

3

PROJECT DESCRIPTION

3.1 INTRODUCTION

Section 15125 of CEQA Guidelines requires an EIR to include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, from a local and regional perspective. Knowledge of the existing environmental setting is critical to the assessment of environmental impacts. Per CEQA Guidelines Section 15125, the description of the environmental setting shall not be longer than necessary to understand the potential significant effects of the project.

The Project Description chapter of the EIR provides a comprehensive description of the Mill Creek Project (proposed project) in accordance with CEQA Guidelines. Please note that this chapter provides an overall general description of the existing environmental conditions; however, detailed discussions of the existing setting in compliance with CEQA Guidelines Section 15125, as it relates to each given potential impact area, are included in each technical chapter of this EIR.

3.2 PROJECT LOCATION

The 110.1-acre proposed project site is located within unincorporated Placer County, immediately south of PFE Road and north of the Placer County/Sacramento County line in the southeast portion of the Dry Creek-West Placer Community Plan area of Placer County, California. The site is identified as Assessor's Parcel Numbers (APNs) 474-130-007, -009, -010, -017, -018, -022, -024, and 474-120-017.

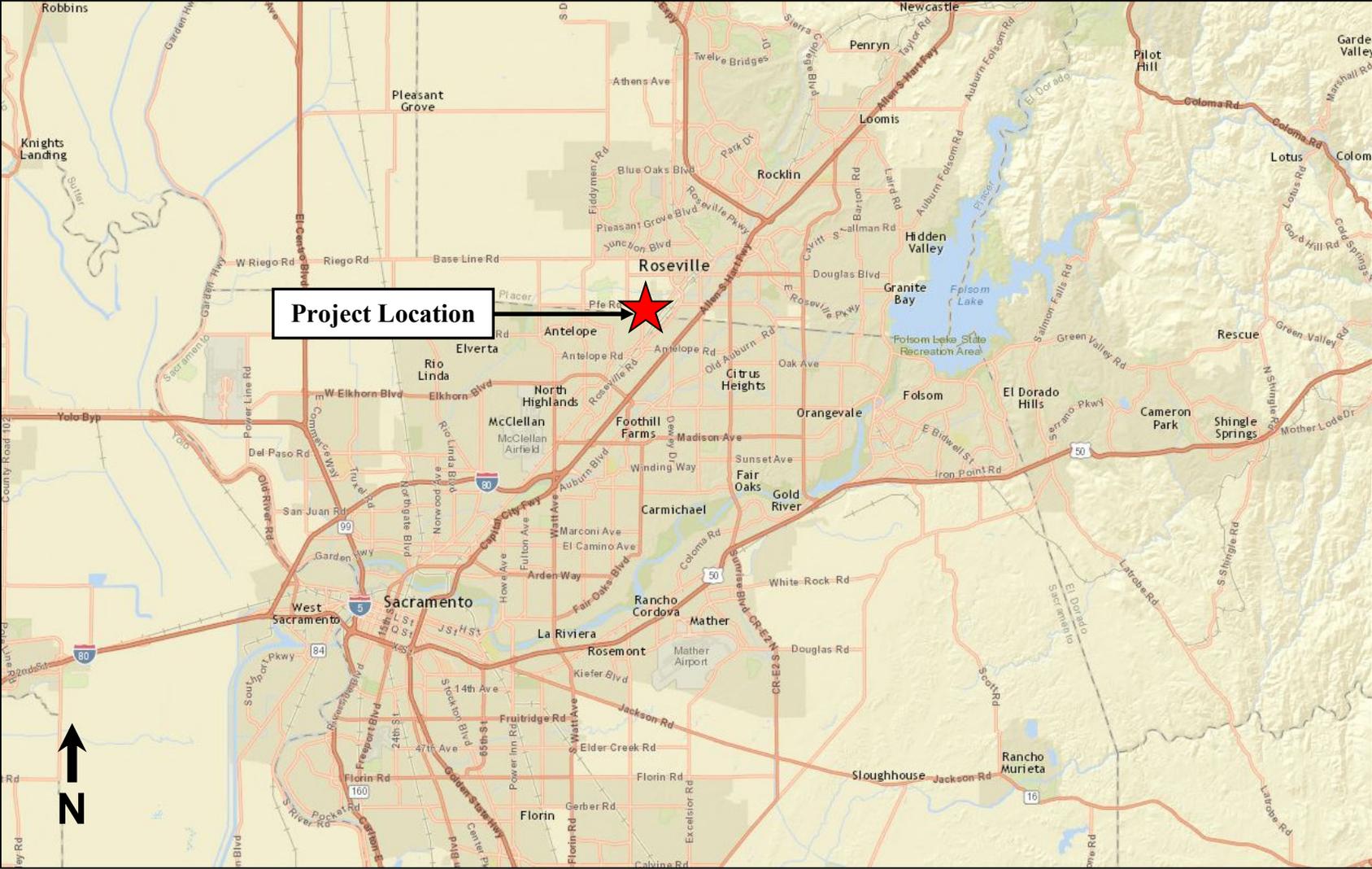
3.3 PROJECT SETTING AND SURROUNDING LAND USES

The proposed project site's existing characteristics and surrounding land uses are discussed below.

Site Characteristics

The proposed project site is located on multiple parcels abutting the Sacramento County line between Cook Riolo Road and Antelope Road, and one parcel at the southeast corner of PFE and Antelope Roads (see Figure 3-1 and Figure 3-2). The parcels are designated as follows, with the name referring to current ownership: the Ogg property, APN 474-130-007; the Haight property, APNs 474-130-009, -017, -010, -022; the Pruett property, APNs 474-130-018, -024; and the Placer Greens Partnership property, APN 474-120-017. Ownership of each property is shown in Figure 3-3 below. The project site is located in the southeastern corner of the Dry Creek-West Placer Community Plan (DCWPCP) area of Placer County, California.

