granite Bay Community Plan. These facilities function best with minimal side street or driveway interruptions. For this reason, Placer County and City of Roseville have committed to find alternative access locations on roadways where traffic volumes and speeds are typically lower in order to provide efficient transportation systems.

Additionally, if an access were to be allowed from the development site to Sierra College Boulevard, appropriate deceleration/acceleration facilities and turn restriction infrastructure would be necessary. For these two reasons, the developer has proposed, and the County supports and recommends, the current access design.

Gated Entry. The project is proposing a private gated access onto Eureka Road. According to the Granite Bay Community Plan Circulation Policy 28, a gate is allowed for subdivisions "directly assessed off a Major Arterial roadway" such as Sierra College Boulevard. Since access to Sierra College Boulevard is not ideal as discussed above, staff has determined that a gated entryway is appropriate for the project off of Eureka Road. As required in the Community Plan, unrestricted pedestrian access will be maintained from dawn to dusk into the neighborhood through a pedestrian gate.

The Traffic Impact Analysis considered the impacts of the gated access as it relates to the potential for vehicles to queue back from the gate onto Eureka Road. The gate is located approximately 90 feet from Eureka Road and the access pad is approximately 50 feet from the road, enough to accommodate two to four vehicles. The gated entrance design is wide enough to permit residents to bypass waiting visitor vehicles and travel directly to open the gate. It is anticipated that the majority of arriving traffic will turn left at the access on Eureka Road via the left turn lane. The p.m. Peak Hour inbound traffic forecast is 33 vehicles and the 95th percentile queue is less than approximately one vehicle. Because the gated entrance design allows for up to four vehicles to queue behind the gate as well as the access from a two-way left-turn lane, the likelihood of vehicles queuing onto Eureka Road because of the gate is insignificant.

GRANITE BAY MUNICIPAL ADVISORY COUNCIL:

Greyhawk III was presented to the Granite Bay Municipal Advisory Council (GBMAC) as an informational item on January 6, 2016. Project-related issues discussed by the MAC and the public included residential density, impacts to woodlands, traffic including the alignment with Hillsborough Drive and no direct access to Sierra College Boulevard, unit occupancy (rental vs. owner-occupied), building height, project layout and design, and residence design.

The GBMAC considered the project at its April 6, 2016 meeting. After presentations by County staff and the applicant, comments from the public, and deliberations, the MAC voted 6 to 0 to recommend denial. Project-related issues discussed at the MAC meeting included residential density, woodland impacts,

residential unit size and design, traffic and site access including the lack of sidewalks, the adequacy of the traffic study completed for the project, and compliance with the Community Plan's Planned Residential Development objectives. The recommendation letter from the MAC has been provided in Attachment J.

RECOMMENDATION:

Based upon the review by Staff and other relevant agencies, and the analysis contained in the Mitigated Negative Declaration, the Development Review Committee recommends that the Planning Commission make the following recommendations to the Board of Supervisors: 1) ADOPT the Mitigated Negative Declaration and Mitigation Monitoring Program for the Greyhawk III project as set forth in Attachment F; 2) APPROVE the Rezone as set forth in Attachment D; 3) APPROVE the Vesting Tentative Subdivision Map; and, 4) APPROVE the Conditional Use Permit for a Planned Residential Development and a Multi-family development in the CPD-Dc zoning district. These recommendations are subject to the findings below and recommended conditions of approval (Attachment E).

CEQA: Mitigated Negative Declaration Findings

1. A Mitigated Negative Declaration has been prepared for this project in compliance with CEQA. With the incorporation of all mitigation measures, all identified impacts will be reduced to less than significant levels. Mitigation measures include mitigation for removal and/or impacts to oak trees, wildlife and habitat, aesthetic impacts, impacts to cultural and paleontological resources, dust control and construction emissions, noise, use of best management practices to reduce erosion and water quality degradation, and conditions that require DRC review of project elements including building architecture, pedestrian circulation, and common area elements. A Mitigation Monitoring Program has been prepared and adopted for this project to ensure compliance with all mitigation measures.
2. There is no substantial evidence in the record that the project, as 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 custodian of records for the project is the Placer County Planning Services Director, 3091 County Center Drive, Suite 140, Auburn, CA 95603.

Rezoning:

1. The zoning, as amended through this action, is consistent with applicable policies and requirements of the Granite Bay Community Plan and is consistent with the land uses in the immediate area.
2. The proposed zoning would not represent spot zoning and would not be contrary to the orderly development of the area.

Vesting Tentative Subdivision Map:

1. The proposed phased subdivision, together with the provisions for its design and improvements, is consistent with the Granite Bay Community Plan, the Placer County General Plan and with applicable County Zoning Ordinances.
2. The site of the subdivision is physically suitable for the type and proposed density of development.

3. The project, with the recommended conditions, is compatible with the neighborhood and adequate provisions have been made for necessary public services and mitigation of potential environmental impacts.
4. The design and proposed improvements of the subdivision are not likely to cause substantial environmental damage or public health problems.
5. The roadways proposed for portions of this project are narrower than the County standard Plates 104 and 105. The reduced widths do not pose a threat to public health and safety. The narrower width of roadway will promote traffic calming and reduce the amount of impervious surface.

