



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

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

Michael Johnson, Agency Director

EJ Ivaldi, Coordinator

**DATE:** August 13, 2012

**TO:** Interested Parties

**SUBJECT:** **Notice of Preparation of an Environmental Impact Report for the Proposed Auburn Creekside Center Project**

**REVIEW PERIOD:** **August 13, 2012 to September 11, 2012**

Placer County is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed Auburn Creekside Center project (proposed project) in accordance with the California Environmental Quality Act (CEQA), Section 15082. The purpose of the Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information in order to make meaningful responses as to the scope and content of the EIR. Your timely comments will ensure an appropriate level of environmental review for the project.

**Project Description:** The project proposes developing a commercial retail center on a 13.2-acre parcel located east of State Route (SR) 49, immediately north of the Target store in North Auburn. The proposed development areas are situated on the east and west sides of a tributary to Rock Creek, which traverses the site from south to north. The development site is approximately 6.6 acres in area; the remaining 6.6 acres will be provided as right-of-way dedications (3.3 acres) and open space (3.3 acres). The development will be phased, ultimately consisting of approximately 93,100 square feet of new retail space and parking for 345 vehicles. The project proposes extending Education Street east, bridging the creek, and terminating at a new traffic circle at Quartz Drive. Required entitlements for this project include a Conditional Use Permit, Variance from the minimum landscaping requirement, a Tentative Map to divide the parcel into four separate parcels, and a Design Review Agreement.

**Project Location:** The project site is located on the east side of SR 49, between Rock Creek Road and Quartz Drive in the unincorporated area of Placer County north of the City of Auburn. The site is identified as Assessor's Parcel Number 052-030-048.

For more information regarding the project, please refer to the following detailed project description or contact Gerry Haas, project planner, (530) 745-3084 or email [ghaas@placer.ca.gov](mailto:ghaas@placer.ca.gov).

A copy of the NOP is available for review at the Auburn Library, Placer County Community Development Resource Agency, and County website.

<http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/EIR/AuburnCreekside.aspx>

**NOP Comment Period:** Written comments should be submitted at the earliest possible date, but not later than 5:00 pm on September 11, 2012 to Maywan Krach, Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603, (530) 745-3132, fax (530) 745-3080, or [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov)

## **1.0 PROJECT DESCRIPTION**

### **1.1 Project Location**

The project site is located at 3300 Grass Valley Highway (State Route (SR) 49), between Rock Creek Road and Quartz Drive on the east side of SR 49 in the unincorporated area of Placer County (See Figure 1, Regional Location). The site is identified as Assessor's Parcel Number 052-030-048.

### **1.2 Project Setting**

#### **Site Characteristics**

The site consists of 13.2 total acres of undeveloped land, of which 6.6 acres would be developed. The remaining 6.6 acres would be provided as right-of-way dedications (3.3 acres) and open space (3.3 acres). A mild grade exists on the project site, which increases in elevation from the western boundary of the property along SR 49 to the eastern property boundary along Quartz Drive. A wetland/riparian/floodplain area bisects the site from north to south and is considered a tributary of Rock Creek. In addition, numerous oak trees exist on the property.

The Placer County General Plan designates the project site as Urban. The project site is located in the Auburn Bowman Community Plan Area, and while the General Plan designation provides a broad categorization of the land use designated for the project site, the Community Plan and Zoning Ordinance dictate allowable uses for the project site. The Auburn Bowman Community Plan land use designation for the project site is Commercial/Riparian drainage. The project site is currently zoned CPD (Commercial Planned Development) –Dc (combining Design Scenic Corridor) –FH (combining Flood Hazard). The site is also located within the Auburn Municipal Airport Overflight Zone C1.

#### **Surrounding Land Uses**

The eastern edge of the property is bordered by Quartz Drive, the northern edge is bordered by Rock Creek Road, and the western edge is bordered by SR 49. With close proximity to SR 49 and Bell Road, the site is surrounded by a number of retail uses including Target, Ross, etc. Other nearby uses includes a mix of light industrial, commercial, residential and a church located to the northeast of the proposed project.