Figure 3-1
Regional Project Location



**Figure 3-2
Project Vicinity Map**

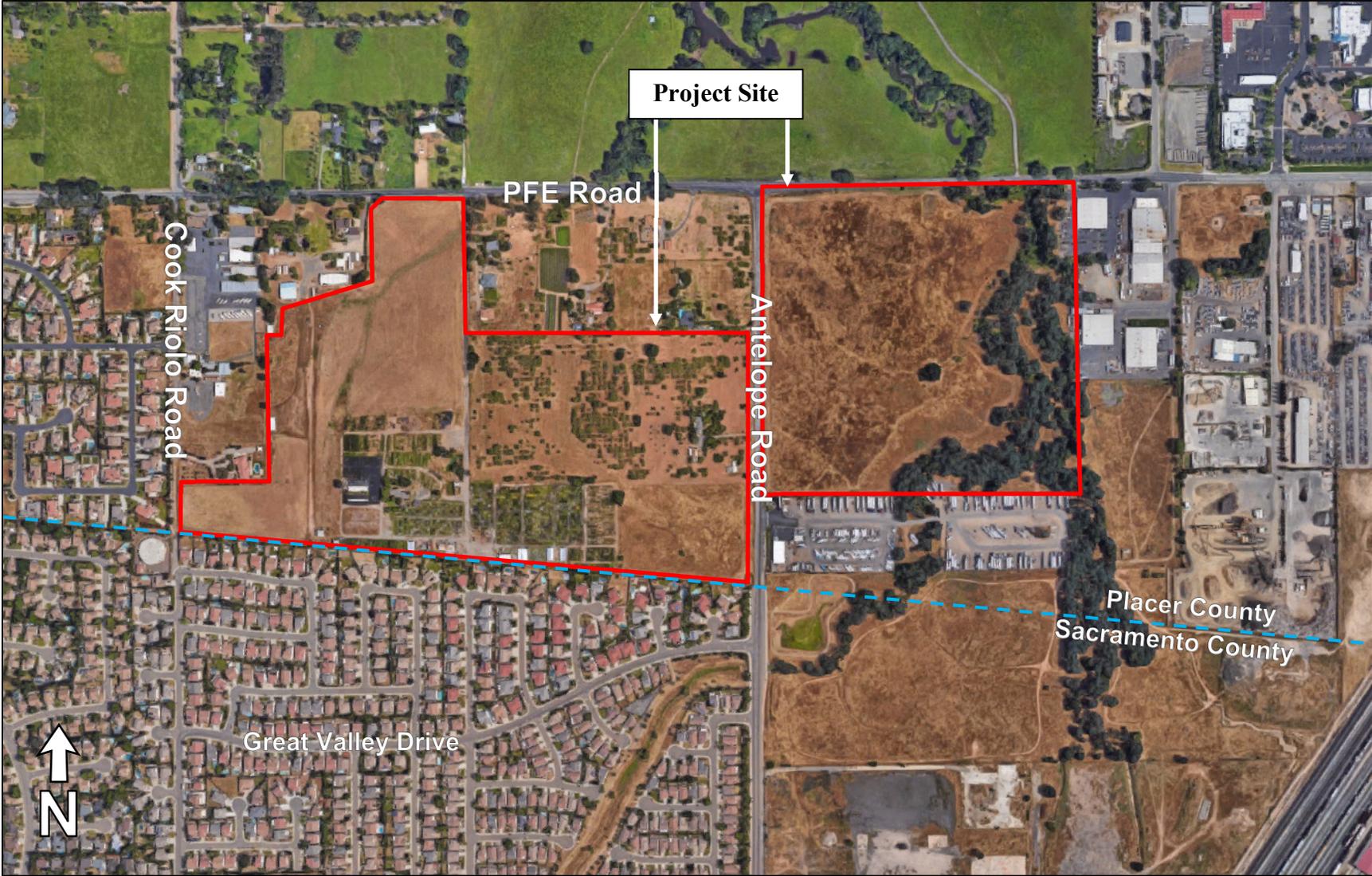
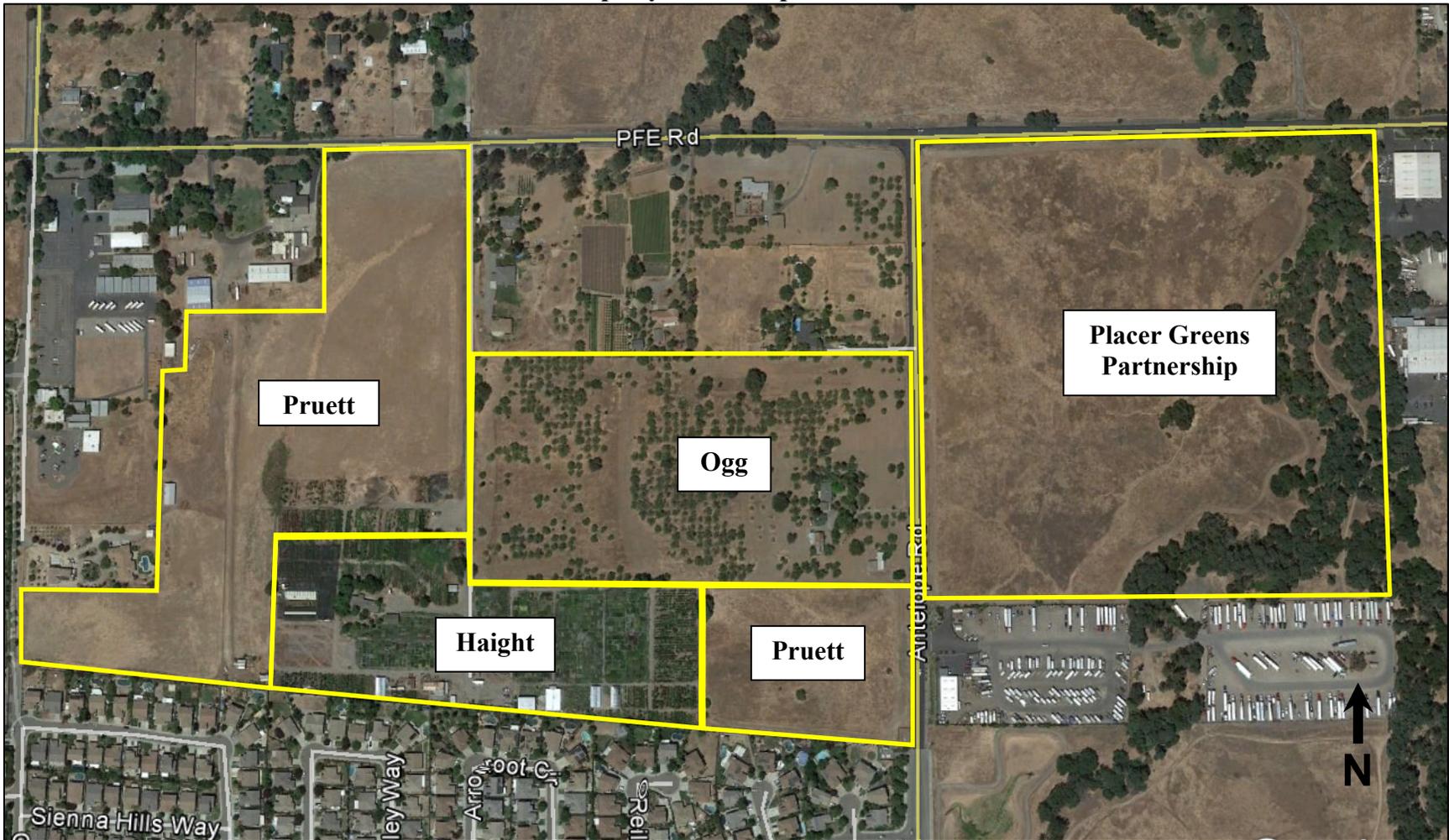


Figure 3-3
Property Ownership Exhibit



Each of the properties included in the proposed project site are discussed below. The historical use of each property is discussed in Chapter 9, Hazards and Hazardous Materials, of this EIR.

Haight Property

The Haight property includes a commercial nursery and wholesale grower (Haight Nursery). The property includes greenhouses, a single-family residence, Quonset huts, various outbuildings, potted plants, and a small irrigation pond. The property also contains an aboveground storage tank, a well, a bulk fertilizer tank, and a pesticide storage area. Two pole-mounted transformers are located on the property, as well as a series of valves as part of the gas line which runs north and south along the common boundaries of the Pruett (west) and Ogg parcels.

Ogg Property

The eastern portion of the Ogg property includes a single-family residence, a wooden-sided pump house, a wooden-sided two-car garage, and a mobile home with an adjoining carport. The remainder of the property consists of annual grasslands, scattered trees, and a fallow almond orchard. A pole-mounted transformer is located to the north of the residences.

Pruett Property

The Pruett property includes two distinct areas: a 25-acre area located to the west of the Haight property, and a smaller six-acre area to the east. Both areas have been heavily disturbed as a result of past agricultural operations.

The 25-acre area consists primarily of fallow fields, now open grassland, with one building situated on the far western edge of the area. The single building consists of a one and one-half story structure with metal siding and a metal roof. The center of the 25-acre area contains an unpaved private aircraft landing strip that is currently overgrown with grasses. One acre of land in the southeast portion of the area is associated with the Haight Nursery.