Conditional Use Permit:

1. The proposed use and development of the property with the provisions for its design and improvements is consistent with objectives, policies, general land uses and programs as specified in the Placer County General Plan and the Granite Bay Community Plan as well as with all applicable provisions of the Placer County Code. These include consistency with goals and policies relating to the use of Planned Residential Developments to retain/protect natural features on site and construction of multi-family dwellings in the CPD-Dc zoning district.
2. The establishment, maintenance or operation of the Greyhawk III development will not be detrimental to the health, safety, and general welfare of people residing or working in the neighborhood of the proposed use, and will not be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the County in that the proposed residential land use is compatible with the adjacent residential uses.
3. The design and density of the project are consistent and compatible with the character of the immediate neighborhood and will not be contrary to its orderly development.
4. The proposed use will not generate a volume of traffic beyond the capacity of roads providing access to the use, consistent with the applicable requirements of the Placer County General Plan and the Granite Bay Community Plan.
5. As permitted under the Planned Residential Development guidelines, the project contains less than the parking provisions specified in Section 17.54.050 (off-street parking standards) of the Zoning Ordinance. 102 spaces are proposed in the eastern portion (PD) of the project where 112 spaces are required. The 102 spaces are deemed adequate for the proposed project. The proposed use is consistent with all other applicable with all other provisions of Chapter 17 of the Placer County Code.
6. The proposed Planned Residential Development subdivision is consistent with respect to the purposes of a Planned Residential Development in that it will further the public health, safety, peace, morals, comfort, and general welfare by addressing the simultaneous needs of the County for: protecting environmentally sensitive areas; preserving natural resources; and conserving visual and aesthetic resources.
7. The proposed Planned Residential Development subdivision is consistent with the zoning of RS-B-18 PD = 2.8 (Residential Single Family, minimum Building Site of 18,000 square feet combining Planned Residential Development of 2.8 units per acre), and is within the density limits of the Low Density Residential (0.4 - 0.9 acre minimum) land use designation in the Granite Bay Community Plan.

8. The proposed Planned Residential Development subdivision includes six open space/common area lots (5.5 acres) that provide for resource protection, recreational amenity, as well as visual enjoyment. The open space/common area lots will be held in common ownership by the Homeowner's Association, for the benefit of Placer County.
9. The proposed Planned Residential Development subdivision has been designed in a manner such that adequate public services are provided.
10. Due to site constraints, it is not feasible for the project to provide all of the required in-tract recreation facilities required by Placer County Code Chapter 17. An in-lieu fee, plus credit for provided facilities, is a reasonable alternative to on-site recreation facilities.

Respectfully submitted,



George Rosasco
Supervising Planner

ATTACHMENTS:

- Attachment A – Vicinity Map
- Attachment B – Vesting Tentative Map
- Attachment C – Preliminary Landscape Plan
- Attachment D – Rezone Exhibit
- Attachment E – Recommended Conditions of Approval
- Attachment F – Mitigated Negative Declaration and Mitigation Monitoring Program
- Attachment G – Mitigated Negative Declaration Correspondence
- Attachment H – Traffic Volume Data Update
- Attachment I – General Correspondence
- Attachment J – Granite Bay MAC Recommendation

- cc: Michael Johnson – CDRA Director
EJ Ivaldi – Deputy Planning Director
Karin Schwab – County Counsel
Ben Brewer – Flood Control
Gerry Haas – CDRA/Air Quality
Andrew Darrow – Environmental Engineering
Andy Fisher – Parks Division
Phil Frantz – Engineering and Surveying Division
Stephanie Holloway – Public Works
Laura Rath – Environmental Health Services
Granite Bay MAC

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Transportation Engineers

April 20, 2016

Mr. Ken Topper
Morton & Pitalo, Inc.
75 Iron Point Circle, Suite 120
Folsom, CA 95630

RE: GREYHAWK III TRAFFIC ANALYSIS: TRAFFIC VOLUME DATA

Dear Mr. Topper:

As we understand, a question was raised during the April 13, 2016 Granite Bay Municipal Advisory Committee (GBMAC) meeting regarding the traffic volume data employed for the Greyhawk III traffic impact analysis. Specifically the comment asked whether the traffic data was collected on a day when Granite Bay HS (GBHS) was not in normal session and whether the use of that data would in some way skew the traffic study's conclusions. This letter answers those questions.

Traffic Volume Data. The a.m. peak hour traffic counts at intersections on Eureka Road east of Sierra College Blvd were made from 7:00 to 9:00 a.m. on February 11, 2015. Review of GBHS's calendar indicates that Wednesday is a "collaboration day" when the school day begins at 8:45 a.m. rather than the normal 7:45 a.m. start. This information indicates that the traffic counts may not be "typical".

The traffic volume counts at intersections on Sierra College Blvd were provided by the City of Roseville. Data was provided for a Tuesday, Wednesday and Thursday in January 2015. The data was reviewed and the highest volume hour within the a.m. and p.m. peak hour period at each location was employed. The highest a.m. peak hour volumes at each intersection occurred on Wednesday January 21, 2015.

Validation. To validate our data new traffic counts were conducted at the Eureka Road / Greyhawk Drive intersection from 7:00 a.m. to 9:00 a.m. on Tuesday April 19, 2016 for comparison with the data used in the Greyhawk III traffic study. Again, data was collected in 15 minute intervals for the two hour period from 7:00 to 9:00 a.m. and the consecutive 60 minute period with the greatest volume was identified as the peak hour (attached). On this day, the peak hour occurred from 7:00 a.m. to 8:00 a.m., as compared to the highest volume period of 8:00 to 9:00 a.m. in the original February 2015 count.

Table 1 summarizes the results of comparisons we made to validate use of the February 11, 2015 data. The first comparison involves the *Total Hourly Entering Volume* at the intersection. As indicated the original count totaled 1,170 vehicles, and the new count totaled 1,180 vehicles per hour. *The difference of 10 vehicles represents less than 1 percent of the total volume.* The variation observed is not meaningful and would not affect our conclusions.

Parameter	Wednesday February 11, 2015	Tuesday April 19, 2016
Total Hourly Entering Volume	1,170	1,180
Overall Level of Service / (Ave Delay)	LOS F (69.3 sec)	LOS D (34.8 sec)

The second comparison involves calculation of the operating **Level of Service** at the intersection. At unsignalized intersections Level of Service is based on the length of delays experienced by motorists who must yield the right of way. The length of these delays is a function of the number of gaps in through traffic on Eureka Road and the number of vehicles waiting to turn. In this case, the number of southbound left turns from Greyhawk Drive onto eastbound Eureka Road in the new count was lower than the volume observed earlier. As noted in Table 1 the February 11, 2015 data yielded an average delay of 69.3 seconds for motorists yielding the right of way, and this delay falls within the LOS F range. Conversely, the average delay for waiting motorists on April 19, 2016 was 34.8 seconds, which is at the break between LOS D and LOS E. Thus conditions were “worse” using the February 22, 2015 data.

