

Questions From Livingston's Community Meeting, February 5, 2009

<b>TOPIC: AESTHETICS</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
What will be the light pollution, as I look right at this location? Lights and operation after dark?	Proposed site lighting was discussed in the EIR and will be addressed during the Design/Site Agreement process that will be required should this project be approved. The project would include security lighting to illuminate the site afterhours and for operations after dark, should the Conditional Use Permit include approval of such operations. The lighting requirements will include a lighting design that does not allow light to shine beyond the boundaries of the site, or upward toward Interstate 80.
How many trees will be planted around the facility?	The number of trees to be planted would be determined by the Landscape Plan, which will be required as part of the Design/Site Agreement that will be required should this project be approved. The Landscape Plan will be required to meet standard landscaping requirements, which typically require that trees planted for screening purposes be planted 20' on center, depending on the type of tree, and any additional trees required in order to provide adequate screening.
How many square feet is the batch plant?	The actual piece of equipment that is called a "batch plant" is a 12 foot wide by 30 foot long piece of equipment that can be pulled behind a semi truck. The area that will be used to facilitate the operations of the batch plant itself, which includes loading the material on conveyor belts to be transported to the batcher and the area where trucks drive up under the batch plant to be loaded with concrete, is approximately 120' by 45', which is 5,400 square feet. A square drawn around the outermost limits of the batch plant, settling pond, and water reclaiming system is 14,705 square feet. This area includes the 4,250 square feet surrounding the water reclamation system that is not actually part of the batch plant. A scanned copy of the area measured is posted at the end of this document.
Is a green belt around business required and does it have to be maintained?	Should this project be approved perimeter landscaping will be required as part of the Design/Site Agreement (DSA). Requirements for ongoing maintenance of landscaping are established in the DSA.
What happens when this plant is no longer situated in a convenient place for this operation? Are there plans in place and requirements in place to dismantle the structures and clean up the property within a year?	Should the Conditional Use Permit for this project be approved it runs with the property, unless the site is abandoned and the plant is not in use for a year. At that time a new Conditional Use Permit would be required for any use on the site, including a new batch plant, however there is not a requirement that the facility be dismantled. If the new proposed use did not include a batch plant there would likely be requirements that the new applicant remove any existing structures that are not necessary for the proposed operation.
What consideration was given to property owners on the North slope facing 1-80 as far as lowering property values	Potential Aesthetic impacts were analyzed in the project EIR. It is not clear which "north slope" is referred to.

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<p>and ruining view property?</p>	<p>Homes on the slope to the north of the property, located on the north side of Wise Road, would not be impacted by the project as it will be located at enough of a distance that the proposed batch plant will not be visible, with the exception perhaps of the landscaping screening the project. Interstate 80 will continue to be much more visible than the proposed batch plant.</p>
<p><b>TOPIC: AIR POLLUTION</b></p>	
<p><b>QUESTION</b></p>	<p><b>RESPONSE</b></p>
<p>How will the dust from the batch plant be controlled and how far will the dust spread into the air?</p>	<p>Dust control measures will be part of the analysis required for an air Authority to Construct Permit. Dust control typically includes baghouse (or filter) on the cement silo, enclosures, or water sprays. The distance dust spreads into the air depends on the size of particles, emitting height, weather conditions at the time, and surrounding terrain. See further discussion below.</p>
<p>I have read that the cement process will omit cancer causing carcinogens into the air, has this been researched and what are the findings?</p>	<p>It has been found that the cement producing process could omit a carcinogen called hexavalent chromium, Cr(VI), due to its heating process. South Coast Air Quality Management District and Mojave Desert Air Quality Management District have conducted air monitoring studies for their cement production plants and found the level of Cr(VI) concentration in the air are lower than the risk level established by the California Office of Environmental Health Hazard Assessment (OEHHA). This proposed plant is a concrete mixing plant, not a cement production plant. Therefore, the level of Cr(VI) concentration in the air will be expected to be much lower than the risk level established by OEHHA.</p>
<p>Can you address the health issues about the partialities that will be in the air? It is my understanding that it is hazardous and can float in the air up to 45 miles away.</p>	<p>First, not all of particles are "hazardous". "Hazardous" means if the material is toxic it causes acute health impacts or is identified to cause cancers. Typically, road dusts, flying ashes, and particles from diesel truck exhaust are common types of particles. They could cause respiratory diseases (e.g., allergy) and worsen the symptoms of existing respiratory diseases (e.g., asthma). The travel distance of particles is dependent on its size, emitting height, weather condition, and surrounding terrain. Scientific studies show that the concentration of small particles emitted from highway vehicle exhaust will be dropped dramatically at a distance of 500 feet from the freeway. It means that most of particles emitted at the ground level could be dropped within a short distance. Only a rare circumstance like volcanic eruption would send particles traveling hundreds of miles away.</p>
<p>Are dust particles, what impact do they have on livestock/animals- air quality?</p>	<p>The District staff is not aware of any specific study regarding the dust health impacts to livestock and animals. However, if the air pollutant could cause human health impacts, it could also cause impacts to livestock and animals. Applying the required control strategies will</p>

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	reduce the potential impacts to a less than significant level.
How far can dust be carried by winds?	It depends on the size of particles, emitting height, weather conditions, and surrounding terrain. It could be from a couple hundred feet like particles from freeway vehicle exhaust to a couple hundred miles like particles from volcanic eruption.
What levels of dust are typically produced by this size plant? How far reaching?	The level of dust depends on the production rate and hours of operation. Typical concrete batch plant operations emit less than 5 pounds per hour.
Is there any required for Livingston's to monitor the air pollution that is generated by the concrete?	Records of throughput (yards of concrete produced each day) will be required. Emissions may be calculated from those records. Direct air monitoring is not required.
Please comment on the health hazards of silica?	Silica is a carcinogen. Long term exposure above reference exposure levels (RELs) can pose a health risk (diseases called silicosis). It is a Prop 65 chemical. Recent epidemiological studies find that miners, industrial sand workers, ceramic workers, and slate workers could be a high risk to have silicosis because of high silica exposure environment.
The production of concrete results in significant harmful dust particles being generated. How will you insure public safety relative to this?	Air pollution equipment and dust control measures will be required to control the amount of particulates (dust) generated.
How far will the dust travel? And in which direction? I live to the NE! I live at about 1,000 feet elevation, just above the Weiss Power Plant (PG&E) – at what elevation will the air pollution be worst? How will you control the dust once the permit is issued?	It depends on the size of particles, emitting height, weather conditions, and surrounding terrain. It could be from a couple hundred feet like particles from freeway vehicle exhaust to a couple hundred miles like particles from volcanic eruption. Dust control measures will be required for Authority to Construct Permit. Dust control typically includes baghouse (or filter) on the cement silo, enclosures, or water sprays, etc.
What long term damage will concrete dust fall out have on oak trees, cars, other foliage, air ect. Because it is abrasive.	If the air pollutant could cause human health impacts, it could also cause impacts to vegetation, etc, however, again, applying the required control strategies will reduce the potential impacts to a less than significant level.
What type of dust controls from concrete hopper elevated 4 feet in the air. Has EIR addressed this issue.	Specific dust control measures at the concrete hopper have not been determined yet. They will be determined during the engineering analysis for an air Authority to Construct Permit. Typically, partial or full enclosure is used to reduce particulate emissions.
A question to a comment made by the Livingston rep. wouldn't a pneumatic mixing agitator cause additional dust to the area?	The specific plant design has not been submitted. Typically, partial or full enclosure is used to reduce particulate emissions. A full enclosure would prevent additional particulate (dust).
Concrete plants do generate a great deal dust, not only will there be more dust for area residences but have you thought about the dust that carries over the freeway and how will it affect traffic on the freeway?	The plant needs to be in compliance with the requirement and restrictions of the PCAPCD's Rule 228 <u>Fugitive Dust</u> . The District's Rule requires that the plant shall not cause and allow visible emissions beyond the boundary line and obscure an observer's view over 40% opacity. If the plant causes any situation stated in the question will result a

