2

EXECUTIVE SUMMARY

The *Executive Summary* chapter of the Environmental Impact Report (EIR) provides an overview of the Timberline at Auburn project (proposed project) (See Chapter 3, *Project Description*, for further detail) and summarizes the conclusions of the environmental analysis provided in Chapters 4 through 15. This chapter reviews the alternatives to the proposed project that are described in Chapter 16, *Alternatives Analysis*, and identifies the Environmentally Superior Alternative. Table 2-1, found at the end of this chapter, provides a summary of the environmental effects of the proposed project, which are identified in each technical chapter of this Draft EIR. Table 2-1 contains the potential environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures.

2.1 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT AND ALTERNATIVES

The proposed project is surrounded by existing or approved residential, commercial and open space. The proposed project includes the development of a continuing care retirement community, a commercial center, and a loop trail to be developed on the ARD parcel to the northeast. The proposed project would include up to 858 residential units, of which 780 would be located in the continuing care retirement community and the remaining 78 units would be second- and third-story lofts above commercial and office spaces (See Figure 3-3, *Site Plan*).

The *Placer County General Plan* and *Auburn Bowman Community Plan* currently designate 25 acres of the site as Open Space, 4.5 acres as Mixed Use, 18.3 acres as High Density Residential (10 to 15 dwelling units per acre), 43.7 acres as Medium Density Residential (5 to 10 dwelling units per acre) and 27.5 acres Low Density Residential (1 to 2.5 acres per unit). The existing Placer County zoning for the site includes 43.7 acres of Residential Single Family with density limitation of five units per acre, 18.3 acres of Residential Multi-Family with density limitation of 15 units per acre, 3.5 acres of Residential Agriculture with minimum building site of 40,000 square feet, 3.5 acres of Office Professional and Residential Multi-Family combining Design Corridor, one acre of Office Professional Combining Design Corridor, 24 acres zoned Farm, and 25 acres of Open Space.

No Project – No Build Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the No Project Alternative "[...] shall discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (*Id.*, subd. [e][2]) "If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the 'no project' alternative is the circumstance under which the project does not proceed. Here the discussion

would compare the environmental effects of the property remaining in the property's existing state versus environmental effects that would occur if the project were approved." (*Id.*, subd. [e][3][B])

The No Project – No Build Alternative is defined in this chapter as the continuation of the existing condition of the project site, which is primarily vacant. The No Project – No Build Alternative would allow the project site to continue in the site's existing state, which is primarily vacant, with oak trees and non-native grasslands. It should be noted that the No Project – No Build Alternative would not meet any of the project objectives.

Clustered Development Alternative

The Clustered Development Alternative would include the same number of residential units (858), and the same square footage for commercial uses as the proposed project. The Clustered Development Alternative would include the elimination of all construction (minus passive use) on the western portion of the proposed project site and would instead include the units lost (56) in the central portion of the site by adding a three-story independent living building and making up the rest in residential villas. Due to the fact that the western portion of the project site would not be developed under this Clustered Development Alternative, the alternative would allow for the preservation of an additional eight acres of on-site oak woodlands. It should be noted that the construction of off-site sewer infrastructure would still be required under the Clustered Development Alternative.

Reduced Density Alternative

The Reduced Density Alternative would include the elimination of 100 independent living units by eliminating Buildings C5 and C6 and reducing Building C2 from three stories to two stories. Fifteen (15) detached villas would be removed from the western and southern perimeter, and 12 of the 15 would instead be inserted into the old location of Buildings C5 and C6.

The net reduction of units under the Reduced Density Alternative is 103. In addition, the lake would be reduced in size. The reduction in residential units and the size of the lake would allow for approximately 4 acres of on-site oak woodlands to be preserved, as compared to the proposed project.

It should be noted that the construction of off-site sewer infrastructure would still be required under the Reduced Density Alternative.

2.2 Environmental Impacts and Proposed and Recommended Mitigation

Under the California Environmental Quality Act (CEQA), a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project could result in significant impacts on the resource areas listed below.

This Draft EIR requires mitigation measures to be implemented as part of the proposed project to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this Draft EIR and are found in the following technical chapters: Land Use, Biological Resources; Visual Resources; Transportation and Circulation; Air Quality; Noise; Soils, Geology and Seismicity; Hydrology and Water Quality; Public Services and Utilities; and Hazardous Materials and Hazards, as well as in the Initial Study for the project. If an impact is determined to be significant or potentially significant, applicable mitigation measures are identified, as appropriate. These mitigation measures are also summarized in Table 2-1 at the end of this chapter. The mitigation measures presented in the Draft EIR will form the basis of the Mitigation Monitoring and Reporting Plan. An impact that remains significant after implementation of mitigation measures is considered a significant and unavoidable impact.

Land Use

The Land Use chapter is intended to provide the reader with information regarding current General Plan land use and zoning designations, as well as land use policies in Placer County and in the vicinity of the proposed project. The proposed project is analyzed in the Land Use chapter for compatibility with surrounding land uses.

The proposed project is generally consistent with the PCGP and the ABCP. The ABCP includes various policies that are intended to reduce a project's land use impacts, both to the project site itself and to surrounding uses. Impacts related to consistency with the ABCP, consistency with the Placer County Ordinances, and compatibility of existing adjacent land uses were found to be less-than-significant. Impacts related to the compatibility with the Placer County Airport Land Use Compatibility Plan were found to be potentially significant; however, with implementation of the mitigation measures provided in the Draft EIR, impacts would be reduced to a less-than-significant level.

Given the land use controls and development standards presently in use within Placer County, and the compliance of the project with many of the policies found in the ABCP General Community Plan Goals and Community Development Element, cumulative land use impacts would be less-than-significant.

Biological Resources

The Biological Resources chapter evaluated the biological resources known to occur or potentially occur with the proposed project site. The chapter describes potential impacts to the resources and identifies measures to eliminate or substantially reduce impacts to less-than-significant levels. The Biological Resources chapter is based on several reports prepared by ECORP Consulting, Inc., Sierra Nevada Arborists, and Gallaway Consulting, Inc.

The Biological Resources chapter concluded that impacts related conflicts with local policies and ordinances regarding protection of natural resources would be less-than-significant. The following impacts were identified as potentially significant: impacts to special-status plants, western burrowing owl, raptors and migratory bird species, special-status bat species, oak woodland communities and significant trees, and jurisdictional waters or other waters of the U.S.

Although implementation of mitigation measures included in the Draft EIR, as well as compliance with applicable goals and policies in the ABCP, would reduce the project's incremental contribution toward the cumulatively considerable biological impacts to a less-than-significant level, the cumulative loss of biological resources in Placer County and the effects of ongoing urbanization in the region were found to be significant and unavoidable.

Visual Resources

This Visual Resources chapter describes existing visual and aesthetic resources for the project area and the region, and evaluates potential aesthetic impacts of the project. In addition, the Visual Resources chapter describes any scenic vistas, scenic resources (such as trees, rock outcroppings, and historic buildings within a state scenic highway), that exist within the project area. The Visual Resources chapter is based on site visits by Raney Planning & Management, Inc. as well as photo representations prepared for the project. The chapter evaluates if the proposed project would create new sources of light and glare, and the effects upon the surrounding vicinity.

The Visual Resources chapter concluded that impacts related to the existing visual character or quality of the site, scenic vistas and natural resources, and light pollution and glare would be less-than-significant. Cumulative impacts related to long-term impacts to the visual character of the region from the proposed project in combination with existing and future developments in the Auburn/Bowman area were determined to be significant when considered in combination; however, the projects incremental contribution to the cumulative impact was determined to be less than cumulatively considerable.

Transportation and Circulation

The Transportation and Circulation chapter discusses circulation conditions associated with the proposed project implementation. The chapter analysis includes consideration of automobile traffic impacts on roadway capacity, transit impacts, bicycle impacts, and pedestrian impacts. The Transportation and Circulation chapter is based on reports prepared by Omni-Means, Ltd.

The Transportation and Circulation chapter concluded that the following impacts would be less-than-significant:

- Impacts to transit facilities; and
- Impacts to air traffic patterns.

The following impacts were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures:

- Traffic flow from construction traffic associated with development of the project site;
- Impacts to study intersections under the Existing Plus Project Phase 1 Conditions;
- Impacts to study intersections under the Short Term Plus Project Phase 1 Conditions;
- Impacts to roadway segments under the Short Term Plus Project Phase 1 Conditions;

- Impacts to arterial operations under the Short Term Plus Project Phase 1 Conditions;
- Impacts to lane queuing under the Short Term Plus Project Phase 1 Conditions;
- Impacts to study intersections under the Short Term Plus Project Phases 1 and 2 Conditions:
- Impacts to roadway segments under the Short Term Plus Project Phases 1 and 2 Conditions;
- Impacts to arterial operations under the Short Term Plus Project Phases 1 and 2 Conditions;
- Impacts to lane queuing under the Short Term Plus Project Phases 1 and 2 Conditions;
- Impacts to bicycle and pedestrian facilities; and
- Impacts to emergency access.

The following impacts were identified as significant and would remain significant and unavoidable even with implementation of required mitigation:

- Impacts to the roadway segment of Bell Road (between SR 49 and New Airport Road);
- Impacts to the roadway segment of Atwood Road (between Richardson Drive and SR 49); and
- Impacts to lane queuing of the northbound left at the intersection of SR 49/ Dry Creek Road.

The following cumulative impacts were identified as significant and would remain significant and unavoidable even with implementation of required mitigation:

- Impacts to roadway segments under Cumulative Plus Project conditions; and
- Impacts to arterial segments under Cumulative Plus Project conditions.

Air Quality

The Air Quality chapter describes the potential impacts of the proposed project on local and regional air quality. The chapter describes existing air quality, construction-related air quality impacts resulting from grading and equipment emissions, direct and indirect emissions associated with the proposed project, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts. The Air Quality chapter is based on URBEMIS-2007 and CALINE4 outputs prepared by Raney Planning & Management, Inc.