Conclusions. While the data employed for the Greyhawk II traffic study may have been completed on a day when activity at Granite Bay HS was not “typical”, the resulting traffic volumes were similar to those collected on a day when the school was in normal session. The resulting Level of Service and average delay calculated using the original data was worse than that determined from new data collected when the school was in normal session. The results of traffic impact analysis using the newer data would yield conditions that would be the same or better than those presented in the Greyhawk III traffic study, and our report’s conclusions regarding the project’s impacts and mitigation measures remains valid.

Please feel free to contact me if you have any questions.

Sincerely Yours,

KD Anderson & Associates, Inc.



Kenneth D. Anderson, P.E.
President

Attachment: Traffic Counts and LOS Analysis

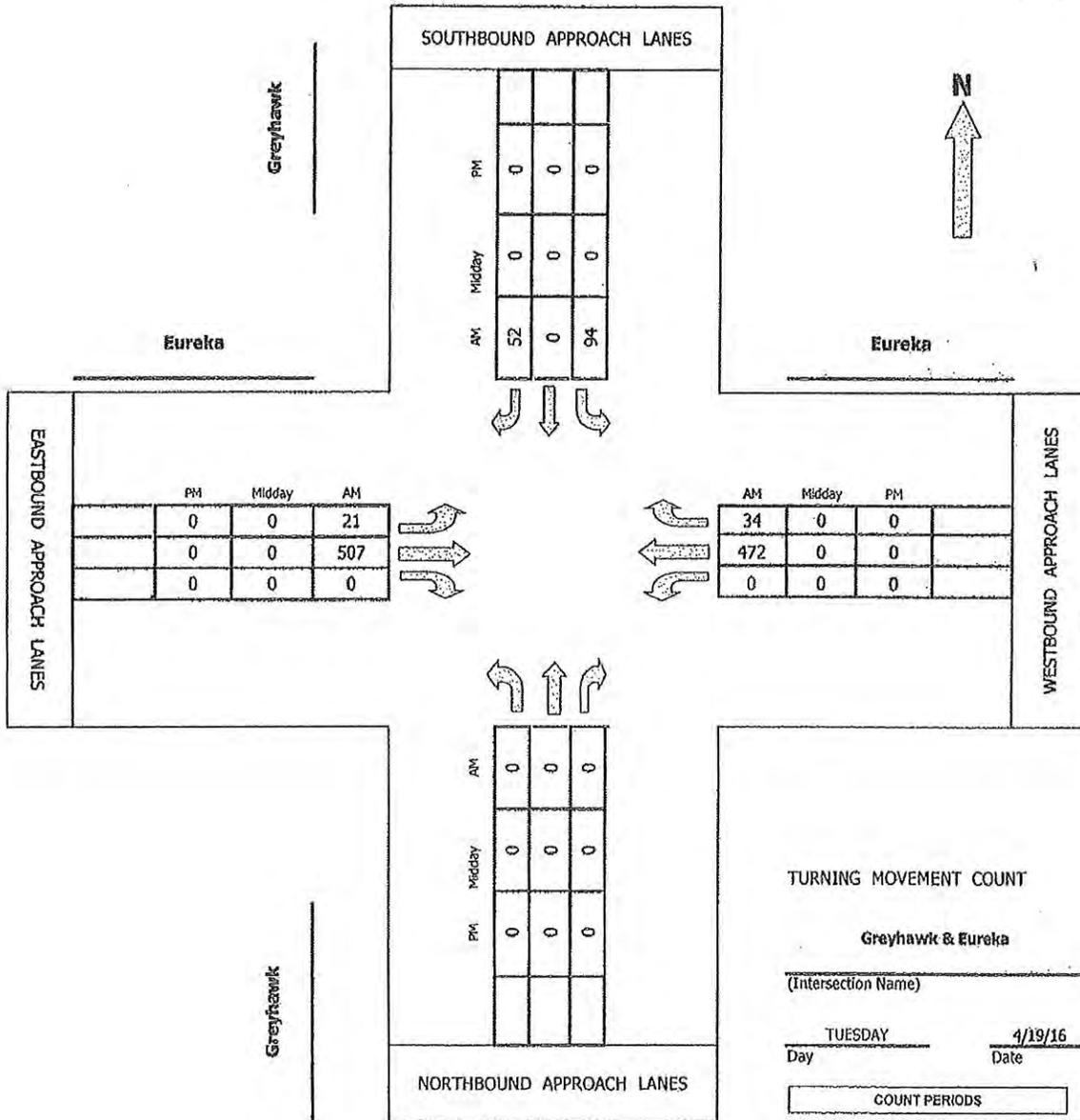
163
KDA

Intersection Turning Movement

Prepared by:
KD Anderson Associates, Inc.

TMC Summary of Greyhawk/Eureka

Project #: 5052-03



TURNING MOVEMENT COUNT

Greyhawk & Eureka

(Intersection Name)

TUESDAY
Day

4/19/16
Date

COUNT PERIODS		
am	7:00 AM	9:00 AM
noon	11:00 AM	2:00 PM
pm	4:00 PM	6:00 PM

AM PEAK HOUR	700 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	0 AM

Intersection Turning Movement

Prepared by:

N-S STREET: Greyhawk

DATE: 4/19/16

LOCATION: Placer County

E-W STREET: Eureka

DAY: TUESDAY

PROJECT# 5052-03

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				34		9	7	163		86	7	306	
7:15 AM				31		9	3	192		147	9	391	
7:30 AM				18		15	8	99		145	9	294	
7:45 AM				11		19	3	53		94	9	189	
8:00 AM				17		8	4	41		56	6	132	
8:15 AM				11		7	5	47		79	5	154	
8:30 AM				14		15	5	48		67	6	155	
8:45 AM				16		25	7	58		91	15	212	
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	152	0	107	42	701	0	0	765	66	1833

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	94	0	52	21	507	0	0	472	34	1180
PEAK HR. FACTOR:		0.000		0.849			0.677				0.811		0.754