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	violation and penalty will be issued to the plant owner.
<b>TOPIC: APPLICATION PROCESS</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
Conditional Use Permit stipulates no more than 300 cubic yards of concrete per day. But the CUP can be easily changed to a higher number. Please explain the process to change CUP and who can make decision.	If approved, the project's Conditions of Approval will limit the concrete production at this plant to a level not to exceed 300 cubic yards per day. If the applicant wants to increase that number the Conditional Use Permit (CUP) would need to be modified. In order to modify the CUP the proposed modification would be required to be approved by the Planning Commission at a public hearing. Additionally, any modification to the CUP would need to be analyzed for compliance with the EIR prepared for the project and if impacts were determined not to have been addressed by the EIR these impacts would need to be analyzed and mitigated prior to the public hearing.
If the business is closed/abandoned for any reason will Livingston be required to remove the tower/equipment from the property? What prevents the business from extending the tower after the business is operating?	No, there is no requirement to remove the batch plant if the proposed operation no longer exists on-site.  In order to extend the height of the tower the CUP would need to be modified (see response to question above) and, because it would exceed the maximum height requirement for this zone district, approval of a Variance would also be required. Any impacts related to the extended height would need to be examined to determine whether or not the impacts were addressed by the EIR. If impacts were determined not to have been addressed by the EIR these impacts would need to be analyzed and mitigated for prior to the public hearing.
Why would you consider a batch plant in Ophir that would affect the quality of life for so many residents when there is a cement plant about 5 miles away?	The County is required to consider this proposal, and any other one that a landowner wishes to submit. In many cases we can inform property owners or their representatives that what they wish to do with their parcel is not permitted by the zone district, however the proposed project is permitted in the zone district.  The County does not have the legal right to refuse an application submitted by a private property owner because there is a similar use located within a certain radius.
Is the design site agreement review a public meeting?	No. The Design Site Agreement is approved at the administrative level.
What is the time line for the project? How long will it take to get approved, permitted and built?	It is impossible to give an accurate answer to this question as there are countless factors that can affect the timeframes for each process the project must go through. If the Planning Commission decision is appealed the project will be heard by the Board of Supervisors, which would typically occur 8 weeks after the Planning Commission hearing. Once the final decision is reached, if the project is approved the next step would be submittal of the Design Site Agreement, which typically takes 30 to 90 days to complete. Once the Design Site Agreement is in place the

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	applicant can submit the Improvement Plans, the review and approval of which by the County can take anywhere from six months to a year. Once the Improvement Plans are approved the applicant must obtain a Building Permit. Once the Building Permit is approved on-site construction may proceed.
When is the project scheduled to be heard by the planning commission? When will the public hearing be held by the planning commission?	The project is scheduled to be heard by the Planning Commission at its November 12, 2009 public hearing, however that agenda has not been set and the project may be postponed. A Public Hearing Notice will be mailed within 10 days of the hearing and Public Notices will be posted in the Public Notification sign on the property, as well as notification being provided in the local newspaper.
Why have we seen no architects rendering of this proposed project or photos of other Livingston operations.	The architectural renderings are approved during the Design/Site Agreement process, which takes place once a project is approved. The applicants will have preliminary elevations available at the MAC meeting and public hearing for this project.
<b>TOPIC: BIOLOGICAL RESOURCES</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
Are there any protected trees onsite?	Yes, there are protected oak trees on the project site. The Initial Study states that ten protected trees would be removed from this site for a total of 161" as a result of the proposed project. This number may increase or decrease as the project design is finalized during the Improvement Plan process. The environmental document requires mitigation for the removal of protected trees with either the payment into the Placer County Tree Preservation Fund of \$100.00 per inch of tree removed, or by replanting on site at a ratio of 2:1.
<b>TOPIC: CEQA REVIEW AND NOTIFICATION PROCESS</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
The NOP was published January 12, 2002. The DEIR published Feb 2008 during which time the project description changed from what was disclosed in NOP. Who determined that a new NOP was not required to be distributed and why?	The purpose of the NOP, or Notice of Preparation, is to notify public agencies, the surrounding community, and other interested parties that the County has made the determination that an Environmental Impact Report (EIR) must be <i>prepared</i> for a project. The Notice of Preparation includes a "Summary of Project Description", while the Project Description in the Draft EIR encompasses an entire chapter. The determination that a new NOP was not required is made by County staff in compliance with the California Environmental Quality Act. In this case, the project description in the Draft EIR matched the project description in the NOP, with the exception of the addition of the proposed 57 foot tall tower and a 15,000 gallon water storage tank. These types of changes do not warrant the need for a new NOP. Typically changes will occur between

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	<p>the project description for the NOP and the project description for the Draft EIR because comments received during the NOP period may change the project. For example, as a result of the NOP comment period, it was determined that a water storage tank would be required as part of the project, so that became a new feature of the project.</p>
<p>There were only about 3 property owners within 400 feet of the project as these are acre parcels. Why weren't those boundaries extended?</p>	<p>The Notice of Preparation was sent to property owners within 400 feet of the boundaries of the parcel on which this project is proposed. There were 14 such property owners. The boundaries actually were extended, as California state law requires that notices be sent to property owners within 300 feet, and these notices were sent to property owners within 400 feet.</p>
<p>A lot is referred to as significant impact, who decides how significant really is?</p>	<p>The significance of an impact is typically determined by a County staff person by analyzing data prepared by a professional in each specific field. For example, the significance of a potential traffic impact is determined by analyzing data provided by a traffic engineer against thresholds and criteria established in the Placer County Land Development Manual. The significance level of an impact related to biological impacts is determined by analyzing data provided by a biologist or arborist against thresholds and criteria set forth by State or Federal law or the Placer County Tree Ordinance. And the significance level of an impact related to noise impacts is determined by analyzing data submitted by an acoustical analyst against acceptable noise levels set forth in the Placer County General Plan.</p>
<p>The fact that the public notice was distributed a day after the public Hearing is a significant procedural violation of the CEQA process</p>	<p>The public notice being referred to here was the Notice of Preparation for the Draft EIR. It was actually distributed at least 10 days before the Public Hearing, which is in compliance with CEQA, however it was received by some individuals the day after the hearing. Unfortunately the County cannot control what happens to the public notices once they are sent in the US Mail, however in order to address the issue of public notices getting lost in the mail or arriving late, the Placer County Board of Supervisors passed an ordinance that requires the applicant post a large notification sign on each project site within 60 days of submission of an Environmental Questionnaire. The sign must include a description of the project and the appropriate contact person at the County and shall remain on the site until final action has been taken on the project.</p>
<p>The NOP of the DEIR is dated January 2006. The DEIR was released in February 2008. Given the dated nature of the NOP, should it be recreated thus requiring the recreation of the DEIR and the EIR?</p>	<p>No. The NOP is simply the public notification that an EIR will be prepared. The project description typically changes somewhat between the NOP and the Draft EIR based on comments that are received and issues/impacts that are identified during the preparation of the Draft EIR.</p>
<p>Despite the comment in the Final EIR, alternative project</p>	<p>Chapter 8 of the Draft EIR includes a discussion of</p>