The six-acre area consists primarily of dense, low-lying vegetation. A fire break of disced land is located on the northern, eastern, and southern portions of the area, while the remainder of the area is covered in dense, low-lying vegetation. A capped well is located near the central portion of the area. The six-acre area does not contain buildings or other permanent structures.

Placer Greens Property

The Placer Greens property is dominated by grasslands and oak woodlands, and does not contain any existing structures or other notable development. A riparian corridor lies adjacent to the eastern boundary of the site and parallels two unnamed tributaries to Dry Creek. The tributaries flow northward through a box culvert under PFE Road and into Dry Creek through the Schellhouse property located north of the site.

Surrounding Land Uses

The site is bounded on the west side by Cook Riolo Road, the now-closed Dry Creek Elementary School, which is currently used as the Dry Creek Joint Elementary School District's (DCJESD's) offices and a community service station for the Placer County Sheriff's Office (PCSO), several residences, and the Willow Park subdivision on the west side of Cook Riolo Road. It should be noted that given that the 10-acre school property was recently put up for sale, the future of the site's use as the DCJESD's offices and PCSO community service station is uncertain.

Antelope Road extends north-south to PFE Road through the eastern third of the site. The eastern boundary of the project site includes a tributary to Dry Creek, south and east of which are industrial uses and vacant land. Roseville Storage, an industrial truck storage facility, is located to the south of the Placer Greens property. The Roseville Storage facility consists primarily of uncovered truck and RV parking spaces, as well as a one-story office building located near the entrance to the facility.

PFE Road forms the majority of the northern boundary of the project site, with the exception of the central portion of the project site, which is bordered to the north by rural residential dwellings and associated structures, where some agricultural operations occur. South of the project site, within Sacramento County, is a residential community (west of Antelope Road), and industrial uses (east of Antelope Road).

3.4 PROJECT OBJECTIVES

The following project objectives have been provided by the applicant.

1. Implement the County's General Plan and Dry Creek/West Placer Community Plan, which designate the proposed project area for urban development;
2. Provide a well-designed residential community with neighborhood identity in close proximity to jobs and services in Placer and Sacramento Counties;
3. Create a high-quality neighborhood environment containing a mix of residential, open-space, and recreational land uses;
4. Provide for medium residential densities in areas presently planned for urban growth and development with accessible infrastructure, consistent with current area-wide infrastructure plans and growth policies;
5. Provide for variable lot sizes and increased lot coverage to promote the efficient use of land, energy, and water resources within a residential community;
6. Design a project that minimizes encroachment into the existing 100-year floodplain on the site while balancing the housing needs and densities and the character of the local community;
7. Minimize the potential for land use incompatibilities of existing industrial use designation with adjacent and nearby residential communities;
8. Preserve existing riparian and oak woodland habitat on the project site within a permanent greenbelt area;
9. Reduce growth pressures on outlying areas of Placer County by efficiently utilizing the project site to accommodate residential growth and development;

10. Plan for medium-density residential development in distinct and logically-phased “villages” to take advantage of the proximity of the project site to region-serving arterials, and to better support opportunities for transit;
11. Provide for a cohesive plan of development that maximizes internal connectivity within the project site for pedestrian and bicycle travel;
12. Provide a comprehensively planned project that protects sensitive environmental habitat and resources;
13. Provide a planned infrastructure system with all public facilities and services necessary to meet the needs of development of the project site; and
14. Provide a sufficient number of residential units within the project site to support necessary improvements to local and regional public service facilities.

3.5 PROJECT COMPONENTS

The proposed project is comprised of a 308-lot residential development on approximately 110.1 acres (see Figure 3-4). Generally, the project includes the following entitlement requests: Amendments to the County’s General Plan and DCWPCP, Rezone, Vesting Phased Tentative Subdivision Map, Conditional Use Permit, Variance, and an exception to the County’s Noise Ordinance. The project components are discussed in greater detail below.

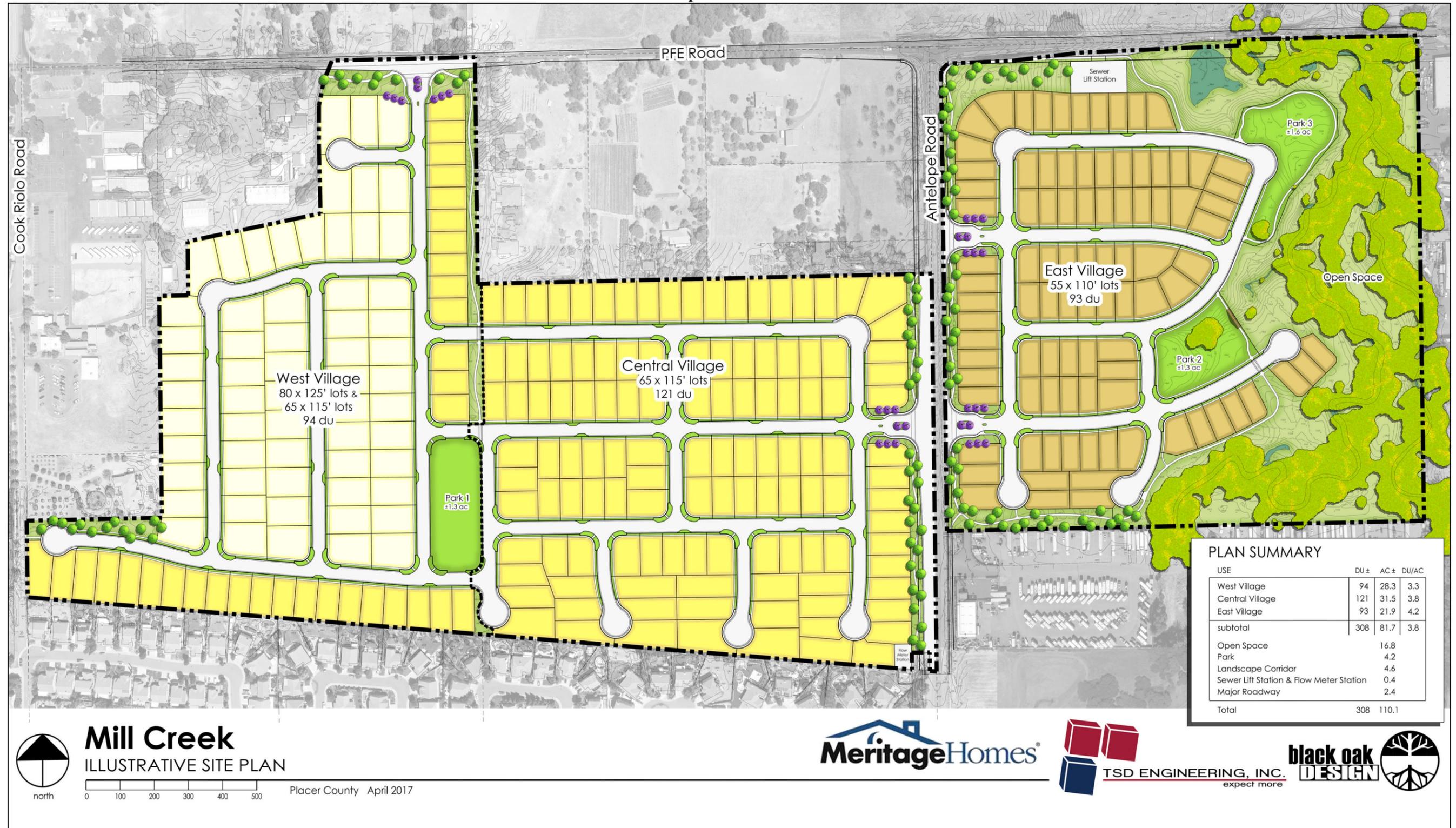
DCWPCP Amendment

The proposed project would require Amendment of the DCWPCP to 1) change the land use designations of the project site from Low Density Residential (LDR, 48.5 acres), Industrial (I, 34.1 acres), Commercial (C, 16.8 acres), and Greenbelt and Open Space (O, 10.7 acres) to Medium Density Residential (MDR, 88.3 acres) and O (21.8 acres); and 2) remove the proposed fire station site at the northeastern corner of the project site. Existing and proposed DCWPCP designations for the project site are shown in Figure 3-5 and listed in Table 3-1 below.

