

2. EXECUTIVE SUMMARY

2.1 INTRODUCTION

The Executive Summary chapter of the EIR provides an overview of the proposed project (see Chapter 3, Project Description, for further details) and provides a table summary of the conclusions of the environmental analysis provided in Chapters 4 through 8. This chapter also summarizes the alternatives to the proposed project that are described in Chapter 10, Alternatives Analysis, and identifies the Environmentally Superior Alternative. Table 2-1 contains the 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.

2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

The project site consists of approximately one acre of the 26.8-acre Olympic Valley Park site, 101 Olympic Valley Road, southwest of the intersection of Olympic Valley Road and River Road/State Route (SR) 89 in the unincorporated community of Olympic Valley. Olympic Valley Park is identified by Assessor's Parcel Numbers (APNs) 096-290-021-000, 096-290-056-000, 096-290-061-000, 096-310-009-000, and 096-310-040-000. The project site is identified by portions of APNs 096-290-021-000 and 096-290-056-000, and would be located between the Olympic Valley Park driveway entrance to the parking lot from Olympic Valley Road and the existing pickleball courts. The project site is designated as Conservation Preserve (CP) in the 1983 Squaw Valley General Plan (SVGP) and Land Use Ordinance, and the current zoning designation for the site is Forest Recreation (FR). The project site contains areas of vegetation, predominantly montane coniferous forest, which largely consist of white fir and pine trees native to the area.

The project site is bounded by Olympic Valley Road to the north, SR 89 and the Truckee River Trail to the east, and Olympic Valley Park facilities to the south and west. The area north of the project site, across Olympic Valley Road, is sparsely developed and is largely occupied by forest and meadow vegetation. However, a commercial recreation store and convenience store (7-Eleven) are located on the west side of SR 89, north of the project site, across Olympic Valley Road. A soccer field and playground are located west of the project site within Olympic Valley Park. The Olympic Valley community is located further west, which includes condominiums and single-family residences in the vicinity of the project site to the northwest. Rural residences are located east of the project site, across SR 89, and the Truckee River is located further east, approximately 790 feet from the project site. The Truckee River Trail and forest land are located south of the project site. The Palisades Tahoe, which contains lodging, ski lifts, a golf course, and associated commercial uses is located further southwest.

The proposed project would include development of a museum and community cultural center building celebrating the 1960 Winter Olympics and history of winter sports in the Sierra Nevada. The proposed development would include the construction of a new, two-story, U-shaped building, various site improvements, and a number of amenities such as event space. The two-story, U-shaped building would consist of up to 20,000 square feet (sf) of building space with a maximum height of approximately 30 feet. The second/upper floor would serve as the entrance



to the building due to the museum having a stepped floor plan. Although not yet determined, the building could also include a mezzanine.

Outdoor gathering spaces and amenities would be provided, such as a plaza deck to be located south of the building and a V-shaped garden to be located east of the building. Various other improvements would be included in the development of the proposed project, including, but not limited to, landscaping and utility installation, as well as improvements to the existing facilities at Olympic Valley Park. In total, the construction of the building and associated improvements would comprise approximately one acre. However, the proposed project would only result in a total disturbance area of approximately 0.68-acre.

The existing Olympic Valley Park parking lot has a total of 116 spaces (61 in the upper/western area and 55 in the lower/eastern area). The existing parking lot would be resurfaced, and the parking area directly fronting the museum would be restriped to include two additional Americans with Disabilities Act (ADA) parking spaces. A planting area in the eastern portion of the parking lot would be removed and replaced with eight vehicle parking spaces. Including existing and proposed parking, a total of 121 parking spaces (including seven ADA-compliant parking spaces) would be provided on-site.

The proposed project would require County approval of the following entitlements:

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Amendment to the SVGP Land Use Ordinance to add Section 261 to establish the new Cultural Amenities Land Use District, and a subsequent Rezone of the approximately one-acre project site to the newly established district;
- Text Amendment to Section 12.24.040 of the Placer County Government Code;
- Conditional Use Permit to allow a museum and community cultural center within the new land use district;
- Design Review; and
- Potential Minor Land Division to create a new parcel for the proposed project.