CONTROL:

168

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

City of Roseville
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

File Name : 15-7103-003 Greyhawk Drive-Eureka Road.ppd
 Date : 2/11/2015

Unshifted Count = All Vehicles

START TIME	Greyhawk Drive Southbound				Eureka Road Westbound				Northbound				Eureka Road Eastbound				Total	Uturn Total				
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT			THRU	RIGHT	UTURNS	APP.TOTAL
07:00	15	0	5	0	20	0	64	3	0	67	0	0	0	0	0	5	62	0	0	67	154	0
07:15	9	0	12	0	21	0	51	3	0	54	0	0	0	0	0	3	56	0	0	59	134	0
07:30	13	0	12	0	25	0	68	1	0	69	0	0	0	0	0	7	77	0	0	84	178	0
07:45	16	0	21	0	37	0	73	4	0	77	0	0	0	0	0	1	77	0	0	78	192	0
Total	53	0	50	0	103	0	256	11	0	267	0	0	0	0	0	16	272	0	0	288	658	0
08:00	38	0	13	0	51	0	87	9	0	96	0	0	0	0	0	1	120	0	0	121	268	0
08:15	54	0	11	0	65	0	146	12	0	158	0	0	0	0	0	6	184	0	0	190	413	0
08:30	18	0	16	0	34	0	154	19	0	173	0	0	0	0	0	6	78	0	0	84	291	0
08:45	15	0	19	0	34	0	108	11	0	119	0	0	0	0	0	10	35	0	0	45	198	0
Total	125	0	59	0	184	0	485	51	0	546	0	0	0	0	0	23	417	0	0	440	1170	0
16:00	8	0	1	0	9	0	81	2	0	83	0	0	0	0	0	10	94	0	0	104	196	0
16:15	16	0	9	0	25	0	70	7	0	77	0	0	0	0	0	6	84	0	0	90	192	0
16:30	9	0	10	0	19	0	67	5	0	72	0	0	0	0	0	4	89	0	0	93	184	0
16:45	12	0	6	0	18	0	90	9	0	99	0	0	0	0	0	7	102	0	0	109	226	0
Total	45	0	26	0	71	0	308	23	0	331	0	0	0	0	0	27	369	0	0	396	798	0
17:00	14	0	8	0	22	0	74	12	0	86	0	0	0	0	0	6	108	0	0	114	222	0
17:15	17	0	7	0	24	0	104	8	0	112	0	0	0	0	0	12	132	0	0	144	280	0
17:30	6	0	11	0	17	0	101	6	0	107	0	0	0	0	0	6	131	0	0	137	261	0
17:45	11	0	6	0	17	0	74	4	0	78	0	0	0	0	0	6	102	0	0	108	203	0
Total	48	0	32	0	80	0	353	30	0	383	0	0	0	0	0	30	473	0	0	503	966	0
Grand Total	271	0	167	0	438	0	1412	115	0	1527	0	0	0	0	0	96	1531	0	0	1627	3592	0
Approch %	61.9%	0.0%	38.1%	0.0%	0.0%	0.0%	92.5%	7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	94.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Total %	7.5%	0.0%	4.6%	0.0%	12.2%	0.0%	39.3%	3.2%	0.0%	42.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	42.6%	0.0%	0.0%	45.3%	100.0%	0.0%

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7103-003 Greyhawk Drive-Eureka Road.ppd

Date : 2/11/2015

City of Roseville
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

Unshifted Count = All Vehicles

AM PEAK HOUR	Greyhawk Drive Southbound				Eureka Road Westbound				Northbound				Eureka Road Eastbound								
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	38	0	13	0	51	0	87	9	0	96	0	0	0	0	0	1	120	0	0	121	268
08:15	54	0	11	0	65	0	146	12	0	158	0	0	0	0	0	6	184	0	0	190	413
08:30	18	0	16	0	34	0	154	19	0	173	0	0	0	0	0	6	78	0	0	84	291
08:45	15	0	19	0	34	0	108	11	0	119	0	0	0	0	0	10	35	0	0	45	198
Total Volume	125	0	59	0	184	0	495	51	0	546	0	0	0	0	0	23	417	0	0	440	1170
% App Total	67.9%	0.0%	32.1%	0.0%	70.8%	0.0%	90.7%	9.3%	0.0%	99.7%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	94.8%	0.0%	0.0%	100.0%	70.8%
PHF	.579	.000	.776	.000	.708	.000	.804	.671	.000	.789	.000	.000	.000	.000	.000	.575	.567	.000	.000	.579	.708

PM PEAK HOUR	Greyhawk Drive Southbound				Eureka Road Westbound				Northbound				Eureka Road Eastbound								
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	12	0	6	0	18	0	90	9	0	99	0	0	0	0	0	7	102	0	0	109	226
17:00	14	0	8	0	22	0	74	12	0	86	0	0	0	0	0	6	108	0	0	114	222
17:15	17	0	7	0	24	0	104	8	0	112	0	0	0	0	0	12	132	0	0	144	280
17:30	6	0	11	0	17	0	101	6	0	107	0	0	0	0	0	6	131	0	0	137	261
Total Volume	49	0	32	0	81	0	369	35	0	404	0	0	0	0	0	31	473	0	0	504	989
% App Total	80.5%	0.0%	39.5%	0.0%	84.4%	0.0%	91.3%	8.7%	0.0%	99.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.2%	93.8%	0.0%	0.0%	100.0%	86.3%
PHF	.721	.000	.727	.000	.844	.000	.887	.729	.000	.902	.000	.000	.000	.000	.000	.646	.896	.000	.000	.875	.863

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76: Eureka Rd & Greyhawk

Existing AM
1/26/2016

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕	↕	↗	↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	23	417	495	51	125	59
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	32	579	688	71	174	82
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	758				1041	344
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	758				1041	344
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				20	87
cM capacity (veh/h)	849				217	652