### **1.3 Project Elements**

#### **Proposed Uses**

The proposed Auburn Creekside Center project would develop the site for commercial use with a concentration of retail tenants with stores between 2,500 to 30,000 square feet in size. Some limited restaurant space is also proposed. The Site Plan includes a total of 93,100 square feet of building area on approximately 362,840 square feet of land, providing a 25.7 percent FAR ratio (See Figure 2). In total, the project provides for 345 parking stalls, which equates to a parking ratio of 3.71 stalls per 1,000 sf of building area.

Currently, a tributary of Rock Creek bisects the project site, splitting the site into western and eastern portions. The tributary delivers off-site, upstream flows from two (2) existing 4-foot by 8-foot culverts at the Target site to the south and conveys flows northward until the flows exit the property via an existing 3.7-foot by 5.8-foot wide corrugated metal pipe arch culvert crossing underneath Rock Creek Road. In order to improve traffic circulation on the site and in the general area, the Site Plan includes the extension of Education Street east from SR 49 through the property, bridging the creek and terminating at Quartz Drive at the southeastern edge of the property. The Education Street and Quartz Drive intersection would be serviced by a new roundabout. It should also be noted that the proposed extension of Education Street would include a connection to the current Target Store driveway.

**Figure 1**  
**Regional Location**

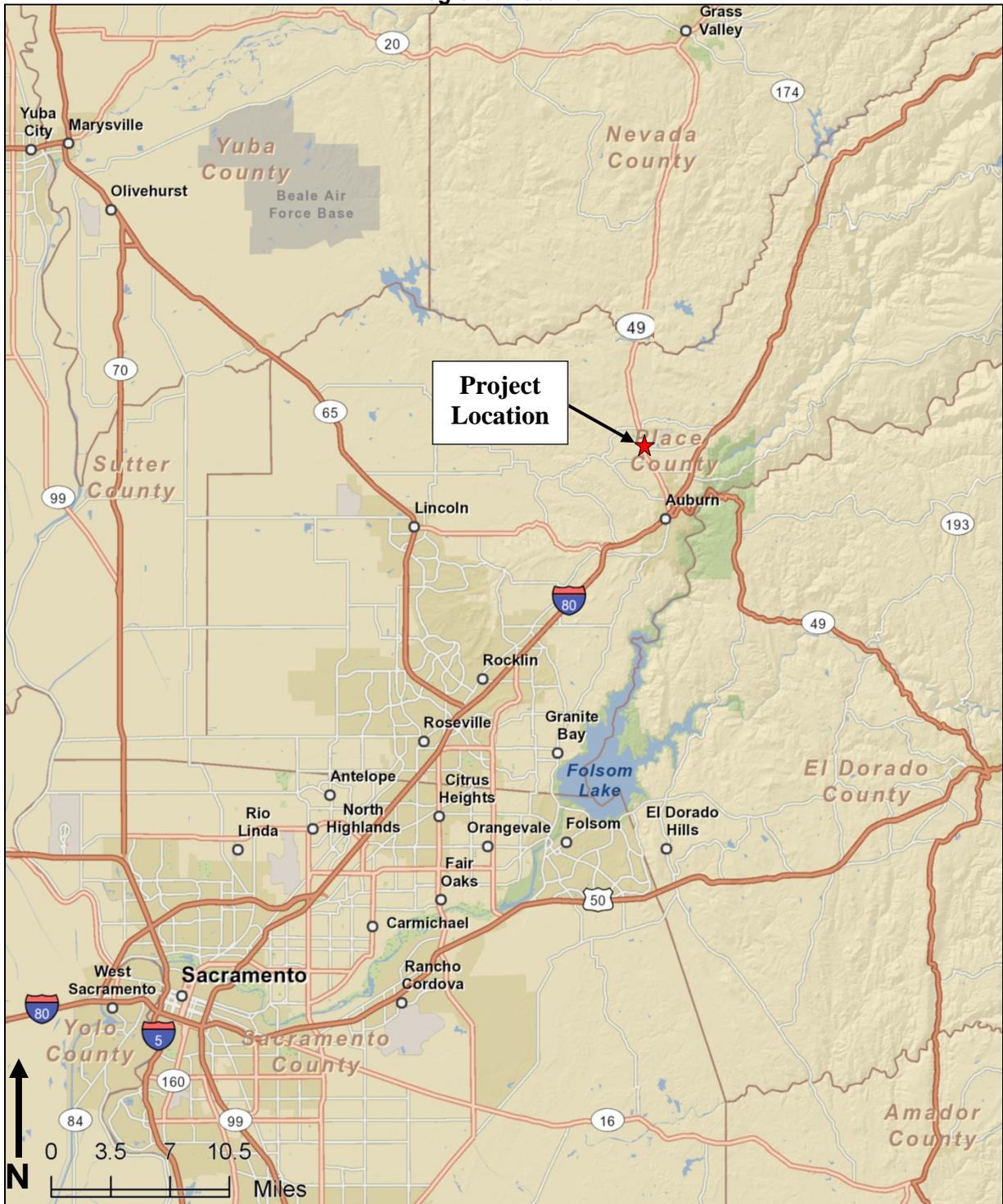
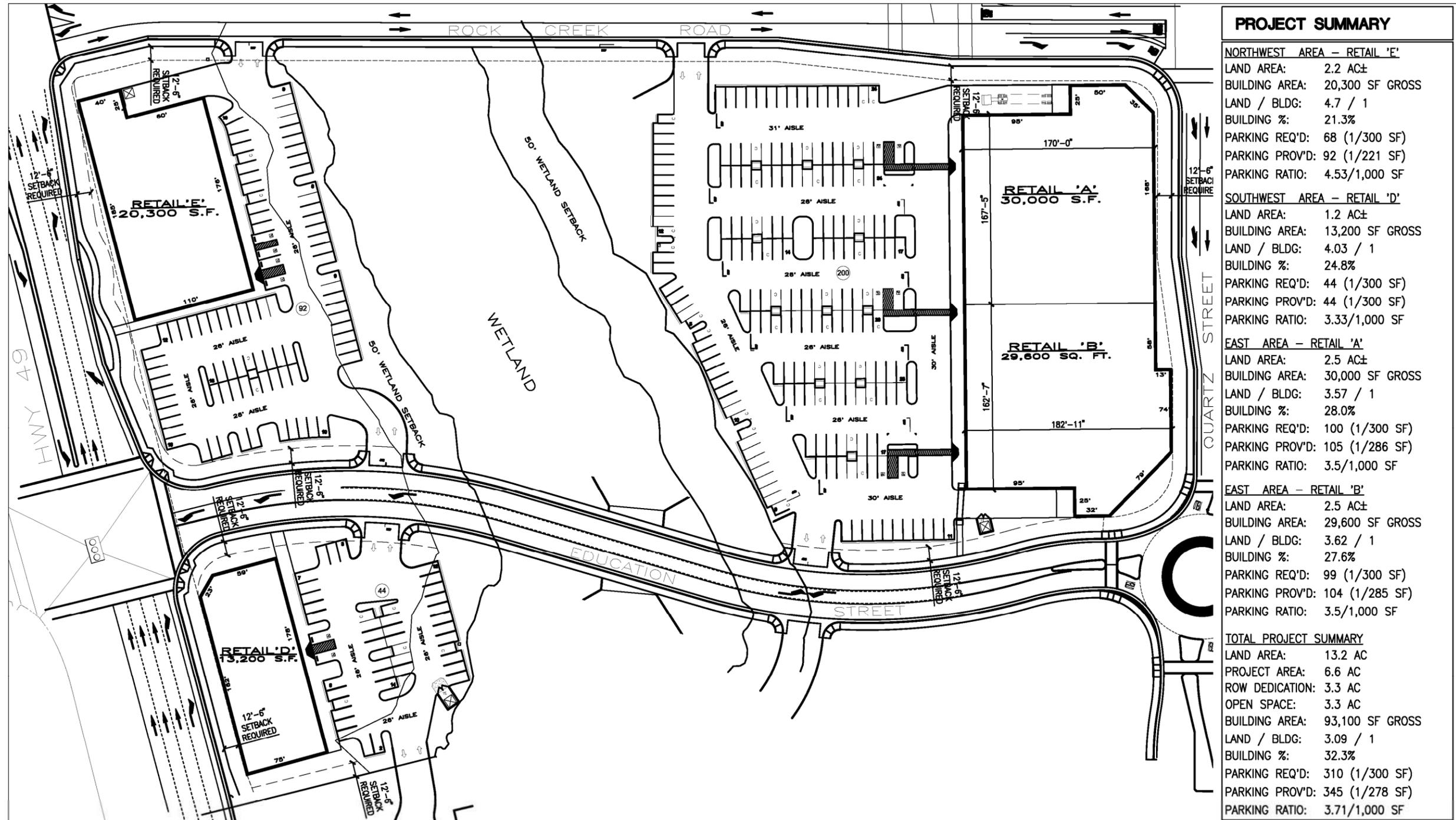