In addition to the above County approvals, the proposed project could require the following approvals/permits from other responsible and trustee agencies:

- Less than three-acre Conversion Exemption – California Department of Forestry and Fire Protection (CAL FIRE);
- Authority to Construct and Permit to Operate a Sewer Lift Station – Placer County Air Pollution Control District (PCAPCD);
- Section 404 Nationwide Permit (or Letter of Permission) – U.S. Army Corps of Engineers (USACE);
- Section 401 Water Quality Certification – Lahontan Regional Water Quality Control Board (RWQCB);
- Section 1602 Permit – California Department of Fish and Wildlife (CDFW); and
- National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Lahontan RWQCB.

Please refer to Chapter 3, Project Description, of this EIR for a detailed description of the proposed project and entitlements, as well as a full list of the project objectives.



2.3 ENVIRONMENTAL IMPACTS AND MITIGATION

Under 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. Mitigation measures must 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 EIR and are found in the following technical chapters: Aesthetics; Noise; Transportation; and Wildfire. Additionally, the Initial Study prepared for the proposed project (see Appendix A) includes mitigation measures that must be implemented as part of the proposed project associated with the following resource areas: Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, and Tribal Cultural Resources. The mitigation measures required for the proposed project, as presented in this EIR and the Initial Study, will form the basis of the Mitigation Monitoring and Reporting Program.

In Table 2-1, provided at the end of this chapter, a summary of the proposed project's impacts are identified for each technical chapter (Chapters 4 through 8) of the EIR, as well as the proposed project's mitigable impacts identified in the Initial Study (see Appendix A). Refer to Chapter 1, Introduction, of the EIR for more information regarding the analysis included in 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.

2.4 SUMMARY OF PROJECT ALTERNATIVES

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

- No Project (No Build) Alternative;
- 7-Eleven Off-Site Alternative; and
- Reduced Project Alternative.

For a more thorough discussion of project alternatives, please refer to Chapter 10, Alternatives Analysis.

No Project (No Build) Alternative

The No Project (No Build) Alternative assumes that the proposed project site would remain in its current condition and would not be developed. As described in this EIR, the project site consists predominantly of montane coniferous forest, which largely contains white fir and pine trees native to the area. Patches of willow scrub occur on-site in scattered locations within stormwater detention basins constructed for the Olympic Valley Park, and an existing parking lot is located within the project site. Because development of the site would not occur, land disturbance, and any associated physical environmental impacts related to such land disturbance, would not occur; however, the No Project (No Build) Alternative would not meet any of the project objectives.

7-Eleven Off-Site Alternative

The 7-Eleven Off-Site Alternative would involve construction of the SNOW Sports Museum and Community Cultural Center, as proposed, on a portion of the 4.6-acre parcel to the north of the site, across Olympic Valley Road, which is partially developed with a 7-Eleven Convenience



Store, Tahoe Dave's Ski and Snowboard Rentals, and an associated parking lot; the remainder of the site is occupied primarily by forest. A shallow open drainage ditch is present along the southern and eastern boundaries of the alternative site; this ditch runs north along the western side of SR 89 to a point that is coterminous with the approximate rear of the 7-11 building, at which point the ditch is piped under SR 89, where it then sheet flows into the Truckee River. The alternative location is zoned Entrance Commercial (EC).

The proposed SNOW Sports Museum and Community Cultural Center would require an approximately 10,000 square-foot (sf) building footprint, and an additional 13,000 sf for parking, for a total of approximately 25,000 sf (including an extra 2,000 sf to allow for some design flexibility). The intent would be to locate the museum and cultural center building on the currently disturbed portions of the alternative site to the maximum extent feasible in order to avoid impacts to forested habitat. At an estimated development footprint of 25,000 sf, the 7-Eleven Off-Site Alternative would require demolition of all on-site structures, and likely some disturbance and/or removal of on-site vegetation, though to a lesser extent than the proposed project.

The Alternative would require improvements to the site similar to the improvements proposed for the project, including, but not limited to, construction of a sewer pump station and approximately 1,000 linear feet of force main. In addition, while the 7-Eleven Off-Site Alternative would still require approval of a Text Amendment to Section 12.24.040 of the Placer County Government Code, and Design Review, similar to the proposed project, the Alternative would not require a Rezone, a Conditional Use Permit, or a Potential Minor Land Division to create a new land use district to accommodate the proposed project, allow a museum and community cultural center within the new land use district, and create a new parcel for the proposed project, respectively. Furthermore, while the project site is bound by a deed restriction, which does not allow the use of the property for private development of a commercial, residential, or industrial nature, the alternative location would not be bound by such restrictions.