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	32	290	290	344	344	71	256
Volume Left	32	0	0	0	0	0	174
Volume Right	0	0	0	0	0	71	82
cSH	849	1700	1700	1700	1700	1700	276
Volume to Capacity	0.04	0.17	0.17	0.20	0.20	0.04	0.93
Queue Length 95th (ft)	3	0	0	0	0	0	215
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	76.8
Lane LOS	A						F
Approach Delay (s)	0.5			0.0			76.8
Approach LOS							F

Intersection Summary

Average Delay		12.3					
Intersection Capacity Utilization		36.3%		ICU Level of Service		A	
Analysis Period (min)		15					

WEIGHTED AVE

$$(23 \cdot 9.4) + \left((125 + 59) \cdot 76.8 \right) / (23 + 125 + 59) = 69.3$$

76: Eureka Rd & Greyhawk

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕↕	↕↕	↔	↕↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	23	507	472	34	94	52
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	31	676	629	45	125	69
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	675				1029	315
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	675				1029	315
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				44	90
cM capacity (veh/h)	912				222	681

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	31	338	338	315	315	45	195
Volume Left	31	0	0	0	0	0	125
Volume Right	0	0	0	0	0	45	69
cSH	912	1700	1700	1700	1700	1700	292
Volume to Capacity	0.03	0.20	0.20	0.19	0.19	0.03	0.67
Queue Length 95th (ft)	3	0	0	0	0	0	110
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	0.0	38.8
Lane LOS	A						E
Approach Delay (s)	0.4			0.0			38.8
Approach LOS							E

Intersection Summary

Average Delay	5.0			
Intersection Capacity Utilization	34.2%	ICU Level of Service	A	
Analysis Period (min)	15			

WELLS RD KVE

$$(23 \times 9.1) + ((94 + 52) \times 38.8) / (23 + 94 + 52) = 34.8$$

ATTACHMENT H

County of Placer

GRANITE BAY MUNICIPAL ADVISORY COUNCIL

175 Fulweiler Avenue

Auburn, CA 95603

County Contact: Ashley Brown, District Director (916) 787-8954



April 13, 2016

Honorable Chairman Richard Roccucci

Members of the Planning Commission

Placer County Planning Commission

309 Count Center Drive, Suite 140

Auburn, CA 95603

RE: GBMAC Consideration and Recommendation regarding the Greyhawk III Project

Chairman Roccucci:

On behalf of the Granite Bay Municipal Advisory Council (GBMAC) the purpose of this letter is to provide the Planning Commission with a summary of our deliberations and the resulting recommendation regarding the Greyhawk III Project.

Greyhawk III is a proposal to develop a 72-unit residential development on a 20.55-acre site (approximately 17.5 net acres) at the northeast corner of Sierra College Boulevard and Eureka Road in Granite Bay. The site consists of two parcels: The eastern portion, an 11.65-acre (10.62 net acres) parcel, and the western portion, an 8.9-acre (7.01 net acres) parcel. The project would include a Planned Residential Development (PD) of twenty-eight detached, single-family residences on the eastern portion of the site and forty-four attached residential halfplex units on the western portion.

Christopher Schmidt provided a project overview to attendees of the meeting, with maps and photos showing the project site and its location, and flood plain area. Mr. Schmidt provided attendees with an explanation of the two different housing types that are being proposed for this project, for each parcel. Mr. Schmidt gave a very thorough presentation.

Marcus Lo Duca, representing Patterson Properties, provided a brief summary of the proposed project and welcomed questions.

There were many Granite Bay residents in attendance that came to hear about this project. After hearing both Mr. Schmidt's and Mr. Lo Duca's presentations, GBMAC members asked a number of questions and also entertained both questions and comments from the residents. Answers were provided by a combination of county staff and Mr. Lo Duca. At the conclusion, a motion was made to deny recommendation to the Planning Commission of the project as currently proposed. This motion was passed unanimously by the GBMAC.

A summary of our main reasons is as follows:

1. Community Plan Language for the use of PD zoning requires creative thoughtful design that minimizes disruption to the natural landform of the site, preserves open space, preserves creek corridors and preserves native significant vegetation. This proposal does none of that. It significantly alters the natural landform by a mass grading approach that completely alters the undulating topography, fills in a natural drainage corridor, and eliminates a substantial amount of the native/existing trees. If the applicant wants to seek a greater density and a substitution of use on the commercial property by utilizing the PD zone, they at least need to design a more thoughtful project that preserves more of the natural character of the site.
2. The project is asking for a vesting tentative map at densities that are inconsistent with the Community Plan, yet provides no commitment to specific home elevations/plans, styles, colors, landscaping, fencing, setbacks, or even a conceptual design manual to provide the community or county with assurance that a quality project will be built.
3. The GBMAC members generally had no problem with allowing the applicant to utilize the commercial zone ability to introduce residential in the commercial zone, but not if there isn't any specific detailed commitment to what the project will look and feel like that can be used by the County to guarantee compliance with the vision.
4. The reliance on one access point off of Eureka, and not one off of Sierra College is also on concern, given the heavy traffic along Eureka Road, due to Granite Bay High School. There is a broader issue of traffic, which cannot be solved by this project, and reducing its density or killing it won't solve the problem.

Thank you for the continued opportunity to review projects, work with the community and provide our input. Please contact me or any GBMAC Member if we can be of further assistance.

Warm Regards,

GRANITE BAY MUNICIPAL ADVISORY COUNCIL



KENNETH PRAGER
CHAIR

CC: Honorable Kirk Uhler, Supervisor, District 4
Ms. Ashley Brown, District Director, District 4 and GBMAC Administrator
Ms. Barbara Singleterry, Vice Chair, GBMAC

May 3, 2016

Ms. Stephanie Holloway
Placer County Public Works
3091 County Center Drive, Suite 220
Auburn, CA 95603

**RE: GREYHAWK III TRAFFIC STUDY: EFFECTS OF RIGHT TURN ONLY
ACCESS ON SIERRA COLLEGE BLVD**

Dear Ms. Holloway:

As requested we looked at the effects of adding a right-turn-only access on northbound Sierra College Blvd for the Greyhawk III project. Our assessment assumes that the new access would occur at the project's planned EVA towards the north end of the site and would be accompanied by standard plate 116 (previously R-17) tapers with length commensurate with the design speed for Sierra College Blvd (i.e., 55 mph requires 250 foot long taper in each direction).