The Air Quality chapter concluded that the impacts related to a temporary increase in ROG and NO_X emissions, Contribution to CO concentrations at local "hotspot" intersections, and impacts to nearby sensitive receptors from odors associated with the project would be less-than-significant. The following impacts were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures: impacts related to fugitive particulate matter emissions and the release of Naturally Occurring Asbestos (NOA) associated with project construction activities. Implementation of the proposed project would have a significant impact to long-term increases of criteria air pollutants. Because

implementation of feasible mitigation would not reduce the ROG and PM_{10} emissions below the PCAPCD's significance threshold, the project would result in a significant and unavoidable impact. Cumulative impacts concerning the production of greenhouse gases were determined to be significant and unavoidable even with implementation of required mitigation. In addition, cumulative impacts associated with regional air quality would be significant and, even with the implementation of mitigation measures, cumulative impacts would remain significant and unavoidable.

Noise

The Noise chapter is based on an environmental noise assessment performed by j.c. brennan associates, Inc. The Noise chapter describes the existing noise environment in the project vicinity, and identifies potential impacts and mitigation measures related to the construction and operation of the proposed project. The method by which the potential impacts are analyzed is discussed, followed by the identification of potential impacts and the recommended mitigation measures designed to reduce significant impacts to less-than-significant levels. It should be noted that the project includes an entitlement for an exception related to the application of the Placer County exterior noise level standard at property lines.

The Noise chapter concluded that impacts from traffic-related noise as a result of project implementation, impacts to traffic-related noise impacts as a result of project implementation, related to on-site noise sources including noise levels related to truck circulation, loading docks, recreational, and commercial recreational/fitness parking lot area to existing sensitive receptors, impacts related to on-site noise sources including noise levels related to truck circulation, commercial/retail/office use buildings, parking lot activities, commercial parking lot activities to on-site sensitive receptors, exposure of new noise-sensitive uses to transportation noise levels, as well as impacts related to aviation noise could disturb sleep patterns of new sensitive receptors within the project site, would be less-than-significant. The Noise chapter concluded that construction would temporarily increase noise levels during construction, impacts related to onsite noise sources including HVAC, parking lot, and commercial parking lot on existing sensitive receptors, and impacts related to on-site noise sources including noise levels related to loading docks, recreational uses, and central plant operation to on-site sensitive receptors; however, with implementation of the mitigation measures provided in the Draft EIR, impacts would be reduced to a less-than-significant level. Cumulative impacts associated with an increase in noise levels in the project vicinity were determined to be less-than-significant.

Soils, Geology, and Seismicity

The Soils, Geology, and Seismicity chapter describes the geologic and soil characteristics of the project site and evaluates the extent to which implementation of the proposed project could be affected by seismic hazards such as ground shaking, liquefaction, and expansive soil characteristics. The analysis also addresses the potential effects of the proposed project related to erosion. The Soils, Geology, and Seismicity chapter is based on reports prepared by Holdrege & Kull and Earth Systems Consultants.

The Soils, Geology, and Seismicity chapter concluded that the following impacts were identified as potentially significant: risks to people and structures associated with seismic activity, including surface rupture, slope instability, and/or landslides, risks associated with erosion (loss of topsoil) and/or sedimentation, loss of structural support due to liquefaction, and damage from expansive soils on-site. However, implementation of the mitigation measures included in the Draft EIR would reduce the impacts to a less-than-significant level. Cumulative geologic and seismic impacts associated with the proposed project, in combination with existing and future developments in the Auburn-Bowman area, would be less-than-significant.

Hydrology and Water Quality

The Hydrology and Water Quality chapter describes existing drainage and water resources for the project site, and evaluates potential impacts of the project with respect to flooding, surface water resources, and groundwater resources. The Hydrology and Water Quality chapter was based on a report prepared by Morton & Pitalo, Inc.

The Hydrology and Water Quality chapter concluded that impacts to important surface water resources in the watershed would be less-than-significant. The Hydrology and Water Quality chapter identified the following impacts as potentially significant: impacts to the existing drainage pattern and surface runoff, construction-related impacts to surface water quality, operational water quality degradation associated with urban runoff from the project site, exposure of people and structures to flood hazards on the project site. However, implementation of the mitigation measures included in the Draft EIR would reduce the impacts to a less-than-significant level. Cumulative impacts associated with long-term increases in peak stormwater runoff flow and flooding related to the proposed project were determined to be less-than-significant.

Public Services and Utilities

The Public Services and Utilities chapter describes the public service systems and facilities within the project area and the associated potential impacts resulting from the proposed project. The following public services are considered in the analysis: water; wastewater; solid waste; gas and electricity/telephone/cable; fire protection and emergency medical services; and law enforcement. The Public Services and Utilities chapter was based on water supply and wastewater capacity reports prepared by ECO:LOGIC, as well as the PCGP and ABCP (for solid waste; gas and electricity/telephone/cable) and feedback received from fire and law enforcement service providers.

The Public Services and Utilities chapter concluded that impacts related to solid waste disposal, provision of adequate gas and electricity, cable, and telephone services for the proposed project, and library services for the proposed project would be less-than-significant. The following impacts were identified as potentially significant: adequate water supply and delivery to the proposed project, increased demand for wastewater disposal, impacts to fire protection and emergency medical services, law enforcement, and school services and facilities. However, implementation of mitigation measures included in the Draft EIR would reduce the impacts to a less-than-significant level. Cumulative impacts associated with an increase in demand for

additional public services and utilities as a result of the proposed project were determined to be less-than-significant.

Hazardous Materials and Hazards

The Hazardous Materials and Hazards chapter describes existing and potentially occurring hazards and hazardous materials within the project area. The chapter discusses potential impacts posed by these hazards to the environment, as well as to workers, visitors, and residents within and adjacent to the project area. The Hazardous Materials and Hazards chapter was based on reports by Wallace Kuhl and Associates, Inc, and Holdrege & Kull.

The Hazardous Materials and Hazards chapter concluded that impacts related to exposure of project residents or the surrounding population to chemical hazards and related to the construction of structures within the Placer County Airport Land Use Compatibility Plan would be less-than-significant. Impacts related to past mining activity in the project area and exposure to asbestos and lead-based paint would be potentially significant, but with the implementation of mitigation measures, the impact would be reduced to a less-than-significant level. Cumulative impacts associated with long-term hazards and hazardous materials-related impacts from the proposed project in combination with existing and future developments in Placer County were determined to be less-than-significant.

Mineral Resources

The Mineral Resources chapter describes the mineral characteristics of the project site and evaluates the extent to which implementation of the proposed project could affect the availability of locally and regionally valuable mineral resources. The Mineral Resources chapter was based on reports prepared by Holdrege & Kull and Wallace Kuhl and Associates, Inc.

The Mineral Resources chapter concluded that impacts related to loss of availability of a known State, regional, and/or locally valuable mineral resource would be less-than-significant. Cumulative impacts to the mineral resources of the region from the proposed project in combination with existing and future developments in the Auburn-Bowman area were determined to be less-than-significant.

2.3 ALTERNATIVES TO THE PROPOSED PROJECT

This section presents a summary of the evaluation and alternatives considered for the proposed project, which include the following:

- No Project-No Build Alternative;
- Clustered Development Alternative; and
- Reduced Density Alternative.

The following summary provides brief descriptions of the three alternatives to the proposed project that are evaluated in this Draft EIR. For a more thorough discussion of project alternatives, please refer to Chapter 16, Alternatives.

No Project-No Build Alternative

The No Project-No Build Alternative is defined in this section as the continuation of the existing condition of the project site, which is currently undeveloped. The No Project-No Build Alternative would allow the project site to continue in the site's existing state. The No Project-No Build Alternative would not meet any of the project objectives.

Decreased (or no) impacts would result in the following issue areas under the No Project-No Build Alternative:

- Land Use:
- Biological Resources;
- Visual Resources;
- Transportation and Circulation;
- Air Quality;
- Noise:
- Soils, Geology, and Seismicity;
- Hydrology and Water Quality;
- Public Services and Utilities;
- Hazardous Materials and Hazards: and
- Mineral Resources.

Clustered Development Alternative

The Clustered Development Alternative would include the same number of residential units (858), and the same square footage for commercial uses as the proposed project. The Clustered Development Alternative would include the elimination of all construction (minus passive use) on the western portion of the proposed project site and would instead include the units lost (56) in the central portion of the site by adding a three-story independent living building and making up the rest in residential villas. As shown in Figure 16-1, the western area that would be excluded from construction is outlined in red along the project's boundary. It should be noted that the construction of off-site sewer infrastructure would still be required under the Clustered Development Alternative.

The Clustered Development Alternative would have impacts similar to the impacts associated with the proposed project related to the following issues: visual resources; transportation and circulation; public services and utilities; hazardous materials and hazards; and mineral resources. The Clustered Development Alternative would have fewer impacts than the proposed project related to the following issues: land use; biological resources; air quality; noise; soils, geology, and seismicity; and hydrology and water quality. It should be noted that the transportation and

circulation and air quality impacts that were determined to be significant and unavoidable for the proposed project would also be expected to be under the Clustered Development Alternative.

Reduced Density Alternative

The Reduced Density Alternative would include the elimination of 100 independent living units by eliminating Buildings C5 and C6 and reducing Building C2 from three stories to two stories. 15 detached villas would be removed from the western and southern perimeter, and 12 of the 15 would instead be inserted into the old location of Buildings C5 and C6 (See Figure 16-2). The net reduction of units under the Reduced Density Alternative is 103. In addition, the lake would be reduced in size. The reduction in residential units and the size of the lake would allow for approximately 10 acres of on-site oak woodlands to be preserved, as compared to the proposed project. It should be noted that the construction of off-site sewer infrastructure would still be required under the Clustered Development Alternative.

The Reduced Density Alternative would have impacts similar to the impacts associated with the proposed project related to the following issues: hazardous materials and hazards and mineral resources. The Reduced Density Alternative would have fewer impacts than the proposed project related to the following issues: land use; biological resources; visual resources; transportation and circulation; air quality; noise; soils, geology, and seismicity; hydrology and water quality; and public services and utilities. It should be noted that the transportation and circulation and air quality impacts that were determined to be significant and unavoidable for the proposed project would also be expected to be under the Reduced Density Alternative.

Environmentally Superior Alternative

The Reduced Density Alternative would be the environmentally superior alternative to the proposed project because the Reduced Density Alternative would result in fewer impacts related to the following issue areas: land use; biological resources; visual resources; transportation and circulation; air quality; noise; soils, geology, and seismicity; hydrology and water quality; and public services and utilities. The Reduced Density Alternative would achieve all but one of the proposed project's objectives, as listed above. The Reduced Density Alternative would not meet the first project objective, because the Reduced Density Alternative would only provide approximately 760 residential units.