Figure 2  
Auburn Creekside Center Site Plan



PROJECT SUMMARY	
<b>NORTHWEST AREA - RETAIL 'E'</b>	
LAND AREA:	2.2 AC±
BUILDING AREA:	20,300 SF GROSS
LAND / BLDG:	4.7 / 1
BUILDING %:	21.3%
PARKING REQ'D:	68 (1/300 SF)
PARKING PROV'D:	92 (1/221 SF)
PARKING RATIO:	4.53/1,000 SF
<b>SOUTHWEST AREA - RETAIL 'D'</b>	
LAND AREA:	1.2 AC±
BUILDING AREA:	13,200 SF GROSS
LAND / BLDG:	4.03 / 1
BUILDING %:	24.8%
PARKING REQ'D:	44 (1/300 SF)
PARKING PROV'D:	44 (1/300 SF)
PARKING RATIO:	3.33/1,000 SF
<b>EAST AREA - RETAIL 'A'</b>	
LAND AREA:	2.5 AC±
BUILDING AREA:	30,000 SF GROSS
LAND / BLDG:	3.57 / 1
BUILDING %:	28.0%
PARKING REQ'D:	100 (1/300 SF)
PARKING PROV'D:	105 (1/286 SF)
PARKING RATIO:	3.5/1,000 SF
<b>EAST AREA - RETAIL 'B'</b>	
LAND AREA:	2.5 AC±
BUILDING AREA:	29,600 SF GROSS
LAND / BLDG:	3.62 / 1
BUILDING %:	27.6%
PARKING REQ'D:	99 (1/300 SF)
PARKING PROV'D:	104 (1/285 SF)
PARKING RATIO:	3.5/1,000 SF
<b>TOTAL PROJECT SUMMARY</b>	
LAND AREA:	13.2 AC
PROJECT AREA:	6.6 AC
ROW DEDICATION:	3.3 AC
OPEN SPACE:	3.3 AC
BUILDING AREA:	93,100 SF GROSS
LAND / BLDG:	3.09 / 1
BUILDING %:	32.3%
PARKING REQ'D:	310 (1/300 SF)
PARKING PROV'D:	345 (1/278 SF)
PARKING RATIO:	3.71/1,000 SF

## **Phasing**

It is anticipated that the project would be developed in two phases, but if tenant interest or market events dictate, a single-phased construction is possible.

### Phase 1 (Western Portion)

The western portion of the proposed project, nearest to SR 49, would be bisected by the proposed Education Street extension. This portion of the project includes two separate retail buildings (“D” and “E”) separated by Education Street (See Figure 2). Retail E is a 20,300 square foot freestanding building planned for the northwestern portion of the site complete with a loading dock on its north side. Retail D is a 13,200 square foot freestanding building planned for the southwestern portion of the site, adjacent to Target. These buildings may be multi-tenant buildings or single users depending on tenant leasing. A limited amount of restaurant use of approximately 4,500 square feet may be proposed for Retail D. Retail E may have up to 9,200 square feet of restaurant use.

On-site circulation for the western portion of the project would be via a 26-foot wide north/south drive aisle between the northern edge of the property beginning at Rock Creek Road and the southern edge of the property at the Target store property line. This drive aisle would proceed past Retail E before crossing Education Street and connecting to the Target center on the south side of Retail D. A reciprocal parking agreement would be established between the two retail buildings.

