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REVISIONS TO THE DRAFT EIR TEXT

2.0 INTRODUCTION

The Revisions to the Draft EIR Text chapter presents all of the revisions made to the Draft EIR in response to comments received and one minor staff initiated edit. It should be noted that the following revisions do not change the intent or content of the analysis or effectiveness of mitigation measures presented in the Draft EIR.

2.1 DESCRIPTION OF CHANGES

New text is **bold** and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

1. Introduction

For clarification purposes, page 1-22, Chapter 1, *Introduction*, of the Draft EIR is revised as follows:

Landfills, Transfer Stations, and Solid Waste Recycling

- Goal 4.G To ensure the safe and efficient disposal or recycling of solid waste generated in Placer County.
- Policy 4.G.1. The County shall require waste collection in all new urban and suburban development.
- Policy 4.G.2. The County shall promote maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.
- Policy 4.G.4. The County shall ensure that solid waste disposal facilities do not contaminate surface or groundwater in violation of state standards.

The above revisions are for clarification purposes only and do not alter the conclusions of the Draft EIR.

2. Executive Summary

For clarification purposes, page 2-6, Chapter 2, *Executive Summary*, of the Draft EIR is revised as follows:

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

The above change is for clarification purposes and does not alter the conclusions of the Draft EIR.

For clarification purposes, page 2-69 of the *Executive Summary*, Table 2-1, Summary of Impacts and Mitigation Measures, Impact 15-6, is hereby revised to change the significance conclusion to “significant” to reflect the language for Impact 15-6 in Chapter 15, *Cumulative Impacts and Other CEQA Sections*.

15-6	Impacts to arterial segments under Cumulative Plus Project Conditions.	PS	<p><i>Northbound SR 49 (Between Willow Creek Drive and Bell Road)</i></p> <p>15-6 <i>Implement Mitigation Measure 7-2(d).</i></p> <p><i>Southbound SR 49 (Between Bell Road and Education Street)</i></p> <p><i>None feasible.</i></p>	SU
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3. Project Description

For clarification purposes, page 3-17, Chapter 3, *Project Description*, of the Draft EIR, is revised as follows:

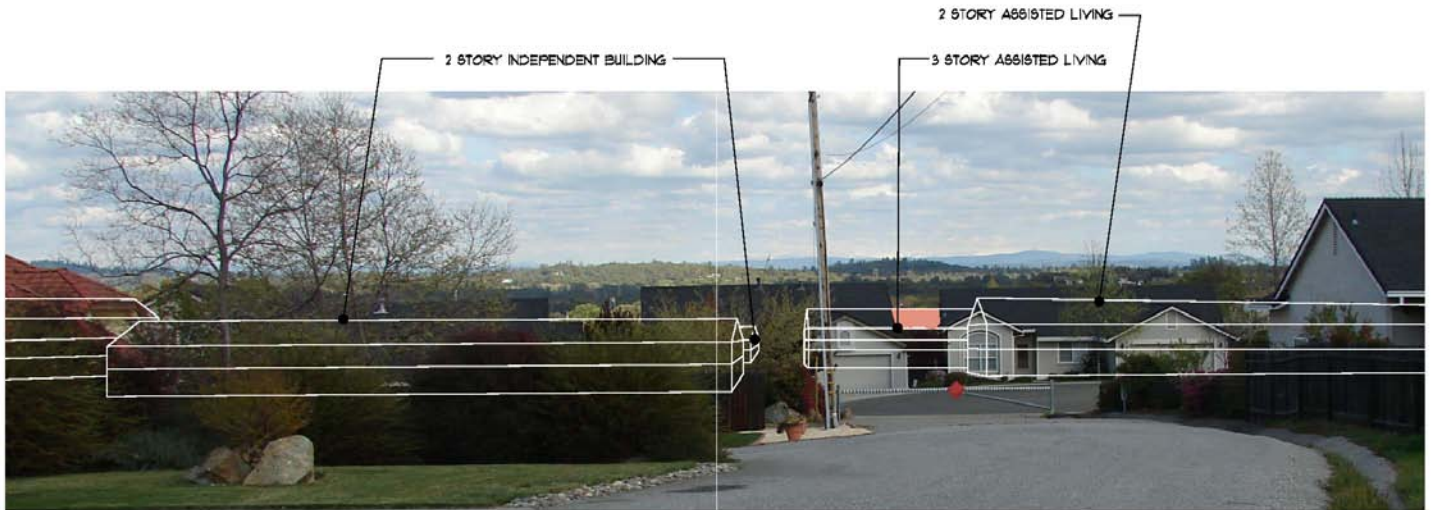
Phase I would include mass grading ~~the entire~~ of 86 acres of the 119-acre project site, construction of two detention ponds, off-site wetland creation area, off-site loop trail, Phase 1 utilities, encasement of the Nevada Irrigation District ditch, and enlargement of those portions of the sewer trunk line that require enlargement (See Figures 3-7 and 3-8).