2.4 AREAS OF CONTROVERSY

Areas of controversy that were identified in comment letters and verbal comments received at the public scoping meeting held on September 10, 2008 include the following:

- Increased traffic and congestion in the vicinity of the project site;
- Impacts to air quality in the vicinity of the project site;
- Impacts to existing oak woodlands on-site;
- Increase in noise during construction and operation of the proposed project;
- Impacts to visual resources, including light and glare impacts;

- Increased hazardous materials and hazards:
- Potential disturbance or destruction of cultural and/or historical resources on the project site; and
- Increased demand for public services and utilities, including sewer service.

2.5 Issues to be Resolved

The issues and concerns identified above are addressed in the following chapters:

- Land Use:
- Biological Resources;
- Visual Resources:
- Traffic and Circulation:
- Air Quality;
- Noise;
- Soils, Geology, and Seismicity;
- Hydrology and Water Quality;
- Public Services and Utilities;
- Hazardous Materials and Hazards; and
- Mineral Resources.

Table 2-1 summarizes the impacts identified in the technical chapters of this Draft EIR. In Table 2-1, the proposed project's impacts are identified for each technical chapter (Chapters 4 through 15) in the Draft EIR, as well as the Initial Study. In addition, Table 2-1 includes the level of significance of each impact, any mitigation measures required for each impact, and the resulting level of significance after implementation of mitigation measures for each impact.

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES							
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation			
			4	. Land Use				
4-1	Consistency with the ABCP.	LS	4-1	None required.	N/A			
4-2	Consistency with Placer County Ordinances.	LS	4-2	None required.	N/A			
4-3	Compatibility with the Placer County Airport Land Use Compatibility Plan.	PS	4-3	The applicant shall inform and notify prospective buyers and renters of residential properties in writing, prior to purchase or signing of lease agreement, about existing and on-going aircraft overflights in the form of a disclosure statement. The notifications shall disclose that the Timberline at Auburn site is within an overflight zone, which may result in periodic noise from aircraft. The language and format of such notification shall be reviewed and approved by the County Attorney prior to recording any final map(s). Each disclosure statement shall be acknowledged with the signature of each prospective residential property owner/renter.	LS			
4-4	Compatibility with existing adjacent land uses.	LS	4-4	None required.	N/A			
			5. Biol	ogical Resources				
5-1	Impacts to special-status plants.	PS	5-1	Prior to Grading Plan approval for each phase of the project, focused surveys shall be performed by a qualified botanist in order to determine the presence or absence of the following special-status plant species: Butte County fritillary, big-scale balsamroot, Brandegee's clarkia, and oval-leaved viburnum. The surveys shall be conducted on-site as well as in off-site	LS			

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact Significance Prior to Mitigation		Significance Prior to	gnificance Prior to Mitigation Measures		Level of Significance After Mitigation		
				improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection), as applicable for each phase, during the identification periods (bloom periods) for all of the special-status plant species listed above. The general bloom periods of each species are as follows: big-scale balsamroot blooms from March to June; Brandegee's clarkia blooms from April to May; Butte County fritillary blooms from March to May; and oval-leaved viburnum blooms from May to June. If any of the special-status plant species are found, a mitigation plan shall be prepared in consultation with the appropriate agencies. The plan shall detail the various mitigation approaches to ensure no net loss of special-status plants. Mitigation could include, but would not necessarily be limited to, avoidance of the plant species, salvage of plant materials where possible, acquisition of credits at an approved mitigation bank, or acquisition and preservation of property that supports the plant species.			
5-2	Impacts to western burrowing owl.	PS	5-2(a)	Prior to Grading Plan approval for each phase of the project, pre-construction burrowing owl surveys shall be conducted on the project site and within 250 feet of the boundary of each phase by a qualified biologist no more than 30 days prior to initiation of construction activities for each phase. The surveys shall also be conducted in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell	LS		

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Imp	act	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
			5-2(b)	Road / First Street intersection). Presence or signs of burrowing owls and all potentially occupied burrows shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium guidelines. If burrowing owls are not detected by sign or direct observation, further mitigation is not necessary. If burrowing owls are detected, the project applicant shall implement Mitigation Measure 5-2(b). Prior to initiation of any construction activities, during the non-breeding season (September 1 through January 31) a non-disturbance buffer of 160 feet, and during the nesting season (February 1 to August 31) a non-disturbance buffer of 250 feet shall be established around each burrow with an active nest until the young have fledged and are able to exit the burrow, as determined by a qualified biologist. In the case of occupied burrows without active nesting, active burrows after the young have fledged, or if development commences after the breeding season, passive relocation, which involves installing a one-way door at the burrow entrance to encourage the owls to move from the occupied burrow of the owls, shall be performed. The CDFG shall be consulted for current guidelines and methods for passive relocation of any owls found on the site.			
birds.	otors and migratory	PS	5-3(a)	Prior to Grading Plan approval for each phase of the project, if construction is expected to occur during the	LS		

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation				
		raptor nesting season (February 1 to August 31), a pre- construction raptor survey shall be performed to determine if active raptor nests are present within the boundaries of each phase, or within 500 feet of said boundaries, including any off-site impact areas associated with each phase. The survey shall be conducted on-site as well as in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection). The survey shall be conducted by a qualified biologist not more than 30 days prior to the onset of construction activities for each phase. If active raptor nests are not found on or within 500 feet of the phase area, further mitigation is not necessary. In addition, if construction activities are proposed to occur during the non-breeding season (September 1 to January 31), a survey is not required and further studies are not necessary. However, if active raptor nests are found on or within 500 feet of the phase area, the project applicant shall implement Mitigation Measure 5- 3(b). 5-3(b) Construction activities shall not occur within 500 feet of the active raptor nests until the young have fledged or until the biologist has determined that the nest is not active any longer.					

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation		Mitigation Measures			
		5-3(c)	Prior to Grading Plan approval for each project phase, if any vegetation removal is expected to occur as a result of the project during the typical avian nesting season (February 1 to August 31), a pre-construction survey shall be performed to determine if active migratory bird nests are present on or within 500 feet of the phase area. The survey shall be conducted on-site as well as in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection). The survey shall be conducted by a qualified biologist not more than two weeks prior to the onset of vegetation removal. If active migratory bird nests are found, disturbance or removal of the nest shall be avoided until the young have fledged and the nest is not active any longer. It should be noted that extensive buffers, such as those recommended for nesting raptors, are not necessary for nesting avian species protected solely by the Migratory Bird Treaty Act. However, depending on the bird species, site conditions, and the proposed construction activities near an active nest, a small buffer could be prescribed, as determined by the biologist. Alternatively, vegetation removal could be scheduled to avoid all potential impacts. Vegetation removal conducted between September 1 and January 31 will prevent			

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
	Impact	Level of Significance Prior to Mitigation	nce o Mitigation Measures		Level of Significance After Mitigation		
				impacts to nesting birds or unfledged young.			
5-4	Impacts to special-status bat species.	PS	5-4(a)	Prior to Grading Plan approval for each phase of the project, pre-construction surveys of all potential special-status bat roosting habitat locations on-site shall be conducted by a qualified biologist no more than 30 days prior to initiation of construction activities associated with each phase. The survey shall be conducted on-site as well as in off-site improvement areas (off-site sewer alignment, Bell Road / New Airport Road intersection, and Bell Road / First Street intersection). Any presence and/or signs of the hoary bat, western red bat, Yuma myotis, Townsend's big-eared bat, or the pallid bat shall be recorded and monitored according to CDFG guidelines. If bat species are not detected by sign or direct observation, further mitigation is not necessary. If any of the special-status bat species are detected, the project applicant shall be responsible for implementing Mitigation Measure 5-4(b).	LS		
			5-4(b)	If bat roosting sites and/or nursing sites of any special- status bat species are identified within the boundaries of each phase, a no-disturbance buffer zone of 250 feet (or as determined in consultation with CDFG) shall be established by a qualified biologist around each identified roosting site during the nursery season (April 1 through August 31). Any required eviction of bat roosts shall be conducted by a qualified biologist during the non-breeding season (September 1 through March			

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES							
	Impact	Level of Significance Prior to Mitigation	Level of gnificance Prior to Mitigation Measures		Level of Significance After Mitigation			
		V	5.5()	31). Eviction activities shall be conducted using bat exclusion techniques (i.e., exclusionary nets, etc.) developed by Bat Conservation International (BCI) and in consultation with CDFG.	Ü			
5-5	Impacts to oak woodland communities and significant trees.	PS	5-5(a)	To mitigate oak woodland losses within the development footprint, the project shall provide mitigation at a 1:1 ratio by either of the following methods: (1) preserve in perpetuity 22.86 acres of oak woodland in Placer County, or (2) make an in-lieu fee payment to the Placer County Tree Preservation Fund equivalent to the fair market value of a conservation easement on 22.86 acres of oak woodland property in Placer County, with such fair market value established via an appraisal within 120 days of the time of approval of the tentative subdivision up for the project, or (3) a combination of these two mitigation methods. Any in-lieu payment shall be paid at the time of recordation of the first final subdivision map on the property. Such in-lieu funds shall include both a conservation component and an in-perpetuity management component. These funds will be used by the County to purchase conservation easements for other oak woodland in the County. If changes in the project are required during the Grading Plan process that result in changes in the impact area, the amount of such oak woodland acreage to be mitigated shall be revised accordingly consistent with this Mitigation Measure 5-5(a).	LS			

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation			
		5-5(b)	Each Significant Tree (24 inches dbh or greater) identified for removal (other than those identified by the arborist for removal) shall be mitigated by either of the following methods: (1) Prior to Grading Plan approval, the applicant shall submit payment to the Placer County Tree Preservation Fund in the amount of \$36,000 for impacts to Significant Trees on-site. If changes in the project are required during the Grading Plan process that result in changes in impacts to Significant Trees, this figure shall be revised accordingly consistent with this Mitigation Measure 5-5(b); or (2) For the 11 Significant Trees to be removed because of project development, the project shall include planting of on-site 24-inch box trees and 15-gallon trees (cumulatively 25%), 5-gallon trees (25 percent) and D-pots (50 percent) at the ratios outlined in Table 5-3 below:				