### Phase 2 (Eastern Portion)

Similar to the western portion of the project, two retail buildings (Retail “A” and “B”) would be located on the eastern side of the project site. Retail A is planned for 30,000 square feet of building area complete with a loading dock. Located to the south of Retail A, Retail B is planned for 29,600 square feet of building area and also contains a loading dock. Both Retail A and Retail B would face west and abut the eastern portion of the project. The two buildings may be merged if a tenant requires more space. To accommodate grade changes, the back of the Buildings A and B would serve as retaining walls. The second wall to the east would vary in height between 5 feet at its lowest point to 9 feet at its highest point.

On-site circulation for the eastern portion of the project would be via a 26-foot wide drive aisle running north to south. This drive aisle would allow full turning movements into and out of the proposed project at both Rock Creek Road and Education Street. A reciprocal parking agreement would be established between the two retail buildings.

The Education Street extension and bridge, as well as the new intersection of Education Street and Quartz Drive, is anticipated to be constructed as part of Phase 2 of the project.

## **Utilities**

### Sewer Service

Sewer service would be provided to the project site by Sewer Maintenance District 1 (SMD 1). The project improvements include abandonment of the existing on-site 18-inch sewer line and construction of a new line in a different alignment away from the on-site wetlands. To serve Retail A and Retail B, a new sewer service line would be designed for the building which would be routed along the parking area to the west and be connected to the newly re-aligned sewer main. To serve Retail D and Retail E, another sewer line would be constructed beginning at the southwest corner of the site (in front of Retail D) and continuing north along the drive aisle in front of Retail E to a new manhole just south of Rock Creek Road. Depending on the pipe system’s invert elevations, a new sewer lift station may be needed at this location. The new sewer line would cross Rock Creek Road and head east until the line ties in to the SMD 1 existing manhole MH AE3-19.

## Water

The project site would be served by the Placer County Water Agency (PCWA). An existing 12-inch water main runs within the right-of-way of Quartz Drive. The project includes a connection to the existing water main within Quartz Drive. The water main would be extended within the proposed extension of Quartz Drive and Education Street as well as along Rock Creek Road to serve the proposed development. The line would run north within Quartz Drive to the northeast project boundary, where the line would run west along the northern project boundary. Water meters are proposed at the southern edge of Retail Building E, and the north end of Retail Buildings D, A, and B.

## Drainage

The storm drainage system for the project would be designed to store an equivalent volume of 1.1 acre-feet of water during the 100-year storm event. In addition, the development would have retaining walls on both sides of the tributary that runs through the property such that the 100-year floodplain boundary limits would be restricted to the retaining walls on both sides of the tributary (and outside of the proposed parking areas).

The new Education Street bridge crossing would have an equivalent opening underneath to allow storm water runoff to pass through without creating any upstream and downstream impacts. The storm drainage system would also include water quality treatment of storm water prior to discharge to the receiving tributary. This may include natural treatment measures and/or the use of underground proprietary treatment devices if space is limited.

## **Offsite Improvements**

### Sewer System

There are existing sections of the sewer trunk line downstream of the project to the SMD 1 Wastewater Treatment Plant that are over capacity. The project's additional flow to the sewer trunk line may have impacts to additional sections of the trunk line. The project may be required to upgrade sections of this existing trunk line. In addition, the project may be required to implement an off-site Inflow and Infiltration (I&I) mitigation program to offset the project's increase in peak wet weather flow to the SR 49 trunk system. The project may be required to replace and/or rehabilitate sewer infrastructure in the SR 49 trunk system to reduce I&I.

### Roadway System

The following off-site roadway improvements would be constructed as part of the proposed project:

- Rock Creek Road – construct half of the ultimate pavement width of 32 feet. In addition, new curb, gutter, and 6-foot sidewalk would be constructed on the project side of Rock Creek Road.
- Education Street – construct 40-foot pavement, curb, gutter, and 6-foot sidewalk on both sides. Total Right-of-Way (ROW) width is 58'.
- Quartz Drive – construct new pavement from the Rock Creek / Quartz Drive intersection to the new roundabout at the Education Street / Quartz Drive intersection. The ROW would vary with the widest ROW width being 88 feet.
- State Route (SR) 49 – provide three (3) northbound through lanes and one (1) northbound right-turn pocket from SR 49 to Education Street along the project frontage. In addition, new curb, gutter, and sidewalk would be constructed along the project frontage. Traffic signal improvements at both the Bell Road and Education Street intersections along SR 49 would be made to accommodate the proposed roadway geometrics.