Because the 7-Eleven Off-Site Alternative would include the development of the SNOW Sports Museum and Community Cultural Center, Project Objective 1, Project Objectives 3 through 10, and Project Objective 14 would be met. However, because the 7-Eleven Off-Site Alternative would not involve development within the Olympic Valley Park, Project Objectives 2 and 11 would not be met. In addition, because the 7-Eleven Off-Site Alternative is currently developed with existing structures and is privately owned, Project Objectives 12 and 13 would not be met.

Reduced Project Alternative

The Reduced Project Alternative would consist of buildout of the project site with the proposed SNOW Sports Museum; however, development of the Community Cultural Center would not be included as part of the Reduced Project Alternative. As such, the Reduced Project Alternative would result in the development of approximately 1,404 sf less building space than the proposed project. For the proposed project, the Community Cultural Center would be located on the second story of the building, which would be at grade level of the existing Olympic Valley Park parking lot. Therefore, because the Reduced Project Alternative would eliminate the portion of the building's second floor dedicated to the Community Cultural Center, the building would be reduced in scale when viewed from the parking lot. In addition, because the Community Cultural Center would not be developed, after-hours events such as lectures, film screenings, and private parties would not occur as part of museum operations. Nonetheless, a text amendment to Section 12.24 of the Placer County Code would still be required to allow for limited museum operations to occur later than specified in the Code. The Reduced Project Alternative would still require all other



on- and off-site improvements included as part of the proposed project. Similar to the proposed project, the Alternative would require approval of a Rezone, Conditional Use Permit, Design Review, and Potential Minor Land Division.

Because the Reduced Project Alternative would include development of the SNOW Sports Museum without the Community Cultural Center, the Alternative would not meet Project Objectives 6 or 9. However, the remaining Project Objectives would be met by the Reduced Project Alternative.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” The No Project (No Build) Alternative would be considered the environmentally superior alternative, because the project site is assumed to remain in its current condition under the alternative. Consequently, the impacts resulting from the proposed project would not occur under the Alternative. However, the No Project (No Build) Alternative would not meet any of the project objectives.

Both the 7-Eleven Off-Site Alternative and the Reduced Project Alternative would meet most project objectives. As previously noted, the 7-Eleven Off-Site Alternative would not meet Project Objectives 2 and 11-13; the Reduced Project Alternative would not meet Project Objectives 6 and 9.

As discussed throughout the Alternatives chapter, the 7-Eleven Off-Site Alternative could result in greater impacts than the proposed project related to hazards and hazardous materials, hydrology and water quality, and construction noise; fewer impacts related to cultural resources and tribal cultural resources, and similar impacts to the proposed project for the remaining topics. However, the Reduced Project Alternative could result in fewer impacts related to construction noise, and similar impacts to the proposed project for the remaining impacts.

Based on the above, the Reduced Project Alternative would be considered the environmentally superior alternative to the proposed project.

2.5 AREAS OF KNOWN CONTROVERSY

Areas of controversy that were identified in NOP comment letters, and are otherwise known for the project area, include the following:

- Incompatibility of the proposed project with surrounding land uses.
- Loss of plant and wildlife habitat.
- Concerns related to the proper consultation of the appropriate Native American tribes.
- Concerns about the adequacy of parking infrastructure on the project site.
- Interference with the emergency access and egress.
- Increased traffic congestion in the project area.
- Safety of the proposed entrance and exit roadways.
- Impacts related to the proximity of toxic air contaminants to sensitive receptors.
- Concerns related to noise pollution/increase in ambient noise levels.