To prepare new traffic volume forecasts we assumed that 100% of the traffic leaving the site and headed north on Sierra College Blvd would use the new access. This is a "worse case" assumption since residents of the eastern ½ of the site may not elect to drive all the way through the site. We assumed that ½ of the inbound traffic at the Sierra College Blvd / Eureka Road intersection would use the new access. This division accounts for choices made based on arrivals at the signal in green or red phases as well as the choice made by residents headed to western ½ of the site who would be less inclined to use the new access and drive through the site.

The resulting changes to traffic volumes at the access and at intersections on Eureka Road are indicated in the two attachments.

These volumes were then used to re-calculate the Level of Service at the Eureka Blvd intersections and at the new access on Sierra College Blvd. The results are noted in Table A. As shown, under Existing Plus Project conditions the new access with design as assumed would operate at LOS B. The Levels of Service at intersections on Eureka Road would be unchanged compared to conditions with the project as proposed, although the length of side street delays may be slightly shorter. The overall average delay at the Hillsborough Drive intersection may increase slightly because there would be fewer motorists making "low delay" right turns.

**TABLE A
 EXISTING PLUS GREYHAWK III PROJECT
 INTERSECTION LEVELS OF SERVICE**

Location	Control	Existing Plus Project											
		Existing				Access As Proposed				With Sierra College Right Turn Access			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM peak Hour		PM Peak Hour	
		Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
1. Eureka Rd / Pavilions Driveway (overall) NB approach	NB Stop	(15.3)	(C)	(17.1)	(C)	(11.9)	(B)	(15.8)	(C)	(11.8)	(B)	(15.5)	(C)
		24.7	C	20.9	C	17.4	C	17.3	C	17.3	C	16.9	C
2. Eureka Rd / Hillsborough Dr / Access (overall) NB Approach SB Approach	NB/SB Stop	(32.2)	(D)	(17.6)	(C)	(20.8)	(C)	(14.4)	(B)	(21.5)	(C)	(14.7)	(B)
		38.3	E	21.3	C	28.8	D	20.6	C	26.4	D	19.3	C
		-	-	-	-	14.4	B	11.2	B	14.1	B	11.6	B
3. Sierra College Blvd / Access	WB Stop	-	-	-	-	-	-	-	-	(12.5)	(B)	(11.8)	B
		12.5	B	11.8	B								
Bold values exceed minimum LOS standard													

KDA

Ms. Stephanie Holloway
Placer County Public Works
May 3, 2016
Page 3

I trust that this information is self-explanatory, but please feel free to contact me if you have any questions or need further information.

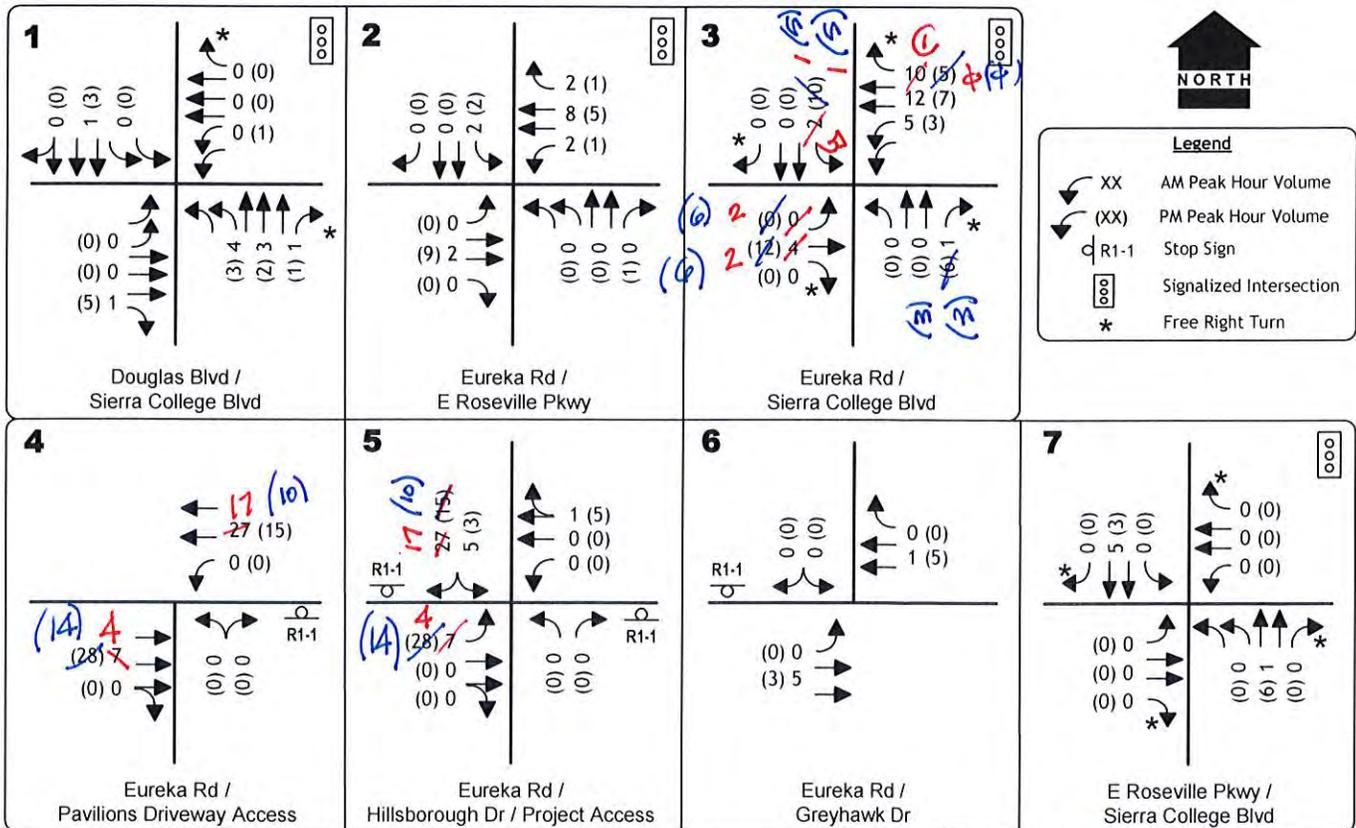
Sincerely yours,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