The above change is for clarification purposes only and does not alter the conclusions of the Draft EIR.

6. Visual Resources

For clarification purposes, Figure 6-8, “View 3B, After Development,” on page 6-15, Chapter 6, *Visual Resources*, of the Draft EIR, is replaced as follows:

Figure 6-8
View 3B, After Development



The above replacement is for clarification purposes only and does not alter the conclusions of the Draft EIR.

For clarification purposes, Figures 6-9 to 6-12 are hereby added to the Draft EIR starting on page 6-15.

Figure 6-9
View Between 3312 and 3306 Sunset Terrace Before Development



Figure 6-10
View Between 3312 and 3306 Sunset Terrace After Development

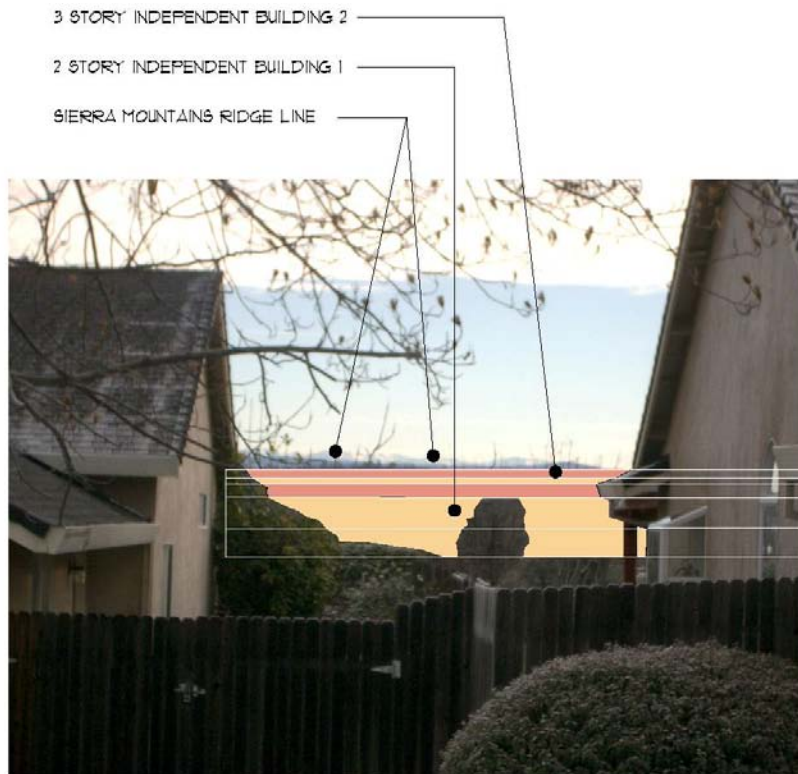
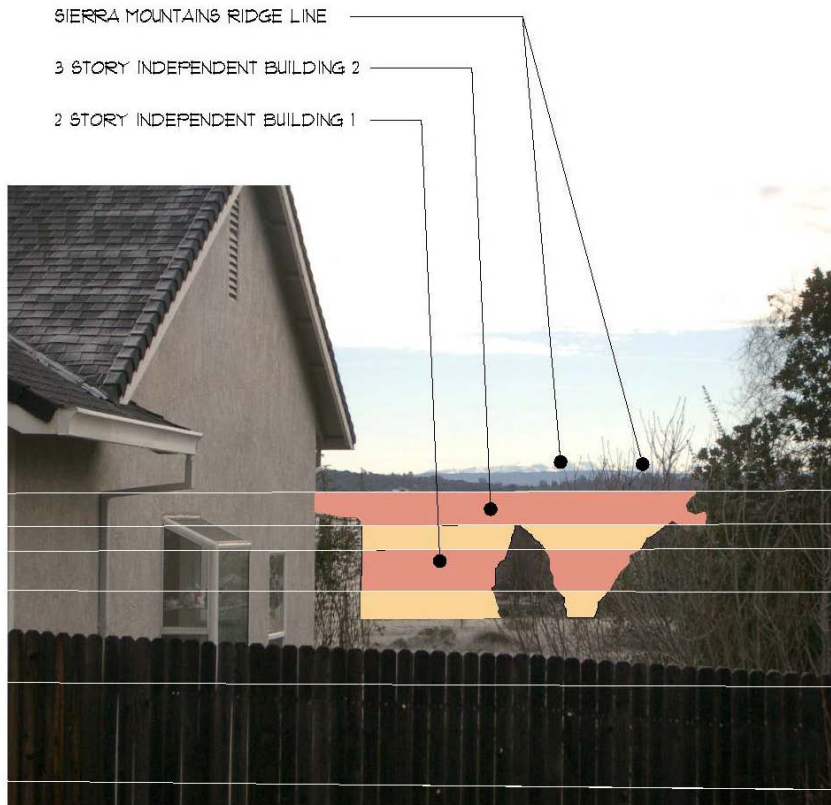