**Table 2-1
Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4. Aesthetics			
4-1 Have a substantial adverse effect on a scenic vista.	LS	<i>None required.</i>	N/A
4-2 In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point) or, in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.	LS	<i>None required.</i>	N/A
4-3 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	S	4-3 <i>Prior to the issuance of building permits for any development on the project site, the project applicant shall submit a lighting plan for the project to the Olympic Valley Design Review Committee for review and approval, demonstrating that proposed lighting is Dark-Sky compliant as specified by the International Dark-Sky Association and consistent with Squaw Valley Design Review Guidelines. The lighting plan shall include, but not necessarily be limited to, the following provisions:</i> <ul style="list-style-type: none"> • <i>Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</i> • <i>Place and shield or screen flood and area</i> 	LS

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		<p><i>lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists;</i></p> <ul style="list-style-type: none"> • <i>For public lighting, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash; and</i> • <i>Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage to prevent light and glare from adversely affecting motorists on nearby roadways.</i> 	
4-4 Long-term changes in visual character associated with cumulative development of the proposed project in combination with future buildout of the SVGP.	LCC	<i>None required.</i>	N/A
4-5 Creation of new sources of light or glare associated with cumulative development of the proposed project in combination with future buildout of the SVGP.	LCC	<i>None required.</i>	N/A
5. Air Quality, GHG Emissions, and Energy			
5-1 Conflict with or obstruct implementation of the	LS	<i>None required.</i>	N/A

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applicable air quality plan during project construction.			
5-2 Conflict with or obstruct implementation of the applicable air quality plan during project operation.	LS	<i>None required.</i>	N/A
5-3 Expose sensitive receptors to substantial pollutant concentrations.	LS	<i>None required.</i>	N/A
5-4 Result in other emissions (such as those leading to odors) affecting a substantial number of people.	LS	<i>None required.</i>	N/A
5-5 Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	LS	<i>None required.</i>	N/A
5-6 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	LCC	<i>None required.</i>	N/A
5-7 Generation of GHG emissions that may have a significant impact on the environment or	LCC	<i>None required.</i>	N/A

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conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.			
6. Noise			
6-1 Generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	S	<p>6-1 <i>Prior to issuance of a grading permit, the project applicant shall prepare a construction noise management plan that identifies measures to be taken to minimize construction noise on surrounding sensitive land uses and include specific noise management measures to be included within the project plans and specifications, subject to review and approval by the Placer County Community Development Resource Agency. The project applicant shall demonstrate, to the satisfaction of the County that the project complies with the following:</i></p> <ul style="list-style-type: none"> • <i>Noise-generating construction activities (e.g., construction, alteration, or repair activities), including truck traffic coming to and from the project site for any purpose, shall be limited to the hours outlined in Placer County Board of Supervisors Minute Order 90-08; specifically, a) Monday through Friday, 6:00 AM to 8:00 PM (during daylight savings); b) Monday through Friday, 7:00 AM to 8:00 PM (during standard time); and c) Saturdays, 8:00 AM to 6:00 PM.</i> 	LS

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		<ul style="list-style-type: none"> • All heavy construction equipment used on the proposed project shall be maintained in good operating condition, with all internal combustion, engine-driven equipment fitted with intake and exhaust mufflers that are in good condition. • All mobile or fixed noise producing equipment used on the proposed project that is regulated for noise output by a local, state, or federal agency shall comply with such regulations while in the source of project activity. • Where feasible, electrically-powered equipment shall be used instead of pneumatic or internal combustion powered equipment. • All stationary noise-generating equipment shall be located as far away as possible from neighboring property lines. • Signs prohibiting unnecessary idling of internal combustion engines shall be posted. • The use of noise-producing signals, including horns, whistles, alarms and bells shall be for safety warning purposes only. • The proposed project shall incorporate the use of eight-foot-tall temporary sound barriers along the west and east boundaries of the construction site. The approximate locations of the sound walls are shown on Figure 6-3. The sound barrier fencing shall consist of 0.5-inch plywood or minimum STC 27 sound curtains placed to shield nearby sensitive receptors. The 	

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		<p><i>plywood barrier shall be free from gaps, openings, or penetrations to ensure maximum performance.</i></p> <p><i>The proposed project shall incorporate the use of six-foot-tall temporary sound barriers along the north and south sides of the off-site sewer improvement route. The approximate locations of the temporary construction sound walls are shown on Figure 6-3. The sound barrier fencing shall consist of 0.5-inch plywood or minimum STC 27 sound curtains placed to shield nearby sensitive receptors. The plywood barrier shall be free from gaps, openings, or penetrations to ensure maximum performance. The temporary sound walls along the off-site sewer pipe alignment shall be removed within 24 hours of completing the sewer pipe improvement.</i></p>	
6-2 Generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	LS	<i>None required.</i>	N/A
6-3 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	LS	<i>None required.</i>	N/A