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation	Mitigation Measures			Level of Significance After Mitigation	
		Propose	Table 5-3 ed Significant Oak Tree Mi	tigation Ratios		
			Replacement Value/	Percent of Total	-	
		Condition	Inch of Impact	Mitigation		
		24-inch box	1/3	25% Cumulative		
		15-gallon	1/2	25% Cumulative		
		5-gallon	2/1	25%		
		D-pot	5/1	50%		
			Mitigation tree planting space areas specified on planting areas on-site replacement oak trees replacement habitat for lost on the project site. shall be installed by the and approved by an auth the DRC prior to accept by the Engineering and At its discretion, the I alternate deadline for ir replacement trees if circumstances prevent requirement.	the project site. These e, once planted with e, will also serve as oak woodland values Mitigation tree planting applicant and inspected corized representative of otance of improvements Surveying Department. DRC may establish an installation of mitigation weather or other		
			er to Grading Plan approval er improvements and interse			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation			
		First Street and Bell Road / New Airport Road, the plans shall include a list of tree protection methods, for review and approval by the Planning Department. The list of tree protection methods shall be implemented during construction of off-site improvements. The list of tree protection methods shall include, but not limited to, the following: • The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans. • The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches dbh (or 10 inches dbh aggregate for multi-trunked trees). The fencing shall delineate an area that				

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation				
		is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being moved onsite or any site preparation or construction activities taking place. Development of this site, including grading, shall not be allowed until this condition is satisfied. Any encroachment within the areas listed below, including within driplines of trees to be saved, must first be approved by a designated representative of the Development Review Committee (DRC). Grading, clearing, or storage of equipment or machinery may not occur until a representative of the DRC has inspected and approved all temporary construction fencing. This includes both onsite and offsite improvements. Trees shall be preserved where feasible. This may include the use of retaining walls, planter islands, or other techniques commonly associated with tree preservation. The Grading/Improvement Plans shall indicate the location of the fencing and include a note describing the fencing requirements consistent with this mitigation measure.					

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES							
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation					
	Mitigation	 The project applicant shall implement the following guidelines before and during grading and construction for protection of all oak trees to be preserved: Plans and specifications shall clearly state protection procedures for oak trees on the project site. The specifications shall also include a provision for remedies if oak trees are damaged; Before construction commences, those oak trees within 25 feet of construction sites shall be pruned and the soil aerated and fertilized; Vehicles, construction equipment, mobile offices, or materials shall not be parked, stored, or operated within the driplines of oak trees to be preserved; Cuts and fills around trees shall be avoided where feasible. Soil surface removal greater than one foot shall not occur within the driplines of oak trees to be preserved. Cuts shall not occur 	Mitigation					
		within five feet of their trunks; • Earthen fill greater than one foot deep shall not be placed within the driplines of oak trees to be preserved, and fill shall not be placed within five feet of their trunks;						

	SUN	IMARY OF IN	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation				
			 Underground utility line trenching shall not be placed within the driplines of oak trees to be preserved where feasible without first obtaining approval from a designated representative of the DRC. If it is necessary to install underground utilities within the driplines of oak trees, boring or drilling rather than trenching shall be used; Paving shall not be placed in the vicinity of oak trees to be preserved (at a minimum, within the dripline of any oak tree) without first obtaining approval from a designated representative of the DRC; and Irrigation lines or sprinklers shall not be allowed within the dripline of native oak trees. 					
5-6	Impacts to jurisdictional wetlands or other waters of the U.S.	PS	5-6(a) To the extent feasible, the project shall be designed and constructed to avoid and minimize adverse effects to waters of the United States or jurisdictional waters of the State of California within the project area and adhere to the USACE regulations and guidelines. 5-6(b) Prior to Grading Plan approval for each phase of the project, a Section 404 permit for fill of jurisdictional wetlands shall be acquired, and mitigation for impacts to jurisdictional waters that cannot be avoided shall conform with the USACE "no-net-loss" policy and the USACE Regulatory Guidance Letter No. 02-2	LS				

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
5-7	Impacts related to conflicts with local policies and ordinances regarding the protection of natural resources.	LS	<i>5-6(c) 5-7</i>	establishing policies and guidance on appropriate mitigation for impacts to jurisdictional waters. Mitigation for impacts to both federal and State jurisdictional waters shall be addressed using these guidelines. If a Section 404 permit is obtained, the applicant must also obtain a water quality certification from the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act (CWA). Implement Mitigation Measure 10-2(c). None required.	N/A
			6. Visu	al Resources	
6-1	Impacts related to the existing visual character or quality of the site and surroundings.	LS	6-1	None required.	N/A
6-2	Impacts to scenic vistas and natural resources.	LS	6-2	None required.	N/A
6-3	Impacts associated with light pollution and glare.	LS	6-3	None required.	N/A

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation		
		7. Tr	ansportation and Circulation			
7-1	Impacts to traffic flow from construction traffic associated with development of the project site.	PS	7-1 Submit, for review and approval, a striping and signing plan with the project Improvement Plans. The plan shall include all on- and off-site traffic control devices and shall be reviewed by the County Traffic Engineer. A construction signing plan shall also be provided with the Improvement Plans for review and approval by the County Traffic Engineer.	LS		
7-2	Impacts to study intersections under the Existing Plus Project Phase 1 Conditions.	PS	7-2(a) Construct the following improvements at the intersection of Bell Road and Richardson Drive with the phase of development that will generate a project total of 123 PM peak hour vehicle trips or more: • Signalize the intersection and widen the southbound and westbound approaches as noted below to accommodate the projected 95th percentile queue lengths: • Widen the westbound (Bell Road) approach to include an exclusive right-turn lane; with this improvement the westbound approach will include one left-turn lane, one through lane and one right-turn lane. • Widen the southbound (Richardson Drive) approach to include an additional left-turn	LS		

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation		
	Mitigation	lane; with this improvement the southbound approach will include one left-turn lane, and one shared through-left-right-turn lane. Or Install a one lane modern roundabout. The improvements to be constructed shall be shown on the Improvement Plans to the satisfaction of the ESD and DPW and shall meet all current and applicable engineering standards. Intersection #4) Bell Road/First Street 7-2(b) Construct a traffic signal at the intersection of Bell Road and First Street with the phase of development that will generate a project total of 240 PM peak hour vehicle trips or more. The traffic signal shall be shown on the Improvement Plans to the satisfaction of the Department of Public Works and the Engineering and Surveying Department and shall meet all current and applicable	Mitigation		
		engineering standards. Additional improvements to First Street shall be required to accommodate intersection geometrics, conformance to existing improvements, and curb, gutter, and 8-foot wide sidewalks.			

SIIM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation		Level of Significance After Mitigation			
		Intersection #16) New Airport Road/Bell Road				
		7-2(c) Improve the intersection of Bell Road and New Airport Road to the following standard with the phase of development that will generate a project total of 106 PM peak hour vehicle trips or more:				
		Widen the New Airport southbound approach to include one left turn lane, one through lane, and one right turn lane.				
		The improvements shall be shown on the Improvement Plans to the satisfaction of the DPW and ESD and shall meet all current and applicable engineering standards. Additional widening may be required to accommodate auxiliary lanes, intersection geometrics, bicycle lanes, or conformance to existing improvements. The roadway structural section shall be designed for a Traffic Index of 9. 0, but said section shall not be less than 3" AC/8" Class 2 AB, unless otherwise approved by DPW and the Engineering and Surveying Department. (Ref Section 4, LDM). Intersection #18) Bell Road/I-80 WB Ramps				
		•				
		7-2(d) This project will be subject to the payment of traffic impact fees that are in effect in this area (Auburn/Bowman), pursuant to applicable Ordinances				

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation			
	Mugauon	and Resolutions. The applicant is notified that the following traffic mitigation fee(s) will be required and shall be paid to Placer County DPW prior to issuance of any building permits for the project: • County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code The current total combined estimated fee is \$2,570,234 (\$4,705 per DUE). The fees were calculated using the information supplied. If either the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs for each phase. Intersection #19) Bell Road/I-80 EB Ramps 7-2(e) Implement Mitigation Measure 7-2(d). 7-2(f) Prior to Improvement Plan approval for each phase, the applicant shall submit to the ESD and DPW for review and approval, an accounting of trips prepared by a Registered Civil Engineer identifying the number of PM peak hour vehicle trips that the proposed phase will	Mugauon			
		generate along with the total number of PM peak hour trips generated by all phases of the project with approved Improvement Plan approvals. Upon approval of Improvement Plans for the phase that generates a				

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation	
				project total of more than 240 PM peak hour trips, this accounting of trips shall not be required for the development of the remainder of the project phases.		
7-3	Impacts to study intersections under the Short Term Plus Project Phase 1 Conditions.	PS	7-3(a) Intersection 7-3(b)	Implement Mitigation Measure 7-2(a). Once implemented, either of the two improvements recommended for Intersection #2 would reduce the impact to the Bell Road/Richardson Drive intersection to a less-than-significant level. Implement Mitigation Measure 7-2(b). Once implemented, the required improvement for Intersection #4 would reduce the impact to the Bell Road/First Street intersection to a less-than-significant level.	LS	
			7-3(c)	Implement Mitigation Measure 7-2(c). Once implemented, the required improvements to New Airport Road/Bell Road (Intersection #16) would lower the "Plus Project" v/c ratio to less than the "No Project" v/c ratio. This approach to mitigating the project's impact is consistent with direction provided by the ESD.		