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<p>sites were not analyzed in Chapter 8 of the DEIR. They were dismissed. The only project alternatives analyzed were Alternatives A, B, and C, none of which discussed or analyzed alternative sites. A complete analysis of alternative sites needs to be included in the EIR.</p>	<p>alternative locations on pages 8-9 and 8-10 under "Alternatives Considered and Eliminated from Further Consideration". Alternative locations needed to meet the Project Objectives, which focus largely on serving the greater Auburn area and thus dictated that the alternative location should be within the Auburn area. Additionally, alternative locations needed to carry the appropriate Land Use Designation and Zoning, have access to public water and public sewer, and be approximately the same size as the proposed project site. Several sites were identified that met those criteria, but only one provided adequate access to Interstate 80. That parcel was dismissed due to steep slopes and because the parcel is located adjacent to residential uses. The proposed project site is not located adjacent to any residential uses, and is surrounded by parcels that are zoned Heavy Commercial, with the exception of the south boundary, which abuts Interstate 80.</p>
<p>How many addresses were initially notified?</p>	<p>The Notice of Preparation was mailed to 29 people, 14 of which were property owners within 400 feet of the project boundaries.</p>
<p>What is the basis for the 400 feet being used to notify neighbors? How many neighbors were notified?</p>	<p>The 400 foot radius was established by meeting the State's requirement that property owners within 300 feet are notified and adding an extra 100 feet.  Fourteen property owners were notified.</p>
<p>The findings of no impact of the project on traffic, hydrology, noise, scenic highway, air quality, compliance with the Ophir General Plan and the County General Plan are "subjective" and not made not clearly defined significance criteria.</p>	<p>In response to this statement, as was stated above, determinations of the significance of impacts are made based on criteria set forth in the Placer County General Plan, the Placer County Land Development Manual, the Placer County Zoning Ordinance, and State and Federal law.</p>
<p>The less significant remarks would only apply to those that do not live in our area. Less than significant means our living in our homes on our properties and enjoying what we have.</p>	<p>For the purposes of the California Environmental Quality Act (CEQA), the law under which the EIR was prepared, "Less than Significant" applies to the level of significance of a particular impact as a result of the project, when analyzed against criteria set forth in adopted policies set forth in local, state, and federal ordinances.</p>
<p><b>TOPIC: ENFORCEMENT</b></p>	
<p><b>QUESTION</b></p>	<p><b>RESPONSE</b></p>
<p>Who will monitor 300 cubic yardage maximum?</p>	<p>Should this project be approved the Conditional Use Permit will include a condition that limits the production to 300 cubic yards of concrete per day. There is no procedure in place to monitor the amount of concrete produced each day, however there is an expectation of the activity level associated with the production of 300 cubic yards of concrete per day. Should there be indications that the project is exceeding the maximum allowable daily production the project would be notified of a potential code violation and code enforcement action would commence through the Code Enforcement Division.</p>

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	Additionally, APCD monitors the production on-site as it relates to air quality.
How will it be determined that the 300 yard/day limit is not being exceeded? Who will enforce the limit and by what measures.	See above.
Are the limits on hours of operation part of the CUP? Who will enforce these limits and by what measures?	<p>The project description in the EIR states that hours of operation would be from 5:30AM to 3:30PM. While there will be no activity on the site prior to 5:30 AM, there may be trucks accessing the site between 3:30 PM and 5:30PM. The number of truck trips would not be increased as the site it limited to the production of 300 cubic yards of concrete per day.</p> <p>Should the project be approved, hours of operation will be set forth in the Conditional Use Permit and any operation outside of these parameters would be subject to Code Enforcement action.</p>
Does Placer County CDRA currently have a full-time compliance officer? If yes, is this a position slated for lay-offs? If no, what position in the CDRA accts as compliance officer and for how many hours each day and week?	Placer County has a Code Enforcement Division that operates under the Building Department in the CDRA. There are three full-time code enforcement officers.
How can you insure proper implementation?	Conditions of approval are attached to each use permit. The typical method for monitoring projects is based on complaints/communication from the community, and communication between staff and the project applicant or operator.
Who pays for monitoring of proper implementation?	County planning staff duties and salary include ongoing communication with project applicants and staff, and monitoring conditions, however applicants are responsible for reimbursing the County for any Code Enforcement costs associated with bringing a project into compliance.
Will just state inspect this plant/ will reports be available to the public in layman's language?	The proposed facility will be required to meet minimum requirements of several state agencies. Any reports or documents prepared for the project are public information, however because the reports and documents typically are prepared to address a very specific issue the language in these reports is often technical and difficult for the layperson to decipher. In such a case, County staff is able to review the report with anyone who has questions and help explain any technical information contained in the report.
<b>TOPIC: FINANCIAL GAIN</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
Is this decision being made due to the financial gains that will be realized by the County?	The decision making body for this project is the Planning Commission, unless the project is appealed to the Board of Supervisors. It is not known at this time what the decision



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	of the hearing body will be.
Can you look us in the eye and yourselves in the mirror and answer this question honestly?	Statement noted.
Would you be willing to live in “our backyard” with a concrete batch plant?	Statement noted.
What is the dollar amount or revenue that Placer County will receive from this business? What is the contribution to the Placer County Tax Base?	There was no financial analysis prepared for this project so it is not known what the amount of revenue would be to the County from sales tax dollars from this project.  The County receives a portion of sales tax generated in Placer County, but it is unknown what that amount would be from this project.
<b>TOPIC: HISTORIC RESOURCES</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
It was stated that Ophir Rd. would not be negatively impacted by 30 plus cement trucks. Given the current poor condition, with current traffic loads, is it not unreasonable to not foresee significant road failure, to include potholes, structure failure, debris on roadway. Other safety concerns as to roadway safety include increased signage and traffic impediment.	The Museums Department stated that the weight limit for Ophir Road would not be exceeded by the concrete trucks. The road is rated for 80,000 pounds and a full concrete truck weighs 66,000 pounds.  Ophir Road in the vicinity of the project has concrete travel lanes and asphalt shoulders. The concrete slabs appear to be in good condition with few cracks, potholes or failed areas and the asphalt shoulders are in fair condition. Due to the joints between the concrete slabs, the road may not have the smoothest, or quietest ride, but the slabs are structurally adequate. The State has established weight limits and wheel loading for all types of vehicles using public roads and the concrete trucks will meet the current load limits. There are no current weight restrictions or load limits on Ophir Road.  The State also requires that all vehicles transporting aggregate or sand, and the delivery chutes on the concrete trucks, to be covered while in transit which should limit the amount of these materials ending up on Ophir Road. In addition, the County DPW Roads Division is responsible to sweep County roads on a regular basis. Construction of the road improvements for the project will entail installation of a few warning or guide signs, and these will be placed as designated by current State and Federal standards so as not to present any safety hazards to the public. The project applicant has designed the site so that all vehicles enter at one end and exit at the other. They will be constructing a left turn lane and widening the road so that vehicles entering the facility may do so without blocking through traffic on Ophir Road. The widened road will also allow vehicles exiting the facility to be able to have adequate sight distance so that they can enter the flow of traffic on Ophir Road without interrupting or interfering with through traffic.
Was Highway 40 aligned for 80,000 load 65 years later?	The roadway is currently rated as an 80,000 pound weight