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6-4 Generation of a substantial permanent increase in ambient noise levels associated with development of the proposed project in combination with future development. Based on the analysis below, the project's incremental contribution to this significant cumulative impact is less than cumulatively considerable.	LCC	<i>None required.</i>	N/A
7. Transportation			
7-1 Conflict with a program, plan, ordinance, or policy, except LOS, addressing the circulation system during construction activities.	S	7-1 <i>The Improvement Plans shall include a striping and signage plan and shall include all on- and off-site traffic control devices. Prior to the commencement of construction, a construction signage and traffic control plan shall be provided to the Engineering and Surveying Division for review and approval. The construction signage and traffic control plan shall include (but not be limited to) items such as:</i> <ul style="list-style-type: none"> • <i>Guidance on the number and size of trucks per day entering and leaving the project site;</i> • <i>Identification of arrival/departure times that would minimize traffic impacts;</i> • <i>Approved truck circulation patterns;</i> • <i>Locations of staging areas;</i> • <i>Locations of employee parking and methods to encourage carpooling and use of alternative transportation;</i> 	LS

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		<ul style="list-style-type: none"> • <i>Methods for partial/complete street closures (e.g., timing, signage, location and duration restrictions);</i> • <i>The temporary sound walls along the off-site sewer pipe alignment shall be removed within 24 hours of completing the sewer pipe improvement;</i> • <i>Criteria for use of flaggers and other traffic controls;</i> • <i>Preservation of safe and convenient passage for bicyclists and pedestrians through/around construction areas;</i> • <i>Monitoring for roadbed damage and timing for completing repairs;</i> • <i>Limitations on construction activity during peak/holiday weekends and special events;</i> • <i>Preservation of emergency vehicle access;</i> • <i>Coordination of construction activities with construction of other projects that occur concurrently in Olympic Valley to minimize potential additive construction traffic disruptions, avoid duplicative efforts (e.g., multiple occurrences of similar signage), and maximize effectiveness of traffic mitigation measures (e.g., joint employee alternative transportation programs);</i> • <i>Removing traffic obstructions during emergency evacuation events; and</i> • <i>Providing a point of contact for Olympic Valley residents and guests to obtain construction</i> 	

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		<p><i>information, have questions answered, and convey complaints.</i></p> <p><i>The construction signing and traffic control plan shall be developed such that the following minimum set of performance standards is achieved throughout project construction. It is anticipated that additional performance standards would be developed once details of project construction are better known.</i></p> <ul style="list-style-type: none"> • <i>All construction employees shall park in designated lots owned by the project applicant or on private lots otherwise arranged for by the project applicant; and</i> • <i>Roadways shall be maintained clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety.</i> 	
7-2 Conflict with a program, plan, ordinance or policy addressing transit, bicycle and pedestrian facilities.	LS	<i>None required.</i>	N/A
7-3 Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	LS	<i>None required.</i>	N/A
7-4 Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible	LS	<i>None required.</i>	N/A

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uses (e.g., farm equipment), or result in inadequate emergency access or access to nearby uses.			
7-5 Substantially increase hazards to vehicle safety under Cumulative Plus Project conditions.	LLC	<i>None required.</i>	N/A
8. Wildfire			
8-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.	LS	<i>None required.</i>	N/A
8-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire	S	8-2 <i>Prior to the approval of Improvement Plans, the plans shall include a note requiring CAL FIRE-approved spark arrestors on all construction equipment with internal combustion engines. The project contractor shall provide proof of compliance with this measure to the Placer County Community Development Resource Agency, prior to initiation of construction activities.</i>	LS
8-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.	LS	<i>None required.</i>	N/A

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8-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	LS	<i>None required.</i>	N/A
8-5 Increase in wildfire risk attributable to the proposed project, in combination with cumulative development.	LS	<i>None required.</i>	N/A

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