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation	
			Intersection #18) Bell Road/I-80 WB Ramps		
			7-3(d) Implement Mitigation Measure 7-2(d). The Bell Ro 80 WB Ramps intersection is included within the C therefore, the project applicant shall pay the CCII which shall reduce the project's impact to a less- significant level per Policy 6 of the ABCP.	CIP; P fee,	
			Intersection #19) Bell Road/I-80 EB Ramps		
			7-3(e) Implement Mitigation Measure 7-2(e). The Bell Ro 80 EB Ramps intersection is included within the C therefore, the project applicant shall pay the CCII which shall reduce the project's impact to a less- significant level per Policy 6 of the ABCP.	CIP; P fee,	
7-4	Impacts to roadway segments under the Short Term Plus Project Phase 1 Conditions.	S	None feasible.	SU	
7-5	Impacts to arterial operations under the Short Term Plus Project Phase 1 Conditions.	PS	7-5 Implement Mitigation Measure 7-2(d).	LS	
7-6	Impacts to lane queuing under the Short Term Plus Project Phase 1 Conditions.	PS	Northbound left at the intersection of SR 49/Dry Creek Road 7-6(a) Implement Mitigation Measure 7-2(d).	LS	
			Northbound Through at the intersection of SR 49/Bell F Northbound Right at the intersection of SR 49/Bell Road, Southb		

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Level Significa Prior Mitigat		Mitigation Measures		Level of Significance After Mitigation	
			<i>Through,</i> 7-6(b)	Through-Right at the intersection of SR 49/Bell Road Implement Mitigation Measure 7-2(d).		
7-7	Impacts to study intersections under the Short Term Plus Project Phases 1 and 2 Conditions.	PS	7-7	Implement Mitigation Measures 7-2(a) through 7-2(e).	LS	
7-8	Impacts to roadway segments under the Short Term Plus Project Phases 1 and 2 Conditions.	S	None feas	ible.	SU	
7-9	Impacts to arterial operations under the Short Term Plus Project Phases 1 and 2 Conditions.	PS	7-9	Implement Mitigation Measure 7-5.	LS	
7-10	Impacts to lane queuing under the Short Term Plus Project Phases 1 and 2 Conditions.	PS	7-10	Implement Mitigation Measures 7-6(a) and (b).	LS	
7-11	Impacts related to emergency access and/or project access.	PS	7-11(a)	The project applicant shall construct an emergency access road from the existing Golden Eagle Drive to each lot that is developed west of the intersection of Road "A" and Road "C" to the satisfaction of the ESD and the servicing fire district.	LS	
			7-11(b)	Concurrent with the completion of the Richardson Drive/Bell Road improvements outlined in Mitigation Measure 7-2(a), the project applicant shall restrict Bell		

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES Level of Level of **Significance Significance Impact Mitigation Measures** Prior to After **Mitigation** Mitigation Road driveway movements (driveway accessing Lot 33) to right-in right-out by construction of a pork-chop median within the encroachment or raised median within Bell Road. The project applicant shall submit Improvement Plans for the proposed Richardson Drive/Bell Road intersection improvements for the review and approval by Engineering and Surveying Department. Impacts to transit facilities. PS 7-12 The project applicant shall provide bus/transit LS 7-12 turnout(s) to the satisfaction of the California Highway Patrol, local bus service provider, the Engineering and Surveying Department, and the Department of Public Works along both sides of Richardson Drive, south of Education Street, or along both sides of the newly constructed section of Education Street. Turnouts along Richardson Drive shall require the removal of as many on-street parking stalls as necessary to safely access the turnout. Turnouts along Education Street shall consist of a wider roadway cross-section to incorporate 7.5-foot wide bikelanes. A letter shall be provided from the CHP and local bus service provider which addresses the need for a turnout and the turnout design (if required) and the turnout shall be as shown on the project Improvement *Plans prior to their approval.* Impacts to pedestrian and bicycle PS 7-13 Prior to Improvement Plan approval for each phase of LS 7-13 the project, the project applicant shall ensure that the facilities. sidewalk network meets Americans with Disabilities Act accessibility requirements, subject to review and

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation	
				approval by the Engineering and Surveying Department and the Department of Public Works.		
7-14	Impacts resulting from inadequate parking capacity.	PS	7-14	Prior to construction acceptance for the Richardson Drive roadway connection to the north, the applicant shall remove the 17 proposed parallel parking spaces along the west side of Richardson Drive, south of Education Street, to the satisfaction of the Engineering and Surveying Department and the Department of Public Works. A note shall be included on the Improvement Plans for the Richardson Drive roadway connection to the north indicating the removal of these parking spaces prior to completion of the improvements. The County shall determine the feasibility of retaining three to four parking spaces on the west side of Richardson Drive immediately south of Education Street.	LS	
7-15	Impacts to air traffic patterns.	LS	7-15	None required.	N/A	
			8. A	ir Quality		
8-1	Impacts related to fugitive particulate matter emissions and the release of NOA associated with project construction activities.	PS	8-1(a) 8-1(b)	Prior to Grading Plan approval for each phase of project construction, the project applicant shall submit a Construction Emission / Dust Control Plan to the PCAPCD for approval. This plan must address the minimum Administrative Requirements found in section 300 and 400 of PCAPCD Rule 228, Fugitive Dust. The project applicant shall include the following standard note on the Grading Plans: The prime	LS	

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation			
		contractor shall submit to the PCAPCD a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used an aggregate of 40 or more hours for the construction project. The inventory shall be updated, beginning 30 days after any initial work on site has begun, and shall be submitted on a monthly basis throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the PCAPCD with the anticipated construction time line including start date, and name and phone number of the property owner, project manager, and on-site foreman. 8-1(c) The project applicant shall include the following standard note on the Grading Plans: Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified to cease operations and the equipment must be repaired within 72 hours. Additional information regarding Rule 202 can be found at: http://www.placer.ca.gov/Departments/Air/Rules.aspx.				

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation	
		8-1(d) 8-1(e)	The project applicant shall include the following standard note on the Grading Plans: The contractor shall suspend all grading operations when fugitive dust exceeds PCAPCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40 percent opacity and not go beyond property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas they shall be controlled as to not to exceed PCAPCD Rule 228 Fugitive Dust limitations. Prior to the approval of Grading Plans, an enforcement plan shall be established, and submitted to the PCAPCD for review, in order to weekly evaluate project-related on-and-off- road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180-2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy duty onroad equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.		

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
		8-1(f)	The project applicant shall include the following standard note on the Grading Plans: During construction, no open burning of removed vegetation shall be allowed. All removed vegetative material shall be either chipped on site or taken to an appropriate disposal site.			
		8-1(g)	The project applicant shall include the following standard note on the Grading Plans: The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited.			
		8-1(h)	The project applicant shall include the following standard note on the Grading Plans: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.			
		8-1(i)	The project applicant shall include the following standard note on the Grading Plans: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation	
		8-I(j)	The project applicant shall include the following standard note on the Grading Plans: The contractor shall apply water twice daily to control dust, as required by Rule 228, Fugitive Dust, to prevent dust impacts offsite. Operational water truck(s) shall be on-site, at all times, to control fugitive dust. Construction vehicles leaving the site shall be clean or cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite.		
		8-1(k)	The project applicant shall include the following standard note on the Grading Plans: During construction, the contractor shall minimize idling time to a maximum of five minutes for all diesel powered equipment.		
		8-1(1)	The project applicant shall include the following standard note on the Grading Plans: The contractor shall use CARB ultra low diesel fuel for all diesel-powered equipment. In addition, low sulfur fuel shall be utilized for all stationary equipment. The requirement may be reconsidered if the equipment manufacturer states that said use will void equipment warranties.		
		8-1(m)	The project applicant shall include the following standard note on the Grading Plans: The contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power		

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures		
			8-1(n) 8-1(o)	The project applicant shall include the following standard note on the Grading Plans: All on-site stationary equipment that is classified as 50 hp or greater shall either obtain a State-issued portable equipment permit or a PCAPCD-issued portable equipment permit. Prior to the approval of Grading Plans, the project applicant shall provide a plan to the PCAPCD for approval by the District demonstrating that the heavyduty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO _X reduction compared to the most recent CARB 2005 fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels,		
8-2	Impacts related to a temporary increase in ROG and NO _X	LS	8-2	engine retrofit technology, aftertreatment products, and/or other options as they become available. None required.	N/A	
8-3	emissions. Contribution to CO concentrations at local "hotspot" intersections.	LS	8-3	None required.	N/A	

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES							
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation			
8-4	Impacts related to long-term increases of criteria air pollutants.	S	8-4	Prior to Improvement Plan approval, the applicant shall show on the plans incorporation of mitigation measures to reduce the impact to the highest degree feasible. The plans shall be reviewed and approved by the Placer County Air Pollution Control District to ensure proper incorporation of mitigation measures. The mitigation measures shall be the following: • Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas. • Provide secure and conveniently placed bicycle parking at parks and other facilities. • Implement feasible travel demand management (TDM) measures for a project of this type. This would include coordination with regional ridesharing organization and, provision of transit information. • Woodburning or pellet appliances shall not be permitted for the entire planning area with the single exception of only one wood burning appliance which meets the APCD Rule 225 in the common building "A". Only natural gas or propane-fired fireplace appliances are permitted. These appliances shall be clearly delineated on the floor plans submitted in	SU			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation			
		conjunction with the building permit application. Install exterior outlets in the front and rear of each home to promote use of electric lawn and garden equipment for landscaping. Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc. in coordination with Placer County Transit. Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development. Include shade trees near buildings to shield them from the sun's rays and reduce local air temperature and cooling energy demand. Electrify service equipment where feasible. Install energy-efficient appliances, such as water heaters, refrigerators, furnaces and boiler units that meet or exceed Title 24 requirements. Install automatic lighting on/off controls and energy-efficient lighting. Landscape trees should have low ozone-forming potential. Landscape with drought-resistant species, using groundcover rather than pavement where feasible. Provide information to homebuyers about available local electric lawn and garden				

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation		
			equipment exchange program. The commercial portion of the project shall be required to apply Transportation Systems Management (TSM) measures to reduce trips. Appropriate strategies would be: Provide physical improvements, such as sidewalk improvements, landscaping and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel. Connect site with a regional bikeway/pedestrian trail system. Implement feasible travel demand management (TDM) measures for a project of this type. This would include coordination with regional ridesharing organizations and transit incentives program. Provide secure and conveniently located bicycle parking for workers and patrons.			
8-5	Impacts to nearby sensitive receptors from odors associated with the project.	PS	8-5 If an odor-emitting facility is to occupy space in the retail and restaurant portions of the project site, odor control devices shall be installed for the review and approval of the Planning Department prior to the issuance of occupancy permits to reduce the exposure of receptors to objectionable odorous emissions.	LS		