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	limit. Although it is not clear what load limit the road was constructed for when it was built, as was stated above, the State has not placed any current weight restrictions or load limits on Ophir Road.
<b>TOPIC: LAND USE CONSISTENCY</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
Why was the Planning Dept. allowed to pick the site without public discussion?	The Planning Department does not pick the site for an application. The property owner was informed by Planning Staff that the Land Use Designation and Zoning on the parcel allowed for a concrete batch plant with approval of a Conditional Use Permit.
How can Ophir Road be considered access that is better than the Bowman on/offramp?	Assuming this question relates to the analysis of alternative sites, there was no statement that Ophir Road provided better access than the Bowman on/offramp, what was stated was that the alternative parcel analyzed in the Bowman area was not feasible due to steep slope, a drainage running through the parcel, and adjacent residential uses.
Does the plant meet the setback requirement to I-80 scenic corridor?	There are no setbacks associated with I-80 other than the setbacks established in the Placer County Zoning Ordinance. The project would be required to meet all development standards, including setbacks, set forth in the Zoning Ordinance.
Difference between heavy commercial and industrial?	The Placer County Zoning Ordinance defines the two as follows: <b>Industrial:</b> Purpose and Intent. The industrial district is intended for a wide range of industrial activities including manufacturing, assembly, wholesale distribution, and storage. <b>Heavy Commercial:</b> Purpose and Intent. The heavy commercial (C3) zone district provides areas for intensive service commercial uses primarily of a nonretail nature, some of which require outdoor storage or activity areas. Limited retail and office uses are allowed to the extent that they are compatible with the heavy commercial uses.
A&A Stepping Stone is right across the street Chevreau concrete is right in town. Why do we need another area of noise and air impact in this area.	The applicant is permitted to request approval of a use permit for any use that is allowed in the Heavy Commercial zone district.
With residential properties less than 400 feet away, and given the rural character of the area, can hours be limited to start later in the morning especially on Saturday (eg. 7AM)?	The project description in the EIR states that hours of operation would be from 5:30AM to 3:30PM. Any change from these hours would need to be analyzed for potential conflicts with the EIR, and would need to be approved as part of any Conditional Use Permit approved for this project.
Leah keeps mentioning heavy commercial. Isn't this project like wrecking yards and other Industrial Zoning?	The purpose and intent of the Heavy Commercial zone district is as follows: “The heavy commercial (C3) zone district provides areas for intensive service commercial uses primarily of a nonretail nature, some of which require outdoor storage or activity areas. Limited retail and office uses are allowed to the extent that they are compatible with the heavy commercial uses.”

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	<p>“Concrete, gypsum, and plaster products” uses are allowed in this zone district under the “Manufacturing and Processing Uses”.</p> <p>Wrecking yards are also allowed in the Heavy Commercial Zone district with approval of a Conditional Use permit.</p>
<p>This type of business is not wanted in this community. Why isn’t the County representing the people who live here and not some outside business interest?</p>	<p>The County is obligated to process land use development applications in accordance with the land use laws and regulations approved by the Placer County Board of Supervisors. The public hearing process was established to provide members of the public, including those who comprise the surrounding community, with a forum for providing input on proposed development.</p>
<p>Ophir is a bedroom community why are you considering putting a heavy industrial business right in the middle of our home. This is the opposite of the airport syndrome.</p>	<p>This application is being considered because it was submitted to Placer County in accordance with the County’s adopted land use laws. The proposed project is a heavy commercial use and it is being proposed in a Heavy Commercial zone district.</p>
<p>Industrial design review scenic corridor does not say Batch Plant.</p>	<p>The zoning on this site is Heavy Commercial, combining Use Permit, combining Design Corridor. It does permit a batch plant (listed as Concrete, gypsum, and plaster products)</p>
<p>I do not believe the Ophir General Plan did not anticipate additional Heavy Commercial above the current usage.</p>	<p>That is correct. The Ophir General Plan anticipated future commercial and industrial uses would remain in the areas that were designated and zoned for such uses at the time it was adopted, which includes the proposed site.</p>
<p>As a statement of fact, all residents of Hillview Rd. have wells. The closest well is across the freeway at the base of the billboard. Less than 250’ to the existing well.</p>	<p>Statement noted.</p>
<p><b>TOPIC: NOISE</b></p>	
<p><b>QUESTION</b></p>	<p><b>RESPONSE</b></p>
<p>What specifically is the noise level at 5:30-7:00AM? What sounds and operations are happening?</p>	<p>There are three sources of noise associated with the concrete batch plant that were analyzed in the Draft EIR. These are discussed in detail in Chapter 7 of the Draft EIR. These include construction noise, operational noise, and traffic noise. In order to mitigate for construction noise, the project will be required to limit construction activities to between the hours of 6:00 am and 8:00 pm during daylight savings time, and 7:00 am to 8:00 pm during standard time. They will also be required to use approved muffling devices for all construction equipment.</p> <p>Batch plant operational noise is estimated to be approximately 68 dB Ldn at a distance of 100 feet from the noise center of the plant. The noise level at the nearest property line would be approximately 60</p>

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	<p>dB Leq.</p> <p>Traffic noise is analyzed in Impact 7.5 of the Draft EIR. The batch plant is not predicted to cause a significant increase in existing or future traffic noise levels.</p>
Noise generated by plant and trucks?	<p>Batch plant operational noise is estimated to be approximately 68 dB Ldn at a distance of 100 feet from the noise center of the plant. The noise level at the nearest property line would be approximately 60 dB Leq.</p> <p>Traffic noise is analyzed in Impact 7.5 of the Draft EIR. The batch plant is not predicted to cause a significant increase in existing or future traffic noise levels.</p>
The Ophir General Plan states in its goals to the protect the health, safety and welfare of the Ophir area residents by providing a livable environment free from excess noise. This project is going totally against the plan. Why are you proceeding with this?	The environmental impact report (EIR) analyzes and discussed the expected impacts of the project, including consistency with County General Plans and policies. The decision regarding project approval is made through the hearing process with the Planning Commission and the Board of Supervisors, if appealed.
The concrete trucks will create significant extra dangerous traffic and noise that is inappropriate for this area. How will you insure public safety and reduce the noise levels?	Traffic noise is analyzed in Impact 7.5 of the Draft EIR. The batch plant is not predicted to cause a significant increase in existing or future traffic noise levels. Mitigation Measure 5.4a states: The project shall provide for construction of a Dedicated left-Turn Lane on Ophir Road to allow trucks to turn left into the project site entrance driveway. This lane shall include a shadow area along Ophir Road west of the driveway as required per the Highway Design Manual.
Does the noise ordinance of 5:30 am mean no truck can arrive or operate before that time?	The hours of operation analyzed in the EIR were 5:30AM to 3:30 PM. Any operational noise prior to that time would need to be further analyzed.
I submitted a professional acoustical engineer's statement which contradicts the DEIR. Were acoustical problems addressed?	An acoustical analysis was conducted and the potential impacts were discussed in Chapter 7 of the Draft EIR. If your comments were submitted during the public comment period, the responses to your comments would be found in the Final EIR.
How will the project mitigate migrant (fugitive) noise, from bumps and loud (source??...unable to read writing) noise?	This question is asking about maximum noise levels that would result from operational activities. This is discussed in Chapter 7 of the Draft EIR. The analysis concludes the impact will be less than significant and no mitigation measures are required.
Was the noise level of the plant determined at 5:30 AM to be insignificant?	Batch plant operational noise is estimated to be approximately 68 dB Ldn at a distance of 100 feet from the noise center of the plant. The noise level at