Figure 6-11
View Between 3282 and 3272 Sunset Terrace Before Development



Figure 6-12
View Between 3282 and 3272 Sunset Terrace After Development



It should be noted that due to the addition of four more figures in the *Visual Resources* chapter (Figures 6-9 through 6-12 above), all subsequent figures in the *Visual Resources* chapter are renumbered accordingly. For example, Figure 6-9, “View 4B, After Development,” on page 6-16 of the Draft EIR is now Figure 6-13.

For clarification purposes, page 6-18, Chapter 6, *Visual Resources*, of the Draft EIR is revised as follows:

As depicted in Figures 6-2 and 6-7, development of the proposed project, would block views through the site to the north from Richardson Drive. The view would be blocked by the proposed ~~assisted~~ independent living buildings, commercial buildings, and medical office buildings. However, the view along Bell Road would be minimally impacted as existing residential, skilled nursing, and assisted living facilities buildings block a majority of the existing view. In addition, as shown in the proposed project conceptual landscape plan, the proposed project includes additional screening trees and street frontage trees.

The above change is for clarification purposes only and does not alter the conclusions of the Draft EIR.

For clarification purposes, page 6-18 of the Draft EIR is revised as follows:

As depicted in Figures 6-4 and 6-9, with development of the proposed project, **some** residents along the northern border of the project would not be afforded views of the proposed project, as existing trees and vegetation block all views. **Views of the project site are afforded to approximately six residences along Golden Eagle Drive. However, southern views through the project site afforded to the residences along Golden Eagle Drive are not considered scenic vistas.** In addition, as shown in the proposed project conceptual landscape plan, the proposed project includes additional screening trees along the northern project road.

The above revisions are for clarification purposes only and do not alter the conclusions of the Draft EIR.

7. Transportation and Circulation

For clarification purposes, page 7-24, Chapter 7, *Transportation and Circulation*, of the Draft EIR is revised as follows:

395 CCRC dwelling units – includes three independent living buildings C1, C2 and C3 (180 units), 95 villas and one ~~Assisted~~ independent living building K2 (120 units). Service common buildings J1, B1 (partial) and A would also be constructed.

The above change is for clarification purposes only and does not alter the conclusions of the Draft EIR.