Table 3-1 Existing and Proposed Land Use Designation		
Designation	Existing (acres)	Proposed (acres)
MDR	0	88.3
LDR	48.5	0
C	16.8	0
I	34.1	0
O	10.7	21.8
Total Acreage	110.1	110.1

The proposed project also requires an Amendment to the Placer County General Plan to modify buffering standards between industrial and residential land uses. Additional details are provided under “Placer County General Plan Amendment” below.

Figure 3-4
Proposed Site Plan

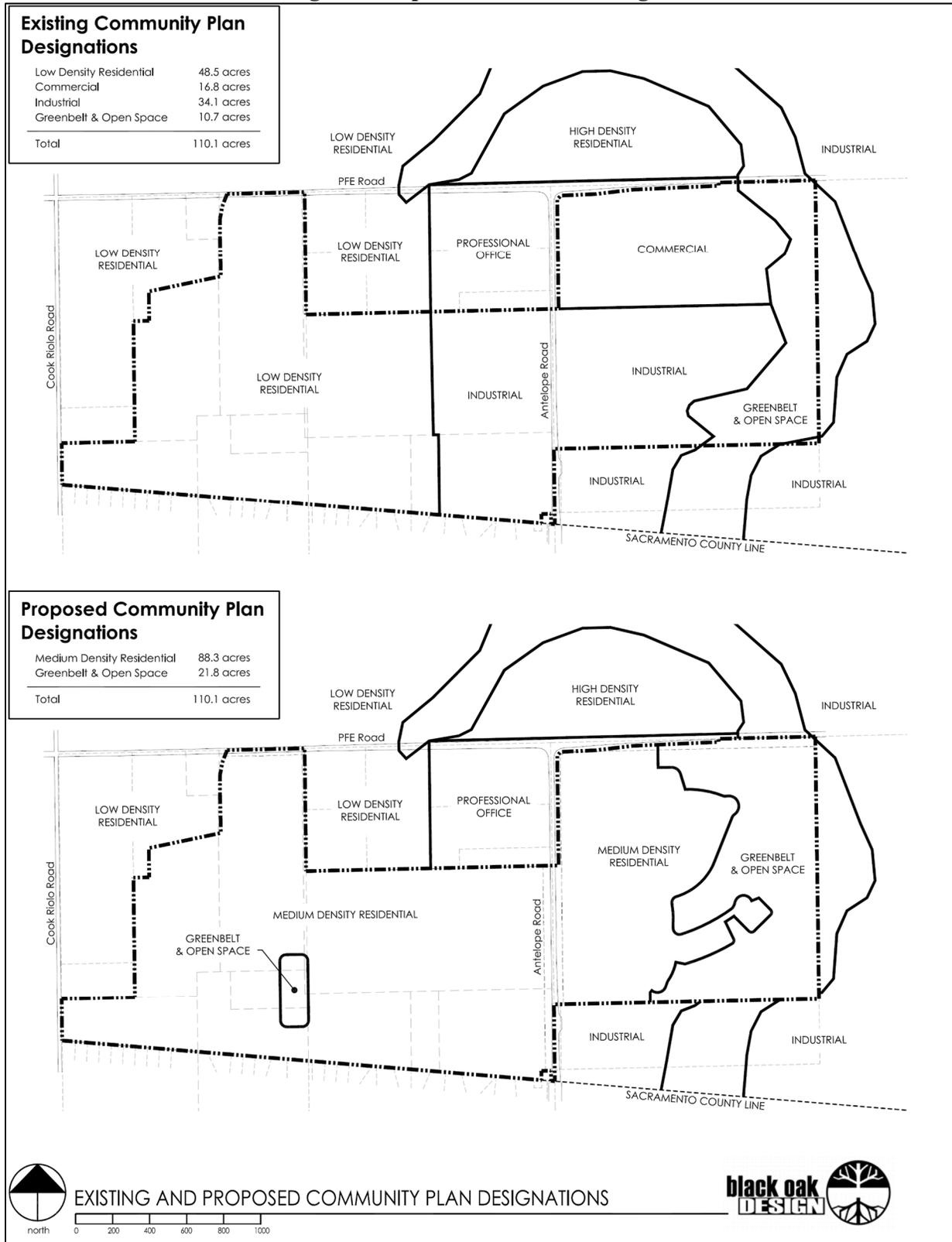


Mill Creek
ILLUSTRATIVE SITE PLAN

0 100 200 300 400 500
Placer County April 2017



Figure 3-5
Existing and Proposed DCWPCP Designations



Rezone

The proposed project would require a rezone of the proposed project site from Residential Single-Family, combining Agriculture, minimum Building Site of 20,000 square feet (RS-AG-B-20, 48.5 acres), Office and Professional combining Design Scenic Corridor (OP-Dc, 16.8 acres), Industrial Park combining Design Scenic Corridor (INP-Dc, 34.0 acres), Industrial combining Use Permit and Design Scenic Corridor (IN-UP-Dc, 0.1 acres), and Open Space (O, 10.7 acres) to Residential Single Family, minimum Building Site of 6,000 square feet (RS-B-6) (88.3 acres), and O (21.8 acres). Existing and proposed Placer County zoning districts for the project site are shown in Figure 3-6 and listed in Table 3-2.

Zoning	Existing (acres)	Proposed (acres)
RS-AG-B-20	48.5	0
OP-Dc	16.8	0
INP-Dc	34.0	0
IN-UP-Dc	0.1	0
O	10.7	21.8
RS-B-6	0	88.3
Total Acreage:	110.1	110.1