## Requested/Required Entitlements

The project would include the review and approval of the following entitlements:

- Conditional Use Permit;
- Variance from applicable setback/landscape requirements;
- Design Review; and
- Tentative map to divide the project site into four separate parcels – two on the western portion of the project site and two on the eastern portion.

## 2.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

The EIR prepared for the Auburn Creekside Center Project will provide analysis of the impacts pertaining to the resource areas identified below. Although detailed analysis has not been conducted at this time, preliminary analysis of the proposed project has identified impacts likely to result from the project. The proposed EIR will incorporate by reference the Placer County General Plan, the Placer County General Plan EIR, and the Auburn/Bowman Community Plan. In addition to these County documents, project-specific technical studies are being prepared by various technical sub-consultants. The following paragraphs discuss the results of preliminary impact identification and anticipated analyses that will be included in the EIR.

*Aesthetics.* The Aesthetics chapter of the EIR will summarize existing regional and project area aesthetics and visual setting. The chapter will describe project-specific aesthetics issues regarding development of the proposed project such as scenic vistas, trees, scenic highways, existing visual character or quality of the site and its surrounding areas, as well as light and glare. This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, as required.

*Biological Resources.* This chapter of the EIR will summarize the setting and describe the potential effects to plant communities, trees (oak woodlands), wildlife, and wetlands including adverse effects on rare, endangered, candidate, sensitive, and special-status species for the project site. This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies. A Biological Resources Assessment, Wetland Delineation, and Tree Survey were previously prepared for the project site by various consultants. These reports will be updated by qualified biological and wetland consultants to address current on-site conditions as well as the latest species records in relevant agency databases, such as the California Department of Fish and Game's California Natural Diversity Database (CNDDB).

In addition, as part of the EIR analysis of biological resources, an assessment of on-site oak woodlands will be performed for the project site. An oak woodland map showing all oak woodland communities within the project area will be prepared. All Significant oak trees, as defined by Placer County, will also be identified on the project site. Utilizing this oak woodland and Significant tree information, a determination will be made regarding the extent of these resources that would be impacted by the project. Mitigation measures, consistent with Placer County policy, will be identified in the EIR for loss of oak woodlands and Significant trees.

The Biological Resources chapter will also include a re-verified wetland delineation for the project site. The extent of on-site wetlands will be confirmed and the amount of acreage impacted by the project will be identified. Mitigation measures for any wetland impacts will be identified in the Biological Resources chapter.

*Cultural Resources.* Based on a project-specific cultural resources report previously prepared for the project site by a qualified consultant, this chapter will summarize the setting and briefly describe the potential construction-related effects to on-site historical, archaeological, and paleontological resources.

Generally, this chapter of the EIR will include identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Geology and Soils.* This chapter will summarize the setting and describe the potential effects from earthquakes, liquefaction, expansive soils, soil erosion, as well as identify any unique geological features within the project site. Imported fill will also be addressed in the Geology and Soils chapter, including a discussion of where the material will be obtained and whether any of the impacts associated with the proposed excavations or fills could be potentially significant, thereby requiring mitigation.

This chapter of the EIR will include identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies. The chapter will primarily be based upon an updated Geologic Hazards and Geotechnical Investigation Report prepared for the project site.