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	the nearest property line would be approximately 60 dB Leq. The increase in ambient noise levels as a result of the concrete batch plant is considered to be a less than significant impact.
Please identify your basis that “the tower will not produce noise” – ask Livingston what a “Rattler” is and does.	The “rattler” is an air operated vibration device that comes in a variety of different sizes for different applications. The applicant does not elect to use the “rattler” type vibration device.
Why can they start and 5:30 am, other businesses can not start until 7 am.	Business hours are typically established as a condition of an approved use permit in accordance with the Noise Ordinance.
How can the noise level that a concrete plant puts out be remotely ok or a 5:30AM any day of the week let along on Saturday. No contractor is allowed to make noise before 7AM. Operation noise level tested when and where?	Given the existing ambient noise level, the noise generated by the proposed batch plant is not expected to result in a noticeable change in the background noise level in the area. This is discussed in more detail in Impact 7.4 of the Draft EIR.  The acoustical analysis used file data for similar facilities in part of their analysis. The specific names, addresses and dates of the data collection were not disclosed in the analysis.  The acoustical analysis can be found in Appendix E of the Draft EIR.
What means will be used to get the concrete off the sides or all the way to the bottom of the hopper? A rattler?	There are pneumatic / air operated vibrators used in the operations process to maintain proper flow from storage hoppers. These pneumatic vibrators are used on different parts of the plant which will come on for very short timeframes, pulsating as needed and rarely exceeding 30 seconds.
<b>TOPIC: SEPTIC SYSTEM</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
Is there any other concrete batch plant in the state of California built on five acres only on a septic system and well water system?	We don’t have the data to answer this question.
Piped public water and connection to municipal wastewater treatment is stipulated for commercial zoning in Placer Co. How can this project be approved when it has neither?	The Placer County zoning ordinance does not require or recommend public water and municipal sewer for commercial development. You may be referring to the General Plan Policy 1E1, which requires that the County shall only approve new industrial development where there is adequate infrastructure and services. This issue is discussed in detail on page 2-29 of the Final EIR, response E-5, and provides specific references to the Initial Study and Draft EIR. In summary, consistency with this policy was discussed in the Draft EIR, and potential impacts as a result of development without the provisions of public sewer and water services were considered. The analysis concludes that

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	<p>the project's potentially significant impacts would be mitigated to less than significant levels. Based on the determination that no significant and unavoidable environmental impacts would occur, the proposed infrastructure is determined adequate as it relates to the environmental impacts analysis. It is important to point out that the Draft EIR is a public disclosure document and does not guarantee or imply project approval. Consistency with County policies and project approval will ultimately be determined by the Planning Commission, or the Board of Supervisors, if appealed.</p>
<p>Will any process or wash water be disposed in the septic system?</p>	<p>The onsite sewage disposal system will be used to treat wastewater from employee restrooms and from the caretaker's unit (if a caretaker's unit is constructed). The sewage disposal system will not be used to treat operational process wastewater. This issue is discussed in more detail in Impact 6.2 of the Draft EIR.</p>
<p><b>TOPIC: TRAFFIC</b></p>	
<p><b>QUESTION</b></p>	<p><b>RESPONSE</b></p>
<p>IF hours are 5:30 to 3:30 will trucks continue to access plant throughout the rest of the day and evening?</p>	<p>The project description in the EIR states that hours of operation would be from 5:30AM to 3:30PM. While there will be no activity on the site prior to 5:30 AM, there may be trucks accessing the site between 3:30 PM and 5:30 PM. The number of truck trips would not be increased as the facility would be limited to the production of 300 cubic yards of concrete per day.</p>
<p>Who is paying for road adjustments?</p>	<p>The applicant would be required to construct frontage improvements at their expense per conditions of approval contained within the Conditional Use Permit. These improvements must meet or exceed County's standards required by the County's Land Development Manual.</p>
<p>Traffic Study is 3 years old?</p>	<p>The traffic study was completed in 2006 and utilized traffic counts conducted in 2005. In conducting other traffic counts in the Auburn area, the County has found that due to the current economic conditions, traffic volumes have been dropping, so the analysis and impacts are still valid. In addition, no projects have been constructed in this area which would have changed volumes or traffic patterns. Furthermore, the traffic impacts from the project, discussed in the EIR, would not change with a new study, since the traffic generated by the project is associated with the fixed rate of concrete production. The traffic study also analyzed future (2025) conditions. Lastly, the traffic counts at the existing Livingstone's Concrete Batch Plants were obtained at the peak of recent construction boom; therefore, they are conservative.</p>

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<p>Who will maintain Road?</p>	<p>The County's DPW – Road Division maintains public roadways. Funds for road maintenance are provided through payment of various gas, sales and property taxes.</p>
<p>What are the proposed haul routes for the project?</p>	<p>The haul of aggregates from the Marysville corridor will come south on Hwy 65, to East 80 exiting the second Newcastle / Taylor Road exit 116, traveling east bound on Ophir Road enter the first entrance on the west side of the property. If hauling from Rancho Cordova, the haul would begin at Hwy 50 east to Sierra College / Hazel, then east on 80, following the same exit in route, described above.</p> <p>The cement haul would likely come from Stockton. North on I-5 to East 80, and following the same exit route previously described.</p> <p>A second supply of cement could come from West Sacramento, and following East Bound 80 and again, the same route described above.</p> <p>Ready mix truck traffic departing from the Ophir Plant would be dispatched east on Ophir Road for any jobs east of Newcastle. They would be dispatched west on Ophir Road for any jobs west of Newcastle.</p> <p>All returning ready mix trucks would use Hwy 80 to 116 exit, thereby minimizing cross traffic events entering the facility.</p>
<p>Why are other improvements project on Ophir Road being held to a high standard to improvements to the bike lane@ T12 (I think that is the designation)? Does this project fit that same requirement?</p>	<p>The road improvements for this project will meet all applicable County and State requirements, the same as other projects along Ophir Road. Road improvements are designed based on a design load, usually expressed as Traffic Index (TI) and the soil strength, or resistance factor, (R). The TI for Ophir Road has been calculated to be 9, which is consistent with other collector and industrial streets.</p> <p>There are no exceptions to these standards proposed for this project.</p>
<p>Why wasn't Lozanos Road studied as part of the traffic model?</p>	<p>The impacts to the intersection were considered. Impacts to intersections or road segments are based on changes to volumes and level of service (LOS). Ophir Road's is considered a Rural 2-lane Highway, which can carry 3,000 trips at LOS A. The average daily volume counted for the traffic study was 2,780, resulting in an LOS A for both the roadway and the intersection of Ophir Rd. and Lozanos Rd.</p>