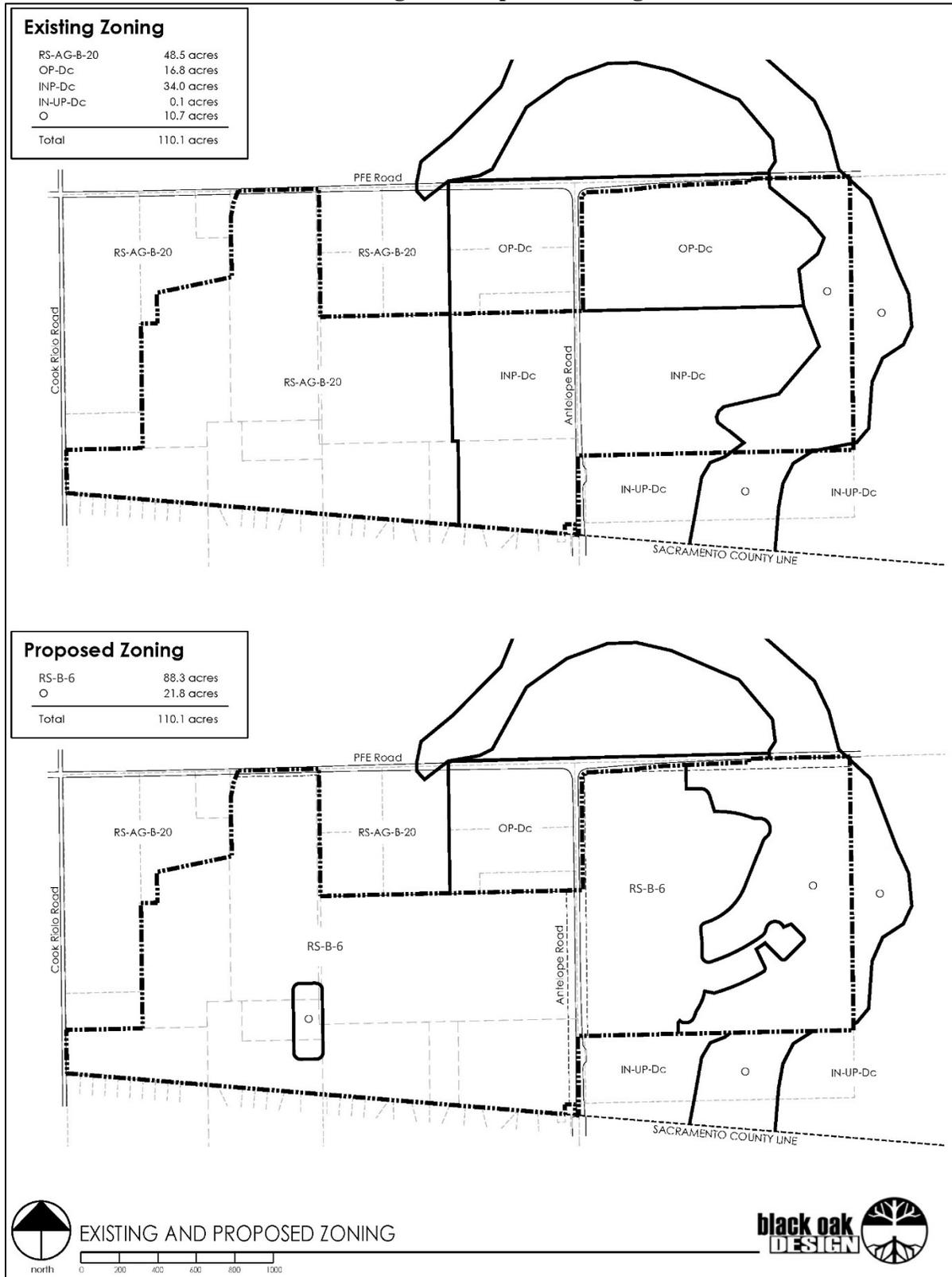
Vesting Phased Tentative Subdivision Map

The Vesting Phased Tentative Subdivision Map includes 308 single-family lots, landscape corridors, internal roadways, a sewer lift station and flow meter station lot, three park lots, and an open space lot (see Table 3-3 and Figure 3-6).

Land Use	Typical Lot Size	Acres	Lots	Density (du/ac)
Residential	West Village 10,000 sf (61 units), 7,500 sf (33 units)	28.3	94	3.3
	Central Village 8,900 sf	31.5	121	3.8
	East Village 6,000 sf	21.9	93	4.2
Landscape Corridor		4.6		
Open Space		16.8		
Park		4.2		
Sewer Lift Station and Flow Meter Station		0.4		
Major Roadways		2.4		
TOTAL		110.1	308	

The project is designed in three residential villages (West, Central, and East). The West Village would include 94 units, the Central Village would include 121 units, and the East Village would include 93 units.

**Figure 3-6
 Existing and Proposed Zoning**



Residential densities transition from west to east with the larger lots ranging from approximately 7,500 to 10,000 square feet (sf) in the West Village and decreasing to 8,900 sf in the Central Village and 6,000 sf in the East Village. All residential units in the West Village would be single story and approximately 50 percent of the residential units on lots that back onto PFE Road and Antelope Road would be single story.

Access and Circulation

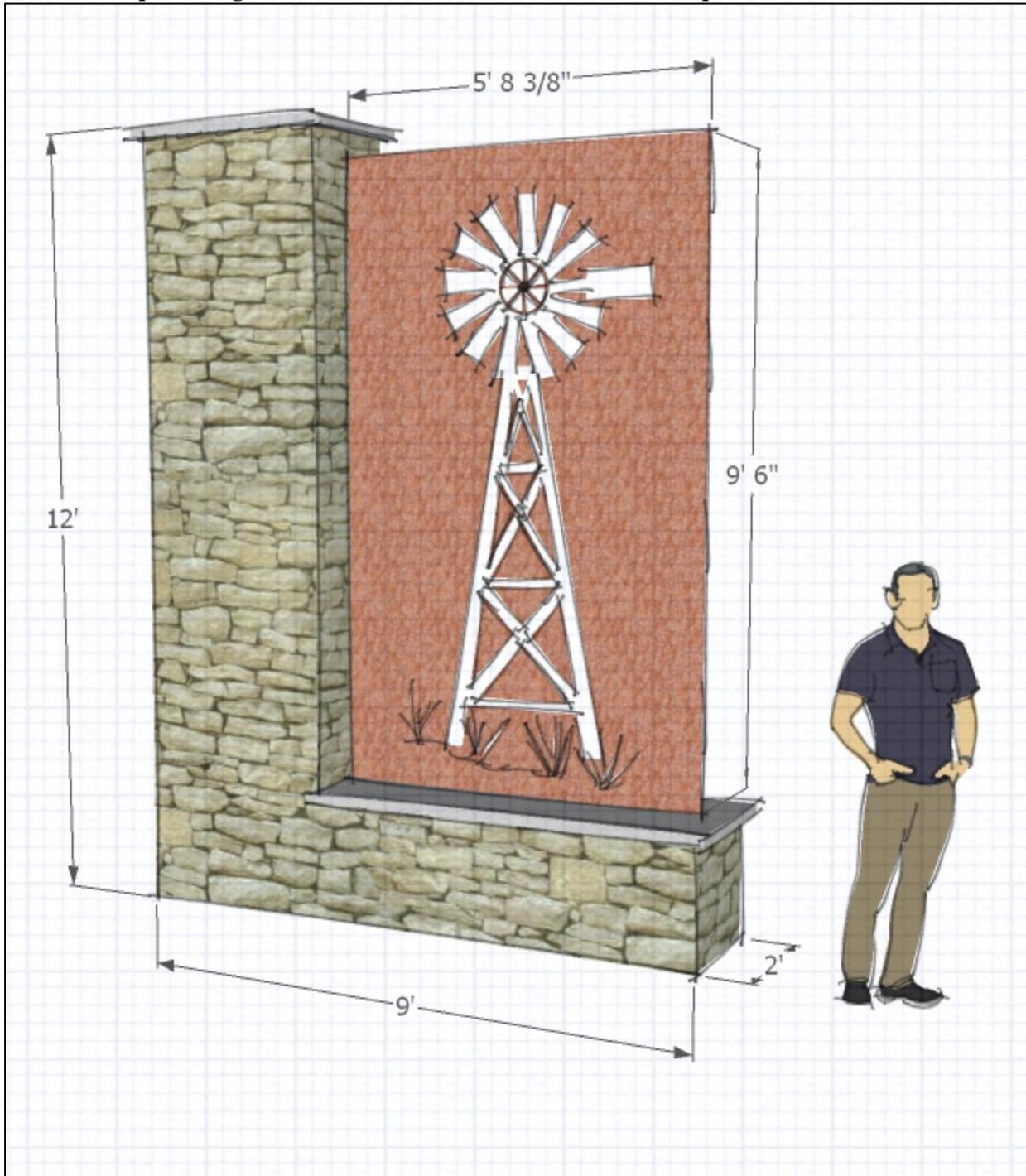
Primary site access would be provided by two entries off of Antelope Road, serving both the Central Village and East Village. A third access point is proposed on the east side of Antelope Road, north of the main entries, that would serve the East Village. In addition, a fourth access is proposed on PFE Road, in the northwest corner of the site, which would serve the West Village. Proposed access points are shown in Figure 3-4 above.