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
			9	9. Noise			
9-1	Impacts from construction would temporarily increase noise levels during construction.	PS	9-1(a) 9-1(b)	Construction activities shall comply with the Placer County Noise Ordinance. Fixed construction equipment, which may include, but not be limited to, compressors and generators, shall be located as far away from sensitive receptors, to the extent feasible. In addition, impact tools shall be	LS		
			9-1(c)	shielded or shrouded. Intake and exhaust ports of powered construction equipment shall also be muffled or shielded. A disturbance coordinator shall be appointed for the project site who would receive any public noise-related complaints about construction equipment and practices.			
				The disturbance coordinator shall be responsible for determining the cause of the complaint(s) and the implementation of any feasible measures to alleviate the complaint(s). The disturbance coordinator's contact information shall be posted throughout the site and adjacent public spaces.			
9-2	Traffic-related noise impacts as a result of project implementation.	LS	9-2	None required.	N/A		

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
9-3	Potential impacts from on-site noise sources to existing sensitive receptors.	PS	9-3(a) 9-3(b)	Loading and delivery activities shall be limited to daytime hours 7:00 AM to 10:00 PM. Prior to Improvement Plan approval, a noise barrier shall be shown along the south and east boundaries of the project site to reduce impacts to affected sensitive receptors from increased parking lot noise levels determined in this DEIR (shown conceptually in Figure 9-6), for the review and approval by the Planning Department. A noise barrier six feet in height would be required (minimum) along the south and eastern property boundaries, lots 26, 27, and 28, to reduce future parking lot noise levels below the Placer County Standards. Barriers could take the form of earth berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or masonry block. Other materials may be acceptable provided they have a density of approximately four pounds per square foot. Prior to Improvement Plan approval, the project applicant shall be responsible for designing the Central	LS		
				Plant to minimize the ventilation openings facing nearby residences along the project site boundaries. Any openings in the building façade shall require treatment with acoustical silencers/louvers. Additionally, any rooftop ventilation openings or stacks shall be shielded from view with building parapets and may also require			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES Level of Level of **Significance Significance Impact Mitigation Measures** Prior to After **Mitigation** Mitigation treatment with acoustical silencers/louvers. The noise emitted from the mechanical equipment within the Central Plant must comply with the Placer County exterior noise standards (45 dB Lea and 65 dB Lmax respectively) at the nearest sensitive receptors. 9-3(d)The emergency backup generator(s) shall be installed with an acoustical enclosure and engine muffler which could reduce noise levels to compliance with the Placer County standards (50 dB L_{ea} daytime exterior noise level standard) at the nearest sensitive receptor. Prior to Improvement Plan approval, a noise barrier 9-4 Potential impacts from project **PS** 9-4(a)LS implementation to new on-site shall be shown along the boundary of Lot 8 and Lot 19 to reduce impacts to affected sensitive receptors from sensitive receptors. loading dock noise levels determined in this DEIR (shown conceptually in Figure 9-6), for the review and approval by the Planning Department. A noise barrier six feet in height would be required (minimum) along the boundaries of Lot 8 and Lot 19 and wrap along the east side and a portion of the north side of Lot 8 to shield the rear yard lots of Villa F. Barriers could take the form of earth berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or masonry block. Other materials may be acceptable provided they have a density approximately four pounds per square foot. 9-4(b)Implement Mitigation Measure 9-3(a).

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
			9-4(c) 9-4(d)	Implement Mitigation Measure 9-3(c). Prior to Improvement Plan approval, the project improvement plans shall show a setback distance of 130 feet from the tennis court, as measured from the center of the tennis court, to the nearest on-site residence, for review and approval by the Planning Department. In addition, a sign shall be posted on the tennis court, limiting tennis court usage to the hours of 7:00 a.m. to 10:00 p.m. and lighting of the tennis court shall automatically shut off at 10:00 p.m.			
9-5	Potential exposure of new noise- sensitive uses to transportation noise levels.	LS	9-5	None required.	N/A		
9-6	Potential aviation noise could disturb sleep patterns of new sensitive receptors within the project site.	LS	9-6	None required.	N/A		
		10. S	oils, Geol	ogy, and Seismology			
10-1	Risks to people and structures associated with seismic activity, including surface rupture, slope instability, and/or landslides.	PS	10-1	The project applicant shall submit to the Engineering and Surveying Department (ESD), for review and approval, a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:	LS		

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
				 Road, pavement, and parking area design; Structural foundations, including retaining wall design (if applicable); Grading practices; Erosion/winterization; Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and 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 Department for their use. If the soils report indicates the presence of critically expansive or other soils problems which, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a Lot by Lot basis or on a Tract basis. This shall be so noted in the CC&Rs and on the Informational Sheet filed with the Final Map(s). It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. 			
10-2	Risks associated with erosion (loss of topsoil) and/or	PS	10-2(a)	The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the	LS		

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation				
sedimentation.		requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and Placer County Fire Department Improvement Plan review and inspection fees. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or DRC review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the					

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES						
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
	Mitigation	10-2(b)	ESD prior to acceptance by the County of site improvements. All proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at 2:1 (horizontal:vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) concurs with said recommendation. The applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to assure proper installation and maintenance of erosion	Mitigation		
			control/winterization during project construction. Where soil stockpiling or borrow areas are to remain for more than one construction season, proper erosion control measures shall be applied as specified in the			

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation			
		Improvement Plans/Grading Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the 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.				

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

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation	mce o Mitigation Measures		Level of Significance After Mitigation	
				resources in the area.		
10-3	Loss of structural support due to liquefaction.	PS	10-3	Implement Mitigation Measure 10-1.	LS	
10-4	Impacts related to damage from expansive soils on-site.	PS	10-4(a)	Implement Mitigation Measure 10-1.	LS	
			10-4(b)	The preliminary geotechnical engineering report performed by Holdrege & Kull, dated August 14, 2008, indicated the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects.		
				For non-pad graded lots, prior to Improvement Plan approval the applicant shall submit to the Engineering and Surveying Department (ESD) for review and approval, a soil investigation of each lot in the subdivision produced by a California Registered Civil or Geotechnical Engineer (Section 17953-17955 California Health and Safety Code).		
				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 Department (ESD) for review and approval, a soil investigation of each lot produced by a California Registered Civil or Geotechnical Engineer		

Code).

(Section 17953-17955 California Health and Safety

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation	
				The soil investigations shall include recommended corrective action that is likely to prevent structural damage to each proposed dwelling. In addition, the applicant shall include in the Development Notebook or modify the Development Notebook to include the soil problems encountered on each specific lot as well as the recommended corrective actions. A note shall be included on the Improvement Plans, CC&Rs, and the Informational Sheet filed with the Final Map(s), which indicates the requirements of this condition. Once approved by the ESD, two copies of the final soil investigations for each lot shall be provided to the ESD and one copy to the Building Department for their use.		
		11. I	Hydrology	and Water Quality		
11-1	Project impacts to the existing drainage pattern and increases in surface runoff.	PS	11-1(a)	Stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities. Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Department (ESD). The ESD may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event on-site detention requirements are waived, this project may be subject to payment of any inlieu fees prescribed by County Ordinance. No	LS	

	SUN	IMARY OF IN		BLE 2-1 AND MITIGATION MEASURES	
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
				retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.	
			11-1(b)	Prepare and submit with the project Improvement Plans, a drainage report in conformance with the requirements of Section 5 of the LDM 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" (BMP) measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.	
11-2	Construction-related impacts to surface water quality.	PS	11-2(a)	The location, size, and ownership of any canals (Columbia East Canal) on or adjacent to the property shall be described in the drainage report and shown on	LS

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES Level of Level of **Significance Significance Impact Mitigation Measures** Prior to After **Mitigation** Mitigation the Improvement Plans. The applicant shall provide the Engineering and Surveying Department (ESD) with a letter from the agency(s) controlling the canal(s) describing any restrictions, requirements, easements, etc. relative to construction of the project. Said letter shall be provided to the ESD prior to Improvement Plan approval. During construction, drainage from the project site shall not enter the Columbia East Canal. Measures such as temporary construction fencing shall be placed around the canal to prevent people, animals and debris from entering the canal during construction. Concurrent with the encasement and realignment of the Columbia East Canal, a trash rack and spillway shall be constructed at the downstream end of the encased canal if required by NID. The encasement and realignment of the Columbia East Canal shall be coordinated, reviewed, and approved by the NID. 11-2(b)Implement Mitigation Measures 10-2(a) through 10-2(e). Water quality Best Management Practices (BMPs) shall Operational water quality PS LS 11-3(a)11-3 degradation associated with be designed according to the California Stormwater urban runoff from the project Quality Association Stormwater Best Management site. Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Engineering and Surveying Department [ESD]).

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
			Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the ESD. BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to, the following: water quality inlets (TC-50), wet ponds (TC-20), detention basins (TC-22), and vegetated swales (TC-30). No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.			
			All BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Maintenance of these facilities shall be provided by the project owners/permittees.			
		11-3(b)	This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System			

SUM	IMARY OF IN	TABLE 2-1 MPACTS AND MITIGATION MEASURES	
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		(NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff is accordance with "Attachment 4" of Placer County NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit Not CAS000004). 11-3(c) All storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek" or other language as approved by the Engineering and Surveying Department and/of graphical icons to discourage illegal dumping. Messag details, placement, and locations shall be included of the Improvement Plans. ESD-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area.	f e e n s r t h o e e r e h d h c c
		11-3(d) All stormwater runoff shall be diverted around tras storage areas to minimize contact with pollutants. Tras container areas shall be screened or walled to prever off-site transport of trash by the forces of water or wind Trash containers shall not be allowed to leak and muremain covered when not in use.	h t

	SUM	IMARY OF IN		BLE 2-1 AND MITIGATION MEASURES			
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures		Level of Signification Measures Mitigation Measures After Mitigati	
			11-3(e) 11-3(f)	Materials with the potential to contaminate stormwater that are to be stored outdoors shall be placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the stormwater conveyance system, or protected by secondary containment structures such as berms, dikes, or curbs. The storage area shall be paved to contain leaks and spills and shall have a roof or awning to minimize collection of stormwater within the secondary containment area. Loading dock areas shall be covered and run-on and/or runoff of stormwater to the dock area shall be minimized. Direct connections to storm drains from depressed loading docks (truck wells or sumps) are prohibited.			
11-4	Exposure of people and structures to flood hazards on the project site.	PS	11-4(a) 11-4(b)	Implement Mitigation Measure 11-1(b). Show the limits of the future, unmitigated, fully developed, 100-year floodplain (after grading) for the on-site tributaries, as shown in the Preliminary Drainage Report, on the Improvement Plans and Informational Sheet(s) filed with the appropriate Final Map(s), and designate same as a building setback line unless greater setbacks are required by other conditions contained herein.	LS		