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	<p>The Livingston plant is projected to add approximately 160 trips per day to Ophir Road, or 2,940 trips, which will not change the LOS of either Ophir Road or the intersection and therefore, no mitigations are necessary.</p>
<p>The concrete trucks will create significant extra dangerous traffic and noise that is inappropriate for this area. How will you insure public safety and reduce the noise levels?</p>	<p>Concrete trucks or any other trucks hauling aggregate, sand, cement or other materials have not been shown to be any more dangerous than other types of commercial trucks that could be associated with a development meeting the existing zoning of this site.</p> <p>The DEIR evaluated traffic impacts from the project and proposed mitigations when impacts were determined potentially significant. The proposed mitigations include the widening of Ophir Road to provide a dedicated left turn lane and bike lanes and construction of frontage improvements. All improvements will be designed and constructed to meet current County and State requirements for roadways involving vehicles, bicycles and pedestrians. The applicant will also be required to pay for their fair share for future improvements to the Taylor Rd/Ophir Rd/I-80 Off Ramp intersection.</p>
<p>I live on Geraldson and Geraldson is mentioned in traffic plan as being affected yet I never received any mailed notice of the project. Most property within 400' is commercial and not owned by residents. Shouldn't I be notified if it is known that I am to be affected by project?</p>	<p>The notification radius is based on State law, which requires that property owners, regardless of where they live, be notified of a project that is within 300 feet of the boundary of their parcel. The County notified property owners within 400 feet of the parcel boundaries.</p> <p>The traffic study focused on four roadway segments – Interstate 80, Taylor Road, Ophir Road, and Geraldson Road – and four intersections – Taylor Road/Ophir Road/I-80 Off-Ramp intersection, Ophir Road/Geraldson Road intersection, Ophir Road/Project Site Entrance, and Ophir Road/Project Site Exit.</p>
<p>How will road dirt/debris be managed on the bike lane?</p>	<p>The County's DPW – Road Division maintains public roadways, including bike lanes. This maintenance includes regular sweeping of the lanes to remove dirt, gravel and other debris. These services are funded by state and local gas, sales and property taxes. State law also requires that vehicles transporting materials to the site be covered and that the concrete trucks cover their delivery chutes while in transit.</p>
<p>Number of trucks/day permitted from site?</p>	<p>There is no set limit of trucks permitted to or from the site per day. The number of trucks/trips will vary on a daily basis depending on the orders for concrete and</p>



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	<p>the delivery of materials. The applicant has requested the ability to produce 300 cubic yards of concrete per day. Each concrete truck has a capacity of 10 cubic yards resulting in 20 truck trips to and from site per 100 cubic yards of material, if each concrete truck is fully loaded. If only a partial load is required, the number of trucks could increase. The truck capacity actually used, as well as plant capacity and deliveries may vary, up to the maximum permitted, based on daily demand. Therefore, the number of truck trips could vary daily.</p>
<p>Were the supply trucks considered during the traffic study?</p>	<p>Yes. The traffic generation for this plant was based on counts conducted at the existing Livingston's Batch Plants in the greater Sacramento area. All vehicles entering and leaving the sample sites, including employees, vehicle delivering raw materials and concrete delivery trucks were counted.</p>
<p>Will the supply trucks be limited to the 5:30AM to 3:30PM operation hours?</p>	<p>The project description in the EIR states that hours of operation would be from 5:30AM to 3:30PM. While there will be no activity on the site prior to 5:30 AM, there may be trucks accessing the site between 3:30 PM and 5:30 PM, including supply/delivery trucks. The number of truck trips would not be increased as the facility would be limited to the production of 300 cubic yards of concrete per day.</p>
<p>Old US Hwy 40 has more than enough traffic in this area within the commercial are. Now why do we need any more traffic in this area?</p>	<p>Any property owner has the right to apply to develop their property consistent with applicable County and State regulations. The proposed project site is designated as Commercial in the Ophir General Plan and is zoned Heavy Commercial. The applicant proposes to construct a commercial project (concrete batch plant) that would result in additional traffic in the area.</p> <p>The County had a Traffic Analysis prepared to examine the impacts of this proposed project on County roads and determine appropriate mitigations. The Analysis indicates that the proposed project will generate approximately 160 daily trips and 26 trips during the highest period, the AM peak (7:15 am to 8:15 am). This is less than one additional trip every 2 minutes during this peak hour.</p> <p>Ophir Road has an average daily volume of 2,780 trips and these additional 160 trips is a 5.8% increase, or an average of 1 additional trip every 3 minutes during their operating hours.</p>

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<p>Did not address the total traffic problem. The aggregate trucks. Also, where is the aggregate coming from?</p>	<p>The traffic counts at the existing Livingston's Batch Plants in the greater Sacramento area and subsequent traffic analysis included all vehicles entering, and leaving the sample sites, including employees, vehicle delivering raw materials, and concrete delivery trucks.</p> <p>The aggregate supply will likely come for the Marysville area; however the applicants also utilize suppliers located in Rancho Cordova. The supply of aggregates will depend on costs and availability.</p>
<p>Concrete plants do generate a great deal dust, not only will there be more dust for area residences but have you thought about the dust that carries over the freeway and how will it affect traffic on the freeway?</p>	<p>It is not anticipated that the project would generate this magnitude of dust; however the proposed project would be required to implement dust control measures that would prevent this type of impact through the approval of APCD permits.</p>
<p>Are traffic volumes projected to decrease for the 40-50 year lifespan of this batch plant.</p>	<p>Typically it is anticipated that as growth occurs in an area traffic will increase. Traffic models typically go out 20 years, so to attempt to project out 40 or 50 years would be too speculative.</p>
<p>What about dust and gravel (sand, etc.) on Ophir Road?</p>	<p>The County's DPW – Road Division maintains public roadways, including bike lanes. This maintenance includes regular sweeping of the road to remove dirt, gravel and other debris. These services are funded by state and local gas, sales and property taxes. State law also requires that vehicles transporting materials to the site be covered and that the concrete trucks cover their delivery chutes while in transit</p>
<p>What hours will there be trucks operating?</p>	<p>The project description in the EIR states that hours of operation would be from 5:30AM to 3:30PM. Any change from these hours would need to be analyzed for potential conflicts with the EIR, and would need to be approved as part of any Conditional Use Permit approved for this project.</p>
<p><b>TOPIC: WATER QUALITY/RUNOFF</b></p>	
<p><b>QUESTION</b></p>	<p><b>RESPONSE</b></p>
<p>How will stormwater be managed or treated on the site?</p>	<p>Stormwater is treated and managed by a concrete lined treatment pond, oil/grit separator, filtration media and a detention pond. Both ponds will be plumbed for plant recycling (see Impact 6.4). In addition, the applicant will be required to adhere to Federal and State regulations such as the Clean Water Act, National Pollution Discharge Elimination Systems and the Porter-Cologne Water Quality Control Act (see Section 6.2).</p>
<p>What provision will be made to reduce tracking of dirt onto county roads and prevent storm water pollution?</p>	<p>During construction, the applicant is required to implement temporary best management practices (BMPs) to mitigate for construction dust and mud tracking (see Mitigation 6.5b, c and d).</p>
<p>The draft says any overflow during a large rain event will</p>	<p>In a heavy rain event, the settling pond will overflow to the</p>