Attachments: graphics, LOS calculations



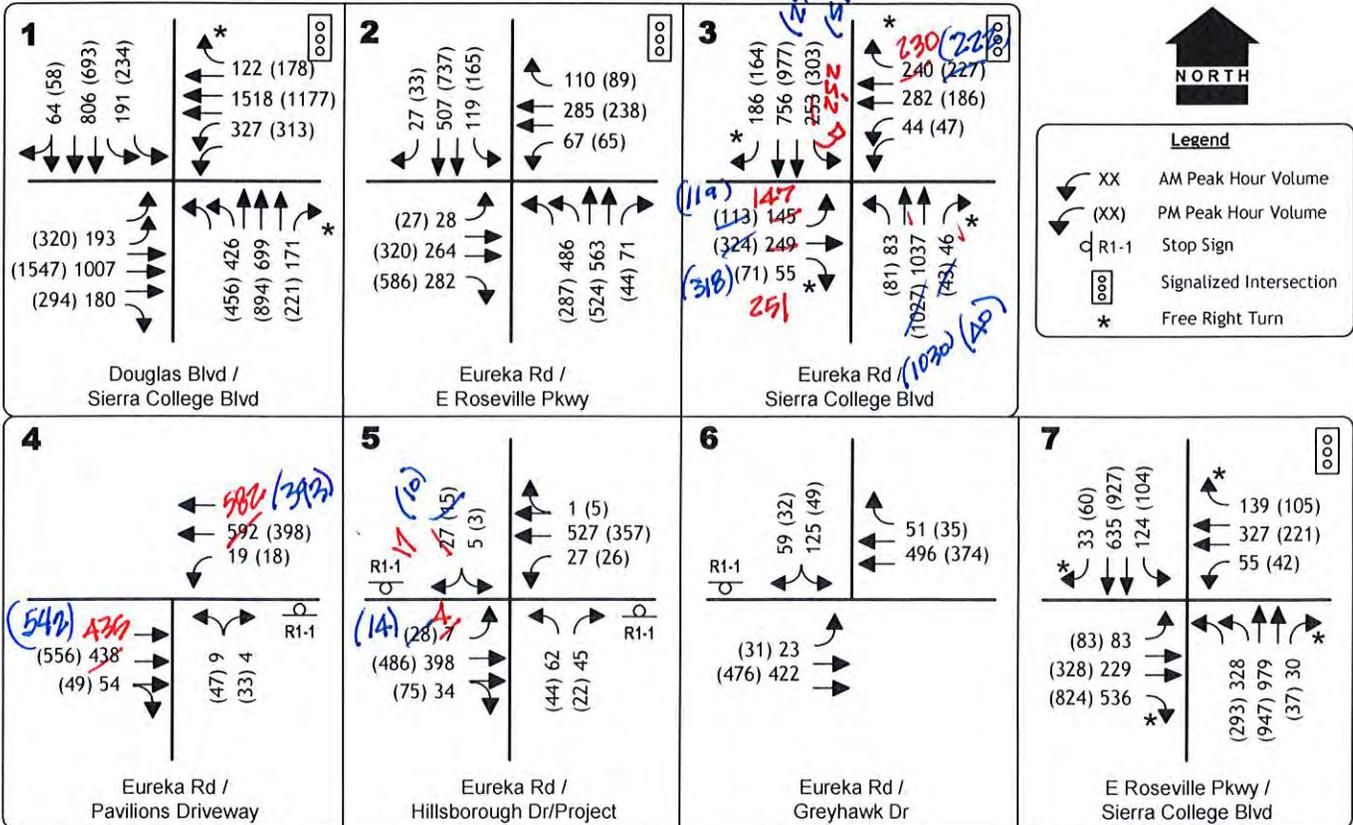
PROJECT TRAFFIC VOLUMES
AND LANE CONFIGURATIONS



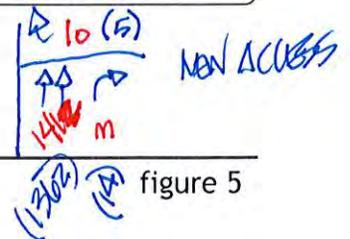
KD Anderson & Associates, Inc.
Transportation Engineers

5052-03 LT 2/25/2016

WITH SC ACCESS ① WORST CASE ALL R1'S MOVE TO NEW ACCESS figure 4
② WORST CASE ALL ENTERING FOR UFR MOVES TO NEW ACCESS



EXISTING PLUS PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS





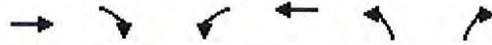
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↖		↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	10	1412	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	1535	3	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			526			782
pX, platoon unblocked	0.74	0.74			0.74	
vC, conflicting volume	1535	767			1538	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1369	329			1374	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	102	492			365	

SB HAS NO EFFECT ON WB RIGHT

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	11	767	767	3	0	0
Volume Left	0	0	0	0	0	0
Volume Right	11	0	0	3	0	0
cSH	492	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.45	0.45	0.00	0.00	0.00
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	12.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	12.5	0.0			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		49.0%	ICU Level of Service
Analysis Period (min)		15	A

WEIGHTED AVE = RT TURN

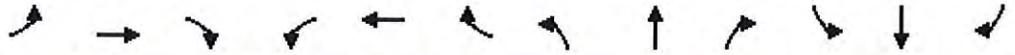


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	435	54	19	582	9	4
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	530	66	23	710	11	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)	690					
pX, platoon unblocked						
vC, conflicting volume			596		965	298
vC1, stage 1 conf vol			0			
vC2, stage 2 conf vol			0			
vCu, unblocked vol			596		965	298
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)			3.1			
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	99
cM capacity (veh/h)			1186		248	698