	SUM	IMARY OF IN		BLE 2-1 AND MITIGATION MEASURES	
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
			11-4(c)	The drainage report shall demonstrate that the proposed project will not increase the 100-year floodplain water surface elevation upstream or downstream of the project area.	
11-5	Impacts to important surface water resources (i.e., Lake Tahoe, Folsom Lake, Rock Creek Reservoir, etc.) in the watershed.	LS	11-5	None required.	N/A
		12.	Public Se	rvices and Utilities	
12-1	Adequate water supply and delivery to the proposed project.	PS	12-1(a)	Prior to Improvement Plan approval for each phase, the project applicant shall submit to the Environmental Health Services Department a "will-serve" letter or a letter of availability from NID for domestic water service. The applicant shall connect the project to this treated domestic water supply.	LS
			12-I(b)	Prior to Improvement Plan approval for each phase of development, NID shall provide a will-serve letter stating that the required fire flow is available for fire protection services to the project, to the satisfaction of the servicing fire district and the County. If an alternative water source to NID is proposed, then prior to Improvement Plan approval, the alternative water source shall meet the required fire flows for fire protection services to the project, to the satisfaction of the servicing fire district and the County, and may	

	SUMMARY OF IN		BLE 2-1 AND MITIGATION MEASURES	
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
		12-1(c)	If graywater harvesting is intended to be used for the proposed project, the project applicant shall submit building plans to the County Building Department in order for the County to review them for compliance with the graywater building standards contained in Chapter 16A of the California Plumbing Code. At the time of final inspection, an operation and maintenance manual shall be produced outlining procedures and systems to ensure graywater system compliance. In addition, graywater shall not be used in spray irrigation or allowed to pond or runoff, and shall not be discharged directly into or reach any storm sewer system or any surface body of water. Graywater shall not be allowed for indoor use, such as flushing toilets and urinals. Prior to the use of graywater for the project, the applicant shall obtain approval from the Placer County Environmental Health Services Department.	
12-2 Increased demand for wa disposal.	stewater PS	Conveyano 12-2 (a)	Prior to Improvement Plan approval of the phase of development with a sewer tributary to the Joeger Road Lift Station, the project applicant shall provide a sewer	LS
			study and Lift Station Design Report for the upsizing of the Joeger Road Lift Station to accommodate the buildout flows of the Joeger Road Lift Station tributary	

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation			
		area for review and approval by the Facility Services Department, Environmental Engineering Division. The project shall show on the Improvement Plans the construction of the necessary improvements to the Joeger Road Lift Station as identified/required in the sewer study and Lift Station Design Report. The sewer study shall describe the average daily dry weather and peak wet weather wastewater generation from the site, the ultimate sewer shed area and the methodology used to derive the estimates. The applicant shall be responsible for upsizing upstream and downstream pipes to accommodate built-out flows when they are impacted due to the additional flow to the Joeger Road Lift Station from the project. Prior to Lift Station Design approval for the upsizing of the Joeger Road Lift Station, the project applicant may elect to conduct additional flow monitoring of the Joeger Road Lift Station. The method of monitoring is subject to the review and approval of the Facility Services Department, Environmental Engineering Division. The results of the additional flow monitoring analysis may be used in lieu of the data used in the sewer study to design the upsizing of the Joeger Road Lift Station to accommodate buildout flows to the lift station.				

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation		
			If necessary improvements to the Joeger Road Lift Station are determined to be infeasible based on the Lift Station Design Report, the applicant shall provide a sewer study and Lift Station Design Report for an onsite lift station for the review and subject to final determination by the Facility Services Department, Environmental Engineering Division.			
		12-2 (b)	Prior to Improvement Plan approval, the project applicant shall submit a sewer study to the Facility Services Department, Environmental Engineering Division for review and approval of each phase of the project, which at a minimum shall include the project phase description, number of EDUs, ADWF, and PWWF. The sewer study shall identify which sections of off-site sewer pipe need to be upsized to accommodate the phase. The required sewer pipe improvements shall be shown on the Improvement Plans for each phase. The applicant shall be responsible for constructing needed improvements.			
		<u>Treatment</u>				
		12-2(c)	The applicant shall be required to implement an off-site mitigation program that will replace and/or rehabilitate sewer infrastructure in order to reduce inflow and infiltration in areas tributary to the DeWitt trunk line within Sewer Maintenance District No. 1. The off-site			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES Level of Level of **Significance Significance Impact Mitigation Measures** Prior to After **Mitigation** Mitigation mitigation program will create capacity within the existing system equivalent to the project's peak wet weather flows. The off-site mitigation program shall consist of upsizing of the DeWitt Trunk line as shown in Table 12-15 and Table 12-16 and/or other off site replacement and/or rehabilitation projects on existing infrastructure. The off-site mitigation program shall be coordinated, reviewed, and approved by the Facility Services Department, Environmental Engineering Division prior to or concurrent with the Improvement Plan approval of each phase of on-site development projects. The on-site development project sewer improvements shall not be accepted as complete by the County until the County accepts the off-site sewer mitigation program improvements as complete. Sewer connection fees shall be paid at the time of sewer 12-2(d)permit issuance. The connection fee is used to offset the project's increase in capacity at the SMD-1 WWTP. The actual fees paid shall be those in effect at the time the payment occurs. Adequate fire protection and PS 12-3 Provide the Engineering and Surveying Department LS 12-3 emergency medical services for with a letter from the appropriate fire protection district the proposed project. describing conditions under which service will be provided to each phase of the project. Said letter shall be provided prior to Improvement Plan approval of each phase and a fire protection district representative's signature shall be provided on the plans.

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
12-4	Adequate law enforcement services.	PS	12-4	Prior to Improvement Plan approval for each phase of development, the Sheriff's Department shall review and approve the design relating to safety and provide a copy of their approval to the DRC. Potential crime problems dealing with circulation systems and structures may be reduced by utilizing the concepts of Crime Prevention through Environmental Design. Development design shall consider the effect on features that could encourage criminal activity and work to eliminate such features.	LS
12-5	Impacts to solid waste disposal.	LS	12-5	None required.	N/A
12-6	Impacts related to the provision of adequate gas and electricity, cable, and telephone services for the proposed project.	LS	12-6	None required.	N/A
12-7	Impacts to school services and facilities.	PS	12-7	Prior to building permit issuance, the project applicant shall pay minimum statutory developer fees per SB 50, which are in effect at time of Building Permit issuance to provide revenue for school overcrowding and funding shortfalls.	LS
12-8	Adequate library services available for new residents.	LS	12-8	None required.	N/A
12-9	Adequate park and recreation facilities available for new residents.	LS	12-9	None required.	N/A

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
	Impact	Level of Significance Prior to Mitigation Mitigation		Level of Significance After Mitigation	
		13. Ha	zardous M	laterials and Hazards	
13-1	Impacts related to past mining activity in the project area.	PS	13-1	During site grading and excavation, discovery of substantial areas that have previously been excavated and filled, or of mining shafts, or of other unanticipated voids shall be reported to the Placer County Environmental Health Division. A qualified geotechnical engineer shall consult with the Placer County Environmental Health Division and determine whether additional geotechnical studies are required. If so, all recommendations of the geotechnical expert shall be implemented in the final project design and prior to Final Map approval.	LS
13-2	Impacts related to exposure of people to asbestos and lead-based paint.	PS	13-2(a)	Prior to the approval of a demolition permit, the project applicant shall provide the Planning Department and Environmental Health Services with a detailed assessment pertaining to the potential presence of asbestos-containing materials in the on-site structure. If asbestos-containing materials are not detected, further mitigation shall not be required. If asbestos-containing materials are detected, the applicant shall prepare and implement an asbestos abatement plan consistent with federal, State, and local standards, subject to the review and approval of the Planning Department prior to the issuance of a demolition permit. During removal of the existing asbestos cement pipe within the off-site sewer alignment, under the oversight	LS

SUM	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation		
		of County Environmental Health Services, a licensed asbestos abatement consultant or Certified Inspector shall be retained by the contractor during all asbestos cement pipe removal to provide recommendations or suggestions regarding maintaining the pipe in a nonfriable state, and generally supervise the removal operation. If any pipe becomes friable, the licensed asbestos abatement consultant or Certified Inspector shall conduct perimeter air monitoring, and ensure proper disposal of the friable asbestos. In addition, if more than 260 linear feet of pipe is removed that becomes friable, a NESHAPs notification shall be filed. 13-2(c) Prior to the approval of a demolition permit, the project applicant shall provide the Planning Department and Environmental Health Services with a detailed assessment pertaining to the potential presence of leadbased paint in the on-site structure. If lead-based paint is not detected in the assessment, further mitigation shall not be required. If such paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead			

	SUM	IMARY OF IN		ABLE 2-1 AND MITIGATION MEASURES	
	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
				paint in accordance with federal, State, and local regulations subject to review approval of the Planning Department, prior to the issuance of a demolition permit.	
13-3	Impacts related to exposure of project residents or the surrounding population to chemical hazards or construction hazards.	PS	13-3	If blasting is required for the installation of site improvements, the developer shall comply with applicable County Ordinances that relate to blasting and shall use only State-licensed contractors to conduct blasting operations.	LS
13-4	Impacts related to the construction of structures within the Placer County Airport Land Use Compatibility Plan.	LS	13-4	None required.	N/A
			14. Min	neral Resources	
14-1	Loss of availability of a known State, regional, and/or locally valuable mineral resource.	LS	14-1	None required.	N/A
		15. Cumulati	ve Impac	ets and Other CEQA Sections	
15-1	Increases in the intensity of land uses in the region due to the proposed project and all other projects in Placer County.	LS	15-1	None required.	N/A
15-2	Cumulative loss of biological resources in Placer County and the effects of ongoing urbanization in the region.	S	None fea	sible.	SU