The project entries on Antelope Road and PFE Road would be landscaped with native vegetation and marked with enhanced hardscape features, including decorative pilasters and project identification monuments. The entries would be built with materials consistent with the DCWPCP and the Placer County Landscape Guidelines. Entries would feature a landscaped median with a vehicle gate beyond the median. Pedestrian gates would be located at the project entries and would remain unlocked during daylight hours. At each of the Antelope Road entries, a larger pilaster with an arbor would be incorporated into the vehicular gates. A signature element is proposed to be located at the southeast corner of the intersection of Antelope Road and PFE Road (see Figure 3-8). The signature element would consist of a stonework with a steel engraved depiction of a windmill, intended to reflect the agrarian nature of the project region. The exact locations of proposed monuments have not been determined and are subject to County approval. Monuments would be required to be placed outside of all roadway and utility easements, as well as the sight distance triangle of the intersection(s).

The proposed project would be served by an internal road system that would provide access from PFE and Antelope Roads. All entry point intersections within the development area would be lighted. The road system would be private and would include 34-foot wide roadways with curbs, gutters, and separated sidewalks on both sides. Street parking within the villages would be permitted along the roadways. Bio-retention basins and permeable pavement are planned at each intersection and intermediately along street rights-of way.

In addition to landscaping, meandering sidewalks would be constructed along both sides of Antelope Road and the south side of PFE Road, west of the intersection of PFE Road and Antelope Road. The sidewalks would provide pedestrian connectivity within the project site and to existing off-site pedestrian facilities. A six-foot tall masonry wall would be constructed between the landscaped areas and the proposed residences adjacent to Antelope Road, as well as along the property lines of the project lots backing onto PFE Road. The masonry walls would wrap around at the corners for noise reduction purposes. Wood fencing would be placed along the lots adjacent to the West Village entrance of the project site. Furthermore, a 10-foot sound wall would be constructed at the project boundary adjacent to Roseville Storage.

Figure 3-8
Proposed Signature Element at PFE Road and Antelope Road Intersection



Note: Dimensions are preliminary at this time.

Off-site roadway improvements are also required for the project and are discussed in the “Off-Site Improvements” section below.

Open Space and Parks

The proposed project would include three private parks totaling 4.18 acres. The on-site parks would include a 1.31-acre park located in the West Village and two parks totaling 1.56 acres and 1.31 acres, respectively, located in the East Village, adjacent to the open space area. The parks would include areas for active sports, such as play fields and bocce courts, in addition to recreational areas, such as seating areas with gazebos. The West Village Park would be connected to PFE Road with a trail located within the West Village, along the border between the West Village and the Central Village. The two parks in East Village would be connected by a meandering trail along the perimeter of each park. The trail would serve as a loop around the entire East Village, providing connectivity to Antelope Road.

The East Village area would retain the existing riparian corridor and oak woodlands within a proposed 16.8-acre open space area, including walking trails along the eastern boundary of the site, which would be owned and maintained by the homeowners association and protected from development or disruption by deed restriction or other mechanism.

Public Services

The site would be served by the Placer County Sheriff’s Department and the California Highway Patrol (CHP). Law enforcement would be provided by the Sheriff’s Department, while the CHP would provide traffic-related enforcement services for the project. The project would include annexation into Dry Creek Fire Zone of Benefit (County Service Area 28, Zone of Benefit 165), and Placer County Fire would provide fire protection services to the site. The closest fire station to the site is the Dry Creek Fire Station (Station 100), located at 8350 Cook Riolo Road. Station 100 is located approximately two miles from the site. Although the DCWPCP identifies a proposed fire station at the northeastern corner of the proposed project site, the County, in conjunction with its contract fire services provider - California Department of Forestry and Fire Protection (CAL FIRE) - has confirmed that a new station at the project site is not necessary given that Station 100 could adequately serve the project as well as existing demand without the need for alteration of existing facilities; and other planned fire stations have been incorporated into approved Specific Plans within the DCWPCP. As a result, the proposed project is requesting an amendment to the DCWPCP Land Use Plan to remove the designation. Further discussion regarding fire protection services is included in Chapter 14, Public Services and Recreation, of this EIR.

The project would be served by two school districts: The DCJESD (grades K through eight) and the Roseville Joint Union High School District (RJUHSD) (grades nine through 12).

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

Public Utilities

Treated water service for the project would be provided by California American Water (Cal-Am), which is under contract with the Placer County Water Agency (PCWA) to provide service to the project area. The project would include connections to the existing 36-inch and 24-inch water mains located in Antelope Road and PFE Road, respectively.

The project would be served by the Dry Creek Wastewater Treatment Plant (Dry Creek WWTP). The project would include a sewer lift station in the north portion of the East Village, south of PFE Road. The project site would be annexed into Placer County Service Area 28, Zone 173 for sanitary sewer service, subject to Placer County Board of Supervisors approval. The proposed project would include installation of sewer system infrastructure, both within the project site and off-site, including along the length of the project frontage of PFE Road, in order to connect to the Dry Creek WWTP.

Development of the proposed project site would require installation of on-site stormwater drainage facilities sized to convey the 10-year storm event. The 100-year storm flows generated from the site would be conveyed through overland release routes.

The project would include construction of on-site stormwater quality treatment facilities. In general, bio-retention basins and permeable pavement are planned at each intersection and intermediately along street right-of ways. The bio-retention basins would be sized as treatment facilities for the residential lots.

Electricity and natural gas service to the project site would be provided by the Pacific Gas & Electric Company.

Off-Site Improvements

The proposed project includes the following off-site improvements, requiring evaluation in the EIR.

Roadways

- PFE Road
 - *PFE Road through proposed intersection of PFE Road/Street A (at west end of project site)*: Improve an approximately 1,600-foot section of PFE Road to construct the ultimate half section of south PFE Road. More specifically, widen the segment from two 10-foot travel lanes to two 12-foot through lanes (one in each direction) and one 12-foot center lane/westbound left turn lane, to allow left turns into the West Village. In addition, the proposed cross-section includes a four-foot bike lane and eight-foot meandering walk along the south side of PFE Road. The only improvement to the northern section of PFE Road includes the addition of one to nine feet of pavement.
 - *West of PFE Road/Antelope Road Intersection*: Improve south side of PFE Road for approximately 250 linear feet to widen overall cross-section from two travel

lanes to the following: one 12-foot travel lane (westbound), one 12-foot travel lane (eastbound), and one 10 to 14.5-foot eastbound right turn lane.

- East of PFE Road/Antelope Road Intersection: Improve south side of PFE Road, east of Antelope Road to the proposed sewer lift station lot (Lot I), for approximately 550 linear feet, to construct the ultimate half section of the south side of PFE Road, resulting in overall cross-section, as follows: one 12-foot travel lane (westbound), one 14-foot center left turn lane (westbound), and two 12-foot travel lanes (eastbound). It should be noted that in addition to the aforementioned PFE Road frontage improvements to be constructed by the proposed project, the County has required this EIR to include analysis of future anticipated widening of the south side of PFE Road, along the remainder of the project's PFE Road frontage, east to the project boundary.
- Antelope Road
 - Improve roadway from one travel lane in each direction to two 12-foot travel lanes in each direction and a 14-foot center turn lane. In addition, the east and west sides of the roadway would include a four-foot bike lane. Where the roadway would continue to be adjacent to existing uses, an attached six-foot sidewalk would be constructed adjacent to existing properties, rather than a six-foot separated, meandering walk.