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	354	243	23	355	355	16
Volume Left	0	0	23	0	0	11
Volume Right	0	66	0	0	0	5
cSH	1700	1700	1186	1700	1700	309
Volume to Capacity	0.21	0.14	0.02	0.21	0.21	0.05
Queue Length 95th (ft)	0	0	1	0	0	4
Control Delay (s)	0.0	0.0	8.1	0.0	0.0	17.3
Lane LOS			A			C
Approach Delay (s)	0.0		0.3			17.3
Approach LOS						C

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		26.1%	ICU Level of Service A
Analysis Period (min)		15	

WEIGHTED AVE
 $(19 \times 8.1) + (13 \times 17.3) / (19 + 13) = 11.8$



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↗		↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	398	34	17	527	1	62	0	45	5	0	27
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	5	524	45	22	693	1	82	0	59	7	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)		1110										
pX, platoon unblocked												
vC, conflicting volume	695			568			984	1296	284	1070	1318	347
vC1, stage 1 conf vol	0			0								
vC2, stage 2 conf vol	0			0								
vCu, unblocked vol	695			568			984	1296	284	1070	1318	347
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	3.1			3.1								
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			57	100	92	96	100	95
cM capacity (veh/h)	1149			1196			188	157	713	158	152	649

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	5	349	219	22	462	232	82	59	42
Volume Left	5	0	0	22	0	0	82	0	7
Volume Right	0	0	45	0	0	1	0	59	36
cSH	1149	1700	1700	1196	1700	1700	188	713	437
Volume to Capacity	0.00	0.21	0.13	0.02	0.27	0.14	0.43	0.08	0.10
Queue Length 95th (ft)	0	0	0	1	0	0	50	7	8
Control Delay (s)	8.1	0.0	0.0	8.1	0.0	0.0	37.9	10.5	14.1
Lane LOS	A			A			E	B	B
Approach Delay (s)	0.1			0.3			26.4		14.1
Approach LOS							D		B

Intersection Summary

Average Delay	3.1		
Intersection Capacity Utilization	31.4%	ICU Level of Service	A
Analysis Period (min)	15		

WELLSBORO AVE

$$(4 \times 8.1) + (17 \times 8.1) + (107 \times 26.4) + (32 \times 14.1) / (4 + 17 + 107 + 32) \Rightarrow 21.5$$

83: ACCESS & SC Blvd

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑	↗		↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	5	1362	14	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	1480	15	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			466			842
pX, platoon unblocked	0.72	0.72			0.72	
vC, conflicting volume	1480	740			1496	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1281	258			1303	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	114	536			381	

SB TRAVEL HAS NO EFFECT ON WB RIGHT

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	740	740	15	0	0
Volume Left	0	0	0	0	0	0
Volume Right	5	0	0	15	0	0
cSH	536	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.44	0.44	0.01	0.00	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	11.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	11.8	0.0			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		47.6%	ICU Level of Service
Analysis Period (min)		15	A

WEIGHTED AVG = BT

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	542	49	18	393	47	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	589	53	20	427	51	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)	590					
pX, platoon unblocked						
vC, conflicting volume			642		842	295
vC1, stage 1 conf vol			0			
vC2, stage 2 conf vol			0			
vCu, unblocked vol			642		842	295
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)			3.1			
tF (s)			2.2		3.5	3.3
p0 queue free %			98		83	95
cM capacity (veh/h)			870		296	702

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	295	295	53	20	214	214	87
Volume Left	0	0	0	20	0	0	51
Volume Right	0	0	53	0	0	0	36
cSH	1700	1700	1700	870	1700	1700	389
Volume to Capacity	0.17	0.17	0.03	0.02	0.13	0.13	0.22
Queue Length 95th (ft)	0	0	0	2	0	0	21
Control Delay (s)	0.0	0.0	0.0	9.2	0.0	0.0	16.9
Lane LOS				A			C
Approach Delay (s)	0.0			0.4			16.9
Approach LOS							C

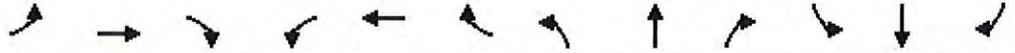
Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	26.3%		ICU Level of Service
Analysis Period (min)	15		A

WEIGHTED AVE
 $(18 \times 9.2) + (80 \times 16.9) / (18 + 80) = 15.5$

PM PLUS PROJECT W SC RIGHT TURN ACCESS

80: Eureka Rd & HILLSBOROUGH

5/3/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↕		↵	↕↕		↵	↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	486	75	26	357	5	44	0	22	3	0	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	528	82	28	388	5	48	0	24	3	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)		1010										
pX, platoon unblocked												
vC, conflicting volume	393			610			861	1049	305	766	1088	197
vC1, stage 1 conf vol	0			0								
vC2, stage 2 conf vol	0			0								
vCu, unblocked vol	393			610			861	1049	305	766	1088	197
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	3.1			3.1								
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			80	100	97	99	100	99
cM capacity (veh/h)	1270			1180			239	218	691	274	207	811

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	15	352	258	28	259	135	48	24	14
Volume Left	15	0	0	28	0	0	48	0	3
Volume Right	0	0	82	0	0	5	0	24	11
cSH	1270	1700	1700	1180	1700	1700	239	691	559
Volume to Capacity	0.01	0.21	0.15	0.02	0.15	0.08	0.20	0.03	0.03
Queue Length 95th (ft)	1	0	0	2	0	0	18	3	2
Control Delay (s)	7.9	0.0	0.0	8.1	0.0	0.0	23.8	10.4	11.6
Lane LOS	A			A			C	B	B
Approach Delay (s)	0.2			0.5			19.3		11.6
Approach LOS							C		B

Intersection Summary

Average Delay	1.7
Intersection Capacity Utilization	36.5%
Analysis Period (min)	15
ICU Level of Service	A

WEIGHTED AVERAGE DELAY:

$$(14 \times 7.9) + (26 \times 8.1) + (46 \times 19.3) + (13 \times 11.6)$$

$$(14 + 26 + 46 + 13) = 14.7$$