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Level of Significance Prior to		Level of
Mitigation	Mitigation Measures	Significance After Mitigation
LS	15-3 None required.	N/A
PS	Intersection #1) Dry Creek Road/Richardson Drive 15-4(a) Implement Mitigation Measure 7-2(d). Intersection #2) Bell Road/Richardson Drive 15-4(b) Implement Mitigation Measure 7-2(a). Intersection #4) Bell Road/First Street 15-4(c) Implement Mitigation Measure 7-2(b). Intersection #16) New Airport Road/Bell Road 15-4(d) Implement Mitigation Measure 7-2(c). Intersection #17) Bell Road/Bowman Road 15-4(e) Implement Mitigation Measure 7-2(d).	LS
	LS	PS Intersection #1) Dry Creek Road/Richardson Drive 15-4(a) Implement Mitigation Measure 7-2(d). Intersection #2) Bell Road/Richardson Drive 15-4(b) Implement Mitigation Measure 7-2(a). Intersection #4) Bell Road/First Street 15-4(c) Implement Mitigation Measure 7-2(b). Intersection #16) New Airport Road/Bell Road 15-4(d) Implement Mitigation Measure 7-2(c). Intersection #17) Bell Road/Bowman Road

	TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
Prior to		Significance	Mitigation Measures	Level of Significance After Mitigation	
			Intersection #18) Bell Road/I-80 WB Ramps 15-4(f) Implement Mitigation Measure 7-2(d). Intersection #19) Bell Road/I-80 EB Ramps 15-4(g) Implement Mitigation Measure 7-2(d).		
15-5	Impacts to roadway segments under Cumulative Plus Project Conditions.	S	None feasible.	SU	
15-6	Impacts to arterial segments under Cumulative Plus Project Conditions.	PS	Northbound SR 49 (Between Willow Creek Drive and Bell Road) 15-6 Implement Mitigation Measure 7-2(d). Southbound SR 49 (Between Bell Road and Education Street) None feasible.	SU	
15-7	Impacts to lane queuing under Cumulative Plus Project Conditions.	PS	Northbound Left at the Intersection of SR 49/Dry Creek Road 15-7(a) Implement Mitigation Measure 7-6(a) Southbound Left at the Intersection of SR 49/Dry Creek Road 15-7(b) Implement Mitigation Measure 7-2(d).	LS	

	SUN	MARY OF IN		BLE 2-1 AND MITIGATION MEASURES	
	Impact	Level of Significance Prior to Mitigation	ificance ior to Mitigation Measures		Level of Significance After Mitigation
			Northbou	nd Left at the Intersection of SR 49/Willow Creek Drive	
			15-7(c)	Implement Mitigation Measure 7-2(d).	
15-8	Cumulative impacts to regional air quality.	S	15-8(a)	Low- or No-VOC paints, adhesives and sealants shall be used during the construction of all proposed onsite structures.	SU
			15-8(b)	In order to mitigate the project's contribution to long- term emission of pollutants, the applicant shall:	
				Participate in the PCAPCD Off-site Mitigation Program	
				by paying the equivalent amount of money that is equal to the project's contribution of pollutants (ROG and	
				NO_X) that exceed the cumulative threshold of 10 lbs/day.	
				The estimated total amount of excessive ROG for this	
				project is 7.15 tons (88.60 lbs/day – 10 lbs/day = 78.60 lbs/day x 182 days = 14,305.2 lbs/year / 2,000 lbs/ton =	
				7.15 tons/year), and the estimated total amount of	
				excessive NO_X for this project is 2.03 tons (32.29 lbs/day	
				-10 lbs/day = 22.29 lbs/day x 182 days = 4,056.8 lbs/year / 2,000 lbs/ton = 2.03 tons/year). The estimated	
				payment for the proposed project is \$131,274 based on	
				the amount of \$14,300 per ton (7.15 tons ROG + 2.03	
				tons $NO_X = 9.18$ tons x 14,300 \$/ton = \$131,274. The	
				actual amount to be paid shall be determined, per current California Air Resource Board guidelines, at the	
				time of recordation of the Final Map. This condition	
				shall be satisfied prior to recordation of a Final Map.	

	SUM	IMARY OF IN	TABLE 2-1 MPACTS AND MITIGATION MEASURES	
	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
			Participate in an offsite mitigation program, coordinated through the PCAPCD, to offset the project's long-term emission of pollutants. Examples include participation in a "Biomass" program, retrofitting mobile sources (i.e. busses, heavy duty diesel equipment), or any other program that is deemed acceptable by the Director of the PCAPCD. Any proposed off-site mitigation shall be located within the same region as the proposed project. The fair-share Offsite Mitigation Fee shall be adjusted accordingly. 15-8(c) Implement Mitigation Measure 8-1(o).	
15-9	The project could potentially result in a cumulatively considerable incremental contribution to the global production of greenhouse gases.	S	 Prior to Improvement Plan approval, the project applicant shall submit, for review and approval by Placer County Planning Department and the PCAPCD, building and landscaping plans that demonstrate compliance with the following mitigation measures set forth in Table 15-12: Landscaping plans will provide for tree planting throughout all parking areas to attain 50 percent shading of parking areas within 15 years of building permit issuance. Landscaping plans will incorporate native and/or drought-resistant species (plants, trees, and bushes) to 	SU

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation	
		reduce the demand for use of landscape maintenance equipment; • Design buildings to be as energy efficient as possible, including the incorporation of solar energy to the maximum extent feasible. Where solar systems cannot feasibly be incorporated into the project at the outset, best efforts should be made so the buildings shall be constructed as "solar ready," as described in the U.S. Department of Energy's "A Homebuilder's Guide to Going Solar," available at http://www.eere.energy.gov/solar; • Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings; • Install light colored "cool" roofs where feasible, including the flat or low-slope roofs of the commercial buildings; cool pavements where feasible, including the parking lot of common building "A", the entry way near Richardson Drive, and the paths along the large stormwater lake; and strategically placed shade trees; • Install energy efficient heating and cooling systems, appliances and equipment, and control systems; • Install light emitting diodes (LEDs) for traffic,		

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation	
		 street, and other outdoor lighting; Create water-efficient landscapes; Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls; Design buildings to be water-efficient. Install water-efficient fixtures and appliances; Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site); Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, and concrete, lumber, metal, and cardboard); Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas; Demonstrate on Improvement Plans that improved accessibility to the existing pathway infrastructure that leads to and from local services will be provided along the southern 		

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES				
Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation	
		 boundary of the project site; Demonstrate on Improvement Plans that the site will provide maximum access and connectivity to the existing Placer County bus shelter at the entrance of the project site; Limit idling time for commercial vehicles, including delivery and construction vehicles; Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling); For commercial uses, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking; Create bicycle lanes and walking paths directed to the location of schools, parks, and other destination points; and Comply with the requirements within the Regulation for the Management of High Global Warming Potential Refrigerants for Stationary Sources in order to reduce the project's potential emissions of high GWP refrigerants. 		

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES					
Impact	Level of Significance Prior to Mitigation		Level of Significance After Mitigation		
		15-9(b) Prior to the issuance of building permits for the proposed project, the project applicant shall submit, for review and approval by Placer County Planning Department and the PCAPCD, building plans that demonstrate compliance with the following mitigation measures: • All homes shall include energy-efficient appliances, such as water heaters, refrigerators, furnaces and boiler units that meet or exceed Title 24 requirements; and • All villas shall be constructed to meet the California's new green Building Code "CALGreen" and obtain certification of the Tier I Requirements as they are described in the APPENDIX A4 Residential Voluntary Measures, Division A4.6 – Tier I and Tier II. Or • All villas within the proposed project shall a) utilize AC units that are two points above the Seasonal Energy Efficient Ratio (SEER) energy efficiency rating in effect at the time of the approval of the Tentative Subdivision Map. Any plans submitted to the Building Division must clearly show that this condition is being met; b)			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES								
	Impact	Level of Significance Prior to Mitigation		Level of Significance After Mitigation				
				All villas shall include "whole house fans," as feasible. Any plans submitted to the Building Division must clearly show that this condition is being met; and c) All villas shall include, at the builder's discretion, one of the following two options: 1) a "tankless" water heater, or 2) upgraded insulation in all walls and ceilings to exceed the Title 24 requirements in place at the time of building permit issuance. Any plans submitted to the Building Division must clearly show that this condition is being met.				
15-10	Cumulative increase in project vicinity noise levels.	LS	15-10	None required.	N/A			
15-11	Long-term geologic and seismic impacts from the proposed project in combination with existing and future developments in the Auburn-Bowman area.	LS	15-11	None required.	N/A			
15-12	Long-term increases in peak stormwater runoff flow related to the proposed project and in combination with existing and future developments in Placer County.	LS	15-12	None required.	N/A			
15-13	Increase in demand for additional public services and	LS	15-13	None required.	N/A			

utilities as a result of the

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES								
Impact		Level of Significance Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation			
	proposed project and other projects proposed in the Placer County area.							
15-14	Long-term hazards and hazardous materials-related impacts from the proposed project in combination with existing and future developments in Placer County.	LS	15-14	None required.	N/A			
15-15	Long-term impacts to the mineral resources of the region from the proposed project in combination with existing and future developments in the Auburn-Bowman area.	LS	15-15	None required.	N/A			
	Initial Study							
VII. 8.	Hazards & Hazardous Materials Create any health hazard or potential health hazard? (EHS)	PS	MM VII.1	In order to minimize potential health hazards related to mosquito breeding, the project proponent will abide by the Placer Mosquito Abatement District construction guidelines for stormwater detention systems. In order to minimize the potential for breeding mosquito disease vectors in the ponds, the project proponent will develop a Mosquito Management Plan with the Placer County Mosquito Abatement District. The project will be conditioned to allow the Placer County Mosquito Abatement District to review the Improvement Plans.	LS			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES									
Impact Significan Prior to		Level of Significance Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation				
VIII. 7.	Hydrology & Water Quality Otherwise substantially degrade ground water quality? (EHS)	PS	MM VIII.1	If any indication of an abandoned septic system is discovered, it will be properly destroyed under permit with Environmental Health Services. If any indication of abandoned water well is discovered, it will be properly destroyed by a licensed well driller, under permit with Environmental Health Services.	LS				