Storm Drainage

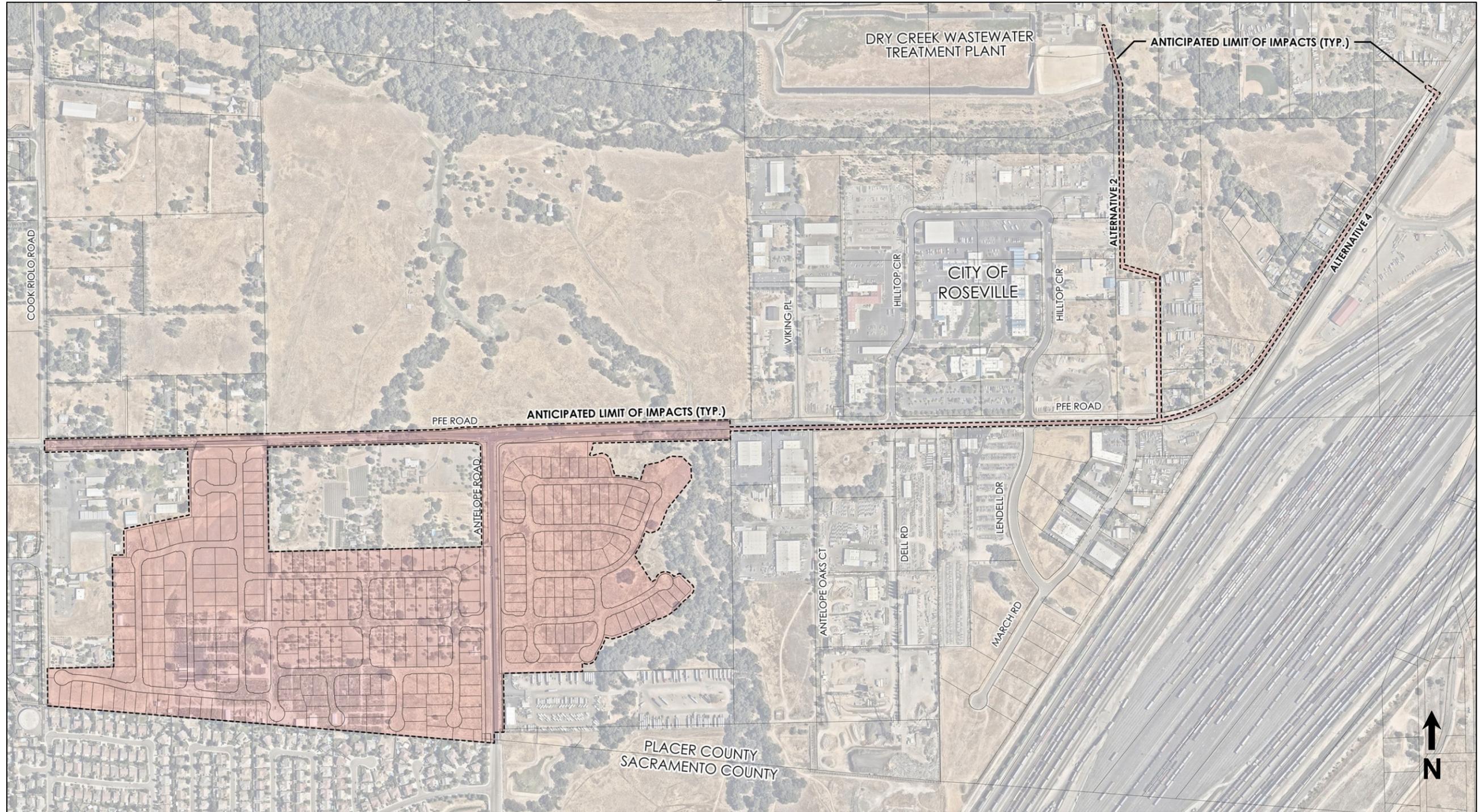
- Construct approximately 750 linear feet of 24-inch storm drain pipe along PFE Road north across PFE Road.

Sewer

- Relocate an existing flow meter station, currently located west of existing Antelope Road on the south boundary of the site, to a location immediately west and outside of the Antelope Road right-of-way.
- Four alternatives were previously considered for the construction of off-site sewer improvements (Alternatives 1, 2, 3, and 4). Following initial consideration of four alignments, Alternatives 1 and 3 were dismissed due to concerns regarding construction impacts, sewer line capacity, and challenges related to using an existing aboveground creek crossing over Dry Creek. The two alignments being considered for the proposed project and analyzed within this EIR are presented in Figure 3-9 (Alternatives 2 and 4).

As shown in the figure, Alternative 2 would direct the proposed force main north, from PFE Road into a private driveway, which is located approximately 780 feet east of the eastern side of Hilltop Circle. A 2,500-foot easement would be established from the intersection of the private driveway and PFE Road, heading north, towards the WWTP. The proposed force main would be routed from PFE Road, within the easement, to a direct point of connection at the Dry Creek WWTP. The pipe alignment would require a bore and jack crossing under Dry Creek.

Figure 3-9
Project Area of Disturbance Including Off-Site Sewer Infrastructure Alternatives



Rather than leaving PFE Road at the private driveway, the Alternative 4 alignment would continue an additional 3,450 feet within PFE Road, which turns into Atkinson Road. Under the second alternative, the proposed force main would be suspended under the Atkinson Road bridge over Dry Creek. After crossing the bridge, the proposed force main would connect to an existing City of Roseville 33-inch transmission main located just west of the bridge, on the north side of Dry Creek.

It is also important to note that from the proposed on-site sewer lift station, in the north portion of the East Village, both sewer alternatives 2 and 4 would require installation of a new pipe up to the northern side of PFE Road, where it would then be extended east along the north side of PFE Road and underneath a tributary¹ via a bore and jack crossing, before extending further east toward Hilltop Circle, as described above. In addition to the aforementioned improvements, the proposed project would include the extension of a gravity sewer line from the proposed lift station to the eastern property boundary at PFE Road in order to provide a connection point for potential future development east of the project site.

Construction and Phasing

Each of the three Villages would be constructed in a separate phase (see Figure 3-10 below). Due to the topography of the site and the location of the proposed sewer lift station, the East Village would be constructed first, as the sewer lift station would be required to serve all phases of the proposed project. The Central Village and West Village could be developed in either order, or concurrently.