9. Noise

For clarification purposes, page 9-26, Chapter 9, *Noise*, of the Draft EIR is revised as follows:

The proposed project would include a central plant, which would house the HVAC “chillers” for the multi-story independent living ~~and Assisted Living~~ residential buildings.

For clarification purposes, page 9-35, Chapter 9, *Noise*, of the Draft EIR is revised as follows:

The traffic analysis indicates that the PM peak hour trip generation for the commercial uses is 113 trips. Assuming that approximately one-third of those trips result in parking lot movements in the “Additional Commercial” parking lot east of the Independent ~~Assisted Living~~ Building “K2”, the peak hour Leq value can be calculated as follows:

The above changes are for clarification purposes only and do not alter the conclusions of the Draft EIR.

12. Public Services and Utilities

For clarification purposes, page 12-13, Chapter 12, *Public Services and Utilities*, of the Draft EIR, is revised as follows:

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995 and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city’s AB 939 plan will be integrated with the County plan. In order of priority, the plans must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal. In 2006, the unincorporated County had a diversion rate of approximately 68 percent, which exceeded State requirements.

Solid Waste Reuse and Recycling Access Act (AB 1327, 1991)

This act requires jurisdictions to adopt ordinances requiring development projects to provide adequate storage area for collection and removal of recyclable materials. Pursuant to AB 1327, the Placer County Code also requires recycling collection areas for new developments in Section 8.16.080.

The California Medical Waste Management Act

This act contains requirements for the proper handling and disposal of medical waste. The act gives authority to the Department of Public Health to regulate all aspects of medical waste, including the initial generation of waste, proper handling, and disposal of medical waste.

SB 1305

SB 1305 amended the Medical Waste Management Act to prohibit the disposal in trash of home-generated sharps waste.

The additional text is for clarification purposes only and does not alter the conclusions of the Draft EIR.

For clarification purposes, page 12-17, Chapter 12, *Public Services and Utilities*, of the Draft EIR, is revised as follows:

- Be served by a landfill or material recovery facility with insufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws, **significantly decrease the lifespan of the landfill, or exceed the processing capacity of the material recovery facility.**

The above change is for clarification purposes only and does not alter the conclusions of the Draft EIR.

For clarification purposes, page 12-49, Impact 12-5, Chapter 12, *Public Services and Utilities*, of the Draft EIR, is revised as follows:

The WRSL serves the Auburn-Foothills, which includes the proposed project. The WRSL has been expanded to 800291 permitted acres and has a total available remaining capacity of 36,350,00025,094,157 cubic yards (as of July 2010). Under current land use and development conditions, the life expectancy of the landfill is projected to extend to year 2042. According to CalRecycle, the Placer County Department of Facility Services, the WRSL receives an average of 824 tons per day, which would equate to 300,760224,143 tons of waste in 20102008, which is less than **approximately** two percent of total **remaining** capacity. The Material Recovery Facility (MRF) has a processing capacity of 2,200 tons per day and a permitted capacity of 1,750 tons per day and 1,014 vehicles per day. The average tonnage received at the MRF for the period of July 1, 2009 to June 30, 2010 is approximately 815 tons and the average vehicle count is 532.

Tables 12-17 and 12-18 include estimates of the solid waste that would be created during construction and operation of the proposed project. As shown in Table 12-17, construction of the project would create a total of approximately 3,131 tons of solid waste. In addition, as shown in Table 12-18, implementation of the project would result in the creation of approximately 1,765 tons of solid waste per year, 4.8 tons per day. Development of the proposed project would increase the average daily waste received at the WRSL to approximately 829 tons per day (current rate of 824 tons per day + 4.8 tons per day for the project), well below the current permitted capacity of 1,900 tons per day. In addition, the average tonnage received at the MRF would increase from 815 tons to 820 tons, also well below the 1,750 tons per day permitted capacity and 2,200-ton processing capacity. As discussed above, the WRSL has a total remaining capacity of ~~36,350,000~~**25,094,157** cubic yards (~~30,630,000~~**21,145,365** tons). The proposed project yearly solid waste generation would be approximately 0.008 percent of the remaining capacity, and would decrease the lifespan of the landfill by approximately 0.09 years. Therefore, the WRSL and MRF would be able to support the solid waste disposal that would be necessary for the proposed project and impacts related to increased demand for solid waste disposal services would be *less-than-significant*.