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<p>plow across Ophir road in a pipe and go down Geraldson Rd, but does not say where it will go from there, nor does it address what clean up will be done to the residue left in the ditch, will it be cleared while still wet or let dry to blow along Geraldson Rd. and where ever else it may have gone.</p>	<p>concrete lined treatment pond. At this location, the water will be treated by an oil/grit separator as well as a filtration media. Water will then flow into the detention basin which is designed to detain the 100-year peak flow. The water in the detention basin would be mostly recycled and sampled and monitored prior to being released downstream (see Impact 6.3). From the detention basin, flows cross Ophir Road and are conveyed to South Canal and Auburn Ravine via swales (see Site-Specific Surface Water Features in Section 6.1).</p>
<p>Dust and Mud in ground area?</p>	<p>During construction, the applicant is required to implement temporary best management practices (BMPs) to mitigate for construction dust and mud tracking (see Mitigation 6.5b, c and d). A truck washdown area is proposed onsite (see Impact 6.3).</p>
<p>I represent the Santini Family who owns at P &amp; S Lane and Ophir Road. They have concern in regards to chemical or washout of trucks from leaving or contaminating properties.</p>	<p>A truck wash down area is proposed onsite (see Impact 6.3). The wash down settling pond water is recycled to the plant. In a heavy rain event, the settling pond will overflow to the concrete lined treatment pond. At this location, the water will be treated by an oil/grit separator as well as a filtration media. Water will then flow into the detention basin which is designed to detain the 100-year peak flow. The water in the detention basin would be mostly recycled and sampled and monitored prior to being released downstream (see Impact 6.3).</p>
<p><b>TOPIC: WELL WATER</b></p>	
<p><b>QUESTION</b></p>	<p><b>RESPONSE</b></p>
<p>When will public water be available to the site?</p>	<p>Although PCWA has plans to extend public water services along Ophir Road, which would supply public water to the site, a time schedule has not been released by PCWA.</p>
<p>Is water supply to this area part of any agency's approved master plan?</p>	<p>SEE ANSWER ABOVE</p>
<p>Is there any other concrete batch plant in the state of California built on five acres only on a septic system and <b>well water</b> system?</p>	<p>We don't have the data to answer this question.</p>
<p>How can the County not provide some legal recourse to neighbors if their well goes dry?</p>	<p>The analysis in the Draft EIR under Impact 6.3 concludes it is unlikely that the use of the well by the concrete batch plant will have a negative impact on the area wells. Wells, especially in hard rock areas, go dry for a variety of reasons. Property owners would be responsible for scientifically determining the cause, and taking civil action if appropriate.</p>
<p>Piped public water and connection to municipal wastewater treatment is stipulated for commercial zoning in Placer Co. How can this project be approved when it has neither?</p>	<p>This same question was answered in the Septic System section. The answer is repeated here: The Placer County zoning ordinance does not require or recommend public water and municipal sewer for commercial development. You may be referring to the General Plan Policy 1E1, which requires that the County shall only approve new industrial development where there</p>

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	<p>is adequate infrastructure and services. This issue is discussed in detail on page 2-29 of the Final EIR, response E-5, and provides specific references to the Initial Study and Draft EIR. In summary, consistency with this policy was discussed in the Draft EIR, and potential impacts as a result of development without the provisions of public sewer and water services were considered. The analysis concludes that the project's potentially significant impacts would be mitigated to less than significant levels. Based on the determination that no significant and unavoidable environmental impacts would occur, the proposed infrastructure is determined adequate as it relates to the environmental impacts analysis. However, it is important to point out that the EIR is a public disclosure document and does not guarantee or imply project approval. Consistency with County policies and project approval will ultimately be determined by the Planning Commission, or the Board of Supervisors if appealed.</p>
<p>How can such a poor project be allowed to jeopardize residential drinking water?</p>	<p>It is assumed that this question is asking whether or not the proposed volume of water to be used by the concrete batch plant from the onsite well will impact the volume of water available in nearby domestic wells. The potential impacts to the domestic drinking water supplies were evaluated and discussed in the Draft EIR under Impact 6.3. It was concluded that it is unlikely that use of the well by the concrete batch plant will affect nearby domestic wells.</p>
<p>Why can't Livingston import their water to the storage tank in their yard?</p>	<p>There is nothing that would prohibit the import of water to the site.</p>
<p>How did you determine my well to have twice the volume of water that we have?</p>	<p>The Environmental Health Division created a map indicating the domestic well water yields at parcels within a ¼ mile radius. Yields were determined using well driller's reports which were submitted at the time the well was drilled. However, well yields may change seasonally or over time. Therefore, the well yield reflected in the Environmental Health Division's files may not reflect current well yields.</p>
<p>Is there a guarantee that a public water source will become available? If so, when?</p>	<p>Although PCWA has plans to extend public water services along Ophir Road, which would supply public water to the site, a time schedule has not been released by PCWA.</p>
<p>You say the well test did not communicate with wells in the neighborhood and that it is unlikely to affect other wells – if that is true why then did the neighbors well drop over 1 foot during the test – is that not communication?</p>	<p>If there was a proportional drawdown between the two wells during the pump test, this would demonstrate that the two wells shared the same groundwater aquifer. This is called "communication" or "lateral continuity." During the 72-hour pump test, the onsite well was drawn down 247 feet, while the neighboring well dropped less than 1 foot over the same time period. This is proportionally insignificant, which means there is minimal lateral continuity. This is discussed in more detail in analysis of Impact 6.3 in the Draft EIR and in response E-11 of the Final EIR.</p>

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<p>Is that 72 hour water well test valid considering the proposed usage? Shouldn't there be a more extensive test.</p>	<p>The 72-hour pump test is the prescribed method of determining the capacity of public water wells drilled into consolidated formations (fractured hard rock) by the California Code of Regulations Division 4, Chapter 16, Article 2, Subsection 64554 (g). A more extensive test is not warranted. This is discussed in more detail on page 6-19 of the Draft EIR and in response E-5 of the Final EIR.</p>
<p>The well test was done by Livingston's. Has the County performed an independent test during the crucial months? September and October?</p>	<p>The 72-hour pump test was conducted by Diamond Well Drilling Company from October 18, 2007 through October 23, 2007.</p>
<p>What are the supervisors and county Planners going to do regarding the reality of wells going dry? Is it ok to do nothing? Do they usually let projects go forward without making a plan for this?</p>	<p>The conclusion of the analysis discussed in the Draft EIR, is that it is unlikely that the use of well water by the concrete batch plant will cause neighboring wells to go dry. However, mitigation measures require that the project connect to publicly treated water when it becomes available. This project has not been presented to the Planning Commission or Board of Supervisors for their approval. Therefore it is unknown what they will ultimately decide.</p>
<p>What was the stabilized production (pump rate) during the well pump test?</p>	<p>The sustained yield throughout the duration of the 72-hour pump test was 25 gallons per minute.</p>
<p>Why not delay the project until water and sewage is available without the risk of impacting the water table and water quality?</p>	<p>The environmental review process, as documented by the Draft EIR and Final EIR does not, in and of itself, result in an approval or denial of the project. Approval or denial of the project will be the ultimate decision of the Planning Commission or the Board of Supervisors, if appealed. The conclusion of the analysis discussed in the Draft EIR, is that it is unlikely that the use of well water by the concrete batch plant will cause neighboring wells to go dry. Only domestic wastes will be disposed to the septic system, which if properly designed, installed and operated should not create a hazard.</p>
<p>We are heading into a drought – why would we consider approving a facility whose water usage eclipses residential use. Many homeowners have wells that are vulnerable. How can you guarantee 10,000 gal a day to a new commercial site when you will not guarantee no impact to residential homes?</p>	<p>The 72-Hour pump test that was conducted, is that prescribed by the California Code of Regulations for public water wells drilled into fractured hard rock. The test determined the sustained yield over a 72 hour period. It also tested the well for adequate recovery, which means the well is tested to make sure the water level returns to its original level after the test is completed. The sustained yield receives a "penalty," meaning the amount of water to be drawn from the well can only be 25% of the determined sustained yield. This "penalty" helps assure that the well will not be overdrawn, even during the dry season or drought years.</p> <p>Area homeowners may feel their wells are vulnerable because some wells have gone dry over the years, or are experiencing a reduced yield. This is the nature of the geology in the area, where water is held in underground cracks or fractures in the rock. The amount of water stored in the fractures depends on the size, number and location of</p>