*Hazardous Materials and Hazards.* This chapter of the EIR will summarize the setting and describe any potential of existing or possible hazardous materials on-site or as a result of the proposed project. The chapter will include any measures identified in the Phase I ESA, as necessary, to minimize potential impacts to a less-than-significant level. This chapter of the EIR will include identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Hydrology and Water Quality.* This chapter will summarize setting information and identify potential impacts on storm water drainage, flooding, groundwater, seepage, any existing water wells, and water quality (including potential issues arising from mosquito breeding activities within on-site detention areas). Consideration will include on-site as well as off-site infrastructure facilities. The chapter will be based on a project-specific Drainage Report. The Drainage Report will evaluate the current floodplain associated with the site and identify a drainage system for the project that would ensure that post-development stormwater flows do not exceed pre-development levels during the design-storm events. This chapter will include identification of thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Land Use.* The Land Use chapter will evaluate the consistency of the proposed project with the County of Placer's adopted plans and policies. The County's General Plan, Auburn Bowman Community Plan, and County Zoning Ordinance, as well as other appropriate documents, will be reviewed to address consistency issues. Particular attention will be given to County creek setback and floodplain policies. The Land Use chapter will further assess the compatibility of the proposed project with the surrounding land uses, both existing and proposed. The project site's location within Compatibility Zone C1 of the Auburn Airport will also be addressed. The chapter will identify land use impacts and will discuss any inconsistencies or incompatibilities with adopted plans and policies created by the approval of the proposed project. The impacts will be measured against the thresholds of significance and appropriate mitigation measures and monitoring strategies will be identified which are consistent with the policies of the County of Placer.

*Air Quality.* The air quality analysis for the proposed project will be performed utilizing the California Emissions Estimator Model (CalEEMOD) software program. Vehicle trip generation data from the forthcoming Traffic Study will be utilized as model input data. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO<sub>x</sub>, and PM<sub>10</sub>). The project's cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project level.

The project site is also in an area known to contain naturally occurring asbestos (NOA). The Air Quality analysis will discuss the Placer County Air Pollution Control District's measures for addressing airborne asbestos (i.e., Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, And Surface Mining Operations) and will identify the specific measures needed to ensure that the project would not result in an adverse impact from NOA.

The significance of air quality impacts will be determined in comparison to Placer County Air Pollution Control District-recommended significance thresholds. PCAPCD-recommended mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified. *For the Greenhouse Gas Emissions Analysis, see the Cumulative Impacts and Other Statutorily Required Sections chapter below.*

*Noise.* The Noise chapter will be based on a project-specific technical noise report. The noise report will identify all significant noise impacts due to the proposed commercial center on any identified noise-sensitive land uses in the immediate project vicinity. Significant noise impacts will be identified if the project-generated traffic or on-site activities results in a significant increase in traffic noise levels at existing noise-sensitive land uses in the project vicinity, or exceedance of the applicable noise standards. The identification of noise mitigation measures will focus on appropriate and practical recommendations for noise control aimed at reducing any identified potential noise impacts to a level of insignificance. The project site's location within Compatibility Zone C1 of the Auburn Airport will also be addressed.

This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Transportation and Circulation.* The traffic study will quantify the existing and future traffic impacts associated with development of the overall project for vehicular, pedestrian and transit related impacts, as well as identify mitigation measures required to mitigate impacts to an acceptable traffic operation and safety level.

A p.m. peak hour traffic volume base would be established for study area intersections and associated roadway segments. An a.m. peak hour analysis is not proposed for this retail project. Available traffic count data that is "current" will be re-used, but new peak hour counts will be conducted, as needed.

The following intersections will be analyzed in the Traffic Study:

1. SR 49 / Atwood Road;
2. SR 49 / Willow Creek Road;
3. SR 49 / Bell Road;
4. SR 49 / Education Street;
5. SR 49 / Rock Creek Road;
6. SR 49 / Quartz Drive;
7. SR 49 / Dry Creek Road (intersection added);
8. Bell Road / Quartz Drive;
9. Education Street / Quartz Drive;
10. Rock Creek Road / KOA Street / Quartz Drive;
11. Bell Road / New Airport Road (intersection added); and
12. Education Street / project access intersections (4)

Operating levels of service and roadway system performance would be analyzed using methodologies consistent with County and Caltrans guidance. A SYNCHRO-Simtraffic simulation model will be utilized to identify LOS at signalized intersections on SR 49. Analysis of un-signalized intersections that are not on the SR 49 corridor will be based on the 2000 Highway Capacity Manual (HCM), and RTB Circular 212 for other locations that are assumed to operate as "stand alone" intersections. Current design limitations or safety deficiencies on study area roads will be identified.