Conditional Use Permit

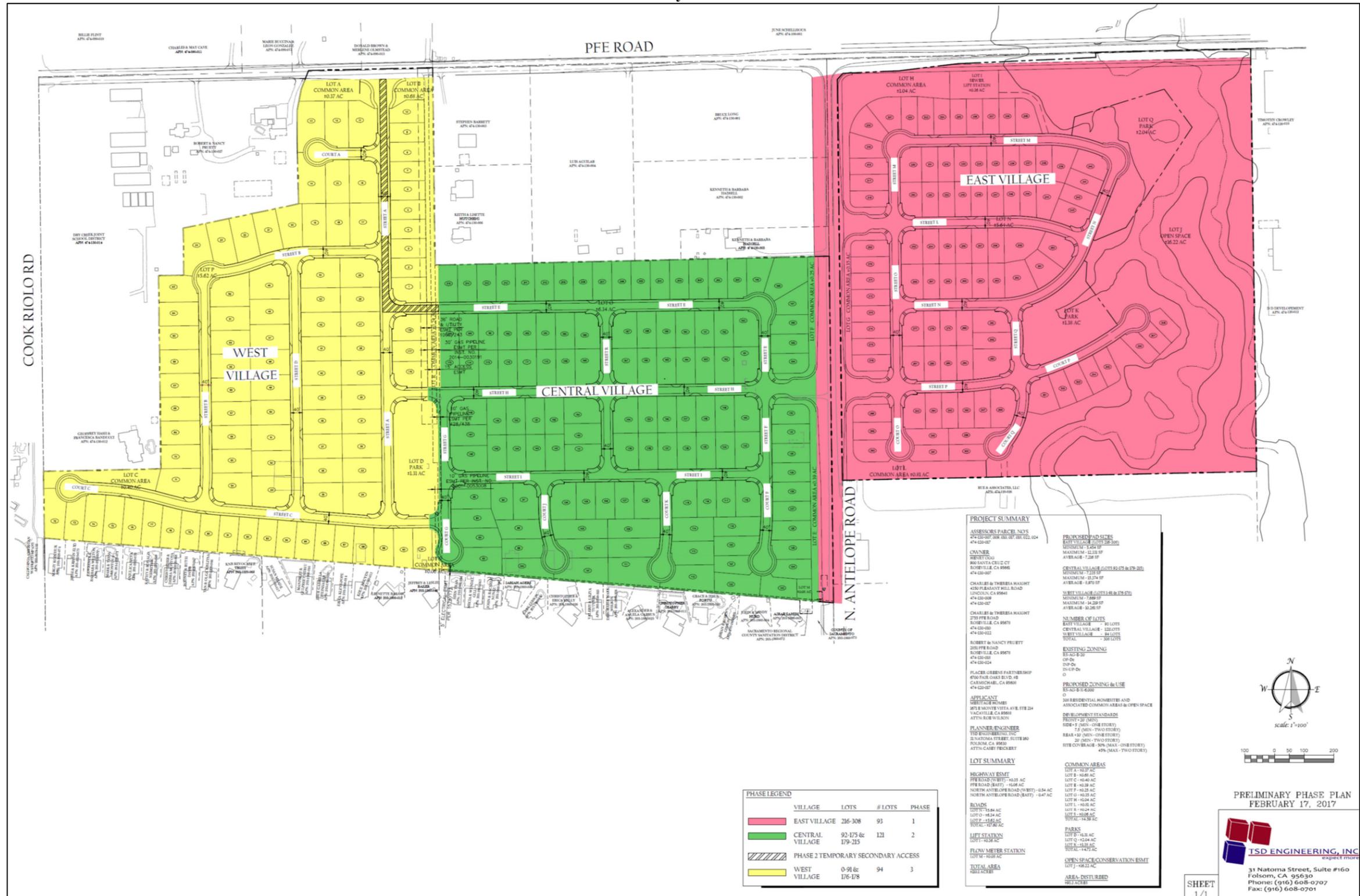
As noted above, the proposed project would include three private parks totaling 4.18 acres. Per Section 17.14.010 of the Placer County Code, the project would require a Conditional Use Permit to construct such uses within the Open Space (O) zoning district.

Placer County General Plan Amendment

The proposed project includes a text amendment to the Placer County General Plan to modify the County's industrial/residential buffer standards. The proposed changes would allow for an applicant to request a reduction in the 300-foot buffer if they submit a buffer plan with the initial land development/site plan approval application that demonstrates, to the County's satisfaction, that adequate landscaping or other measures have been incorporated into the plan to mitigate potential land use compatibility issues. In no case can the buffer be less than 50 feet.

¹ This is the tributary that flows along the eastern side of the project site. The tributary flows underneath PFE Road and ultimately into Dry Creek. The bore and jack crossing would occur just north of PFE Road, where the tributary daylights from under the roadway.

Figure 3-10
Preliminary Phase Plan



Variance

Per Sections 17.50.010 and 17.52.040(C)(3) of the Placer County Code, projects within RS-B-6 zoning districts with lot sizes of 8,000 sf or less are limited to site coverage restrictions of 40 percent maximum. The proposed project would require a Variance to increase the allowable building coverage to 50 percent for one-story units, while two-story units would remain at the allowable 40 percent maximum.

Placer County Noise Ordinance Exception

Per Section 9.36.060 of the Placer County Code, exceptions to the County's noise level standards are permitted under certain circumstances. Specifically, Section 9.36.080 states the following:

D. If the applicant can show to the County, or his or her designee that immediate compliance with the requirements of this chapter would not result in a hazardous condition or nuisance, and strict compliance would be unreasonable due to the circumstances of the requested exception, a permit to allow exception from the provisions contained in all or a portion of this chapter may be issued. Factors considered for all requests for exceptions, other than construction or special events, shall include but not be limited to the following:

1. Conformance with the intent of this chapter and General Plan Policies;
2. Uses of property and existence of sensitive receptors within the area affected by sound;
3. Factors related to initiating and completing all remedial work;
4. Age and useful life of the existing sound source;
5. Hardship to the applicant, or community of not granting the exception;
6. The time of day or night the exception will occur;
7. The duration of the exception; and
8. The general public interest, welfare and safety

An exception to the Placer County exterior noise level standard has been included as an entitlement for the proposed project, subject to review and approval by the Placer County Board of Supervisors. Justification for the requested exemption is provided in Chapter 12, Noise, of this EIR.

3.6 REQUIRED PUBLIC APPROVALS

The proposed project would be subject to the following public approvals.

Lead Agency Approvals

Placer County has discretionary authority and is the lead agency for the proposed project. At a minimum, the following approvals and permits would be required prior to construction of the proposed project:

- Amendment of DCWPCP to 1) change land use designations of the project site from LDR (48.5 acres), I (34.1 acres), C (16.8 acres), and O (10.7 acres) to MDR (88.3 acres) and O (21.8 acres); and 2) remove the proposed fire station site at the northeastern corner of the project site;
- Amendment of the Placer County General Plan to modify the County's industrial/residential buffer standards;
- Rezone from RS-AG-B-20 (48.5 acres), INP-Dc (34.0 acres), OP-Dc (16.8 acres), IN-UP-Dc (0.1 acre), and O (10.7 acres) to RS-B-6 (88.3 acres) and O (21.8 acres);
- Vesting Phased Tentative Subdivision Map for the subdivision of 110.1 acres into a 308-lot single family residential subdivision;
- Conditional Use Permit to allow parks/playgrounds within the O zoning district;
- Variance to increase allowable building coverage on residential lots from the maximum 40 percent to 50 percent for one-story units; and
- Exception from the Placer County Noise Ordinance exterior noise level standard (Section 9.36.060 of the Placer County Code).

Other Agency Approvals and Permits

The proposed project will require approvals from other agencies, including, but not limited to, the following:

- Annexation into the Placer County Service Area 28, Zone 173 for sanitary sewer service (Placer County Board of Supervisors);
- Annexation into Dry Creek Fire Zone of Benefit (County Service Area 28, Zone of Benefit 165) for provision of fire protection services to the project site (Placer County Board of Supervisors);
- Issuance of one or more nationwide permit authorizations by the U.S. Army Corps of Engineers;
- Issuance of a biological opinion by the U.S. Fish and Wildlife Service;
- Obtaining a water quality certification from the Central Valley Regional Water Quality Control Board;
- Obtaining a 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife; and
- Review by Placer County Transportation Planning Agency.²

² The proposed project includes an Amendment to the Placer County General Plan to modify the County's industrial/residential buffer standards. Thus, per Section 2.4 of the Placer County Airport Land Use Compatibility Plan, because the project would include an amendment that would have general applicability throughout the community, review by the Airport Land Use Commission (ALUC)/Placer County Transportation Agency would be required.