The above changes are for clarification purposes only and do not alter the conclusions of the Draft EIR.

15. Other CEQA Sections

For clarification purposes only, Table 15-12, page 15-40, Chapter 15, *Cumulative Impacts and Other CEQA Sections*, of the Draft EIR is revised as follows:

Table 15-12 Greenhouse Gas Emissions Measures – Timberline at Auburn Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	Timberline at Auburn Compliance
Energy Efficiency	
Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.	As required by Mitigation Measure 15-89 (a), below.
Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.	As required by Mitigation Measure 15-89 (a), below.
Install light colored “cool” roofs, cool pavements, and strategically placed shade trees.	As required by California Building Code, effective January 1, 2010, the design of the building will include light colored “cool” roofs and cool pavements to reflect heat and sunlight. The majority of the roofs except on the villas will qualify as “cool” roofs. The commercial buildings will have the vast majority of their low slope roof areas as light colored “cool” roofs. Cool pavements will be used in select areas such as the

Table 15-12 Greenhouse Gas Emissions Measures – Timberline at Auburn Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	Timberline at Auburn Compliance
	Common's A parking lot, the entry way near Richardson, and the path that runs along the west side of the lake.
Install energy efficient heating and cooling systems, appliances and equipment, and control systems.	As required by Mitigation Measure 8-4 in Chapter 8, <i>Air Quality</i> , of this EIR and Mitigation Measure 15-89 (a), below.
Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.	As required by Mitigation Measure 15-89 (a), below.
Renewable Energy	
Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.	As required by Mitigation Measures 15-89 (a) and 15-8(b), below, solar power will be incorporated to the extent feasible.
Water Conservation and Efficiency	
Create water-efficient landscapes.	As required by Mitigation Measure 15-89 (a), below.
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.	As required by Mitigation Measure 15-89 (a), below.
Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.	As required by Mitigation Measure 15-89 (a), below.
Use reclaimed water for landscape irrigation in new developments and on public property. Install infrastructure to deliver and use reclaimed water.	Non-potable ditch water and runoff collected in the lake will be utilized for landscape irrigation purposes.
Implement low-impact development practices that maintain the existing hydrologic character of the site to manage stormwater and protect the environment.	As required by Mitigation Measure 15-89 (a), below. Roadside swales are proposed in the western portion of the site, which would be reintroduced into the preserve area to maintain the hydrologic character of the preserve lot. In addition, the project includes stormwater detention basins. See Mitigation Measure 11-1(b) in Chapter 11, <i>Hydrology and Water Quality</i> , of this EIR.
Solid Waste Measures	
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	As required by Mitigation Measure 15-89 (a), below.
Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.	As required by Mitigation Measure 15-89 (a), below.
Land Use Measures	
Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods.	As required by Mitigation Measure 15-89 (a), below.
Incorporate public transit into project design.	As required by Mitigation Measure 7-12 in Chapter 7, <i>Transportation and Circulation</i> , of this EIR and Mitigation Measure 15-89 (a), below.

Table 15-12 Greenhouse Gas Emissions Measures – Timberline at Auburn Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	Timberline at Auburn Compliance
Transportation and Motor Vehicles	
Limit idling time for commercial vehicles, including delivery and construction vehicles.	As required by Mitigation Measure 8-1(k) in Chapter 8, <i>Air Quality</i> , of this EIR and Mitigation Measure 15-89 (a), below.
Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).	The proposed project includes 270 NEV charging facilities, including facilities at each of the residential units and throughout the commercial/office parking areas.
For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking.	As required by Mitigation Measure 15-89 (a), below.
Refrigerants	
Comply with California Air Resources Board’s <i>Regulation for the Management of High Global Warming Potential Refrigerants for Stationary Sources</i> .	As required by Mitigation Measure 15-89(a), below.

The above revisions are for clarification purposes only and do not alter the conclusions of the Draft EIR.