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	<p>the fractures; the interconnections of the fractures; the sources for recharging the fractures; and the amount of material that may clog the fractures. Wells in fractured hard rock sometimes go dry because the fracture is small with limited interconnectivity, it is no longer being recharged due to geological changes, or the fracture is clogged with debris. The fact that some wells have gone dry while others have not demonstrates the nature of wells drilled into hard rock, and the lack of interconnectivity of wells in this area.</p> <p>The County does not guarantee water yields.</p>
<p>How can you say 72 hours is enough time to determine no impact to the water table? What is Placer County going to do when multiple wells lose performance?</p>	<p>The 72-hour pump test is the prescribed method of determining the capacity of public water wells drilled into consolidated formations (fractured hard rock) by the California Code of Regulations Division 4, Chapter 16, Article 2, Subsection 64554 (g). This is discussed in more detail on page 6-19 of the Draft EIR and in response E-5 of the Final EIR. As discussed in the Draft EIR, it is unlikely that the use of well water by the concrete batch plant will impact area wells.</p> <p>Wells, especially in hard rock areas, go dry for a variety of reasons. Property owners would be responsible for scientifically determining the cause, and taking action as appropriate.</p>
<p>Why can't they use irrigation water to mix cement instead of well water?</p>	<p>Irrigation or agricultural water would need to come from the Placer County Water Agency (PCWA) and PCWA has stated that they do not have water available for this site at this time.</p>
<p>The wells of property owners who expressed concern about their wells were not contacted or their wells tested to see if they would be affected by this operation- maybe legal, but hardly fair.</p>	<p>As discussed in Impact 6.3 of the Draft EIR, the Well Completion Report for the well at the project site indicates that the fracture system transmitting the groundwater resource is located at depths of 235 to 237 feet. Based on these depths relative to the depths of other wells in the vicinity, the likelihood of this fracture system connecting to existing wells in the vicinity of the project, including all wells within a ¼ mile radius of the project site, is considered extremely remote. The neighboring well was monitored during the 72-hour pump test as an extra measure and it showed minimal connection, with the water level dropping less than one foot, while the water level of the onsite well dropped 247 feet. This is the closest well to the project site. The likelihood of a well sharing the same fracture system decreases with distance. Therefore, it was determined that it was unnecessary to test additional wells. The Draft EIR, Impact 6.3 concludes the use of the well by the batch plant would have no potential to affect other nearby wells.</p>
<p>My well is in the 200+ range of depth- What kind of</p>	<p>The analysis in the Draft EIR, Impact 6.3 concludes it is</p>

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insurance do I have that my well will not be affected? If mine goes dry will you stop the plant from pumping water.	unlikely that the use of the well by concrete batch plant will have a negative impact on the area wells. Wells, especially in hard rock areas, go dry for a variety of reasons. Property owners would be responsible for scientifically determining the cause, and taking action as appropriate.
Who paid for the water testing- Livingston?	The project applicant is responsible for the cost of the environmental analyses.
What will happen if my well goes dry?	The analysis in the Draft EIR, Impact 6.3 concludes it is unlikely that the use of the well by concrete batch plant will have a negative impact on the area wells. Wells, especially in hard rock areas, go dry for a variety of reasons. Property owners would be responsible for scientifically determining the cause, and taking action as appropriate.
When will water and sewer systems be available?	There is no timeframe set for provision of public water and sewer.
What time of year was well tested?	The well was tested from October 18, 2007 to October 23, 2007.
Was irrigation water leak fixed prior to or after well tested?	The 72-hour pump test began on October 18, 2007. The leaky irrigation pipe was fixed on June 28, 2005.
When farmers are abandoning their crops and we are facing the worst drought in decades, our local lakes, reservoirs and rivers are well below average. How can you rationalize giving Livingston's (1 private business) so much water?	The onsite well has been shown to be able to provide the water needed for the project. The property owners have rights to their groundwater use, the County doesn't give those rights.
Why will PCWA allow Livingston's to use 10,000 gallons of water a day when they are so stingy with local residents?	PCWA is a separate governing agency and we cannot speak to what they do or do not do.
At a MAC Meeting a planning person said, "wells go dry all the time" when responding to a question about property owner's protection County policy is that infrastructure has to be in place for this type of project- one planning commission member's response was "if it's not in place we will just have to do with what is there" Well next door to test DID go down. This should not be in anyone's back yard.	These issues were discussed above.
<b>TOPIC: UNABLE TO CLASSIFY WITHIN CATEGORIES ABOVE</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
How many cars and employees will be on the site?	If approved, the project would be limited to 13 employees on site. It is anticipated that the number of cars on site would correspond to the number of employees. The project would be required to meet all parking standards set forth by the Placer County Zoning Ordinance.
Why do we need another batch plant? There is currently three in the immediate area.	It is not the County staff's responsibility or right to determine whether or not a project is needed, it is only the responsibility of County staff to determine whether or not a project meets all requirements set forth by land use laws approved by the Board of Supervisors.
Why do we need this plant?	See above.

## Questions From Livingston's Community Meeting, February 5, 2009

<p>How many concrete batch plants does one small rural area need? Chevreux business is already hurting.</p>	<p>See above.</p>
<p>Can we have a Ballot vote on this?</p>	<p>This is a formal application for a land use entitlement. A ballot measure is a separate process.</p>
<p>Why is 5:30 start time? That's way too early! Most businesses open at 8:00am.</p>	<p>The start time of 5:30 AM is the start time proposed by the applicant.</p>
<p>Why is Livingston's not using the batch plant in Olivehurst? I don't think you know how much stress and anxiety this concrete batch plant has caused Ophir residents.</p>	<p>Livingston's Concrete does operate a batch plant in Olivehurst, California. The project objectives identified in the EIR state that the plant site must be able to serve projects in Auburn within a 90 minute timeframe. Utilizing product from the Olivehurst plant would not meet this criteria.</p>
<p>What are the planners going to do or how are you going to sleep when someone has a health problem due to this?</p>	<p>Statement noted.</p>
<p>There is a sense of distrust between "us" (the public/residents) and "them" (the folks approving this project). This project will bring in significant future dollars to the County – more than are now being generated by this parcel and more than a residence or perhaps another business would.</p>	<p>Statement noted.</p>