#### *Project-Level Analysis*

The number of automobile trips that may be generated by development of the site will be estimated through application of published trip generation rates applied to a land use inventory developed in

consultation with the County. Appropriate “pass-by” trip rate assumptions will be developed for the site. The directional distribution of new project trips will be determined based on the location of residences within the project’s probable market area.

Traffic operating conditions would be calculated under "Existing Plus Project" conditions for Phase 1 of the project, as well as full buildout of the project (Phases 1 and 2).

The extent to which project development would result in conditions in excess of adopted Placer County Level of Service (LOS) standards will be determined based on LOS at study intersections and the County’s adopted Methodology for Impact Significance.

#### *Cumulative Analysis*

The cumulative analysis will be conducted relative to two future planning horizons. One scenario will address “Existing Plus Approved Projects (EPAP),” as the background condition. The “No Project” condition under this scenario will not assume that Education Street is extended to Quartz Dive. The other scenario will be a long-term cumulative condition derived from the North Auburn Regional Travel Demand Forecast model. The “No Project” condition under this scenario will not assume Education Street is extended to Quartz Drive. Cumulative traffic operating conditions will be evaluated and LOS and queue length will be forecast with and without project traffic. Both future traffic scenarios will evaluate full buildout of the project (Phases 1 and 2).

#### *Describe SR 49 Corridor Level of Service*

As part of the traffic analysis, the corridor LOS for mainline SR 49 will be evaluated using the SYNCHRO model. Corridor LOS results will be developed for each study scenario.

#### *Mitigation*

The extent to which mitigation measures are needed to reduce project-specific or cumulative impacts to an acceptable level will be identified. County requirements for standard roadway improvements or intersection modifications will be noted.

*Public Services and Utilities.* The Public Services portion of the chapter will summarize and identify potential new demand for services on law enforcement and fire protection. The Utilities section of the chapter will summarize setting information and identify potential new demand for services on water, sewer, and solid waste. The water and sewer analysis will identify the proposed water and sewer demand for the project, describe and evaluate the on- and off-site infrastructure improvements needed to provide water and sewer service to/from the project site, and whether the existing service providers can accommodate the project within the conveyance system and wastewater treatment plant. For solid waste, an estimate of the amount of solid waste generated during construction and after project completion will be provided. The percent increase in waste received over current conditions will be calculated and it will be determined if the additional waste will increase such that existing facilities would be adversely impacted. If existing water, sewer, or solid waste facilities would be impacted, mitigation measures will be identified to ensure that the project’s demand can be adequately accommodated.

*Alternatives.* In accordance with Section 15126.6(a) of the CEQA Guidelines, the EIR will include an analysis of a range of alternatives, including the No Project Alternative and a Reduced Development Alternative. The third alternative will be designed at a later date based on public input and potential impacts identified for the proposed project during the preparation of the Draft EIR. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analysis will include sufficient detail to allow a comparison of the impacts.

*Cumulative Impacts and Other Statutorily Required Sections.* In accordance with Section 15130 of the CEQA Guidelines, an analysis of the cumulative impacts will be provided in the EIR. In addition, pursuant to CEQA Guidelines Section 21100(B)(5), the analysis will address the potential for growth-inducing impacts of the proposed project, focusing on whether removal of any impediments to growth would occur associated with the project. Included in the cumulative impacts analysis for the proposed project will be a discussion of global climate change/greenhouse gas emissions (GHG). The analysis will include a quantitative estimate of operational carbon dioxide emissions from both stationary and mobile sources attributable to the project. Mobile source emissions from passenger cars and light trucks will be based on estimated vehicle miles traveled, as derived from the project Traffic Impact Analysis, and as quantified through the CalEEMOD computer program. Construction emissions from the proposed project will also be quantified via CalEEMOD. The thresholds for the GHG analysis will be determined in consultation with Placer County Planning staff and the Placer County Air Pollution Control District (PCAPCD). Raney will analyze the proposed project for conformity with applicable GHG reduction measures, including those listed by the Attorney General's Office and in the California Air Pollution Control Officers Association's white paper, CEQA and Climate Change (January 2008).