

**Table S-1
Summary of Impacts,
Mitigation Measures, and Mitigation Monitoring Program**

Impact No.	Impact	Mitigation No.	Mitigation Measure	Level of Significance	
				Before Mitigation	After Mitigation
3.1-1 GPEIR 4.3-4	Future development within the Plan Area may subject new development to geologic hazards associated with expansive soils.	3.1-1 GPEIR MM 4.3.1	Prior to permitting development in areas of geologic or seismic hazards, the County shall require the preparation of a soils engineering and/or geotechnical analysis by a licensed civil or geotechnical engineer. The County shall review and enforce the recommendations of said analysis by adopting them as conditions of specific project-level approvals.	Potentially significant	Less than significant
3.1-2 GPEIR 4.3-5	Development within the Plan Area will require grading activities, resulting in exposed earth and the potential for soil erosion.	3.1-2 GPEIR MM 4.3.2	<p>Prior to or concurrent with a specific development proposal, a grading and erosion control plan shall be prepared and submitted to the County for review and approval. The plan, shall be prepared by a qualified registered engineer, shall limit the effects of soil erosion and shall include, but not be limited to, the following specific areas:</p> <ul style="list-style-type: none"> • Timing of grading operations; • Erosion control methods which utilize sediment traps, barriers, covers or other methods approved by the County; • Recommendations for cut and fill angles of slopes; • Recommendations for mulching, seeding, revegetation and other stabilization measures as approved by the County; • Plans for deposition and storage of excavated materials; and • Plans to control contamination of stormwater during construction, including preparation, in accordance with permit conditions and requirements of the NPDES general industrial stormwater permit. 	Potentially significant	Less than significant

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3.1-3 GP EIR 4.10-3	Future development within the Specific Plan area will generate a need for additional sworn patrol deputies, and may create additional demands upon existing administrative units and capital facilities of the County Sheriff's Department.	3.1-3 GP EIR MM 4.10.6	As a condition of building permit approval project applicants shall submit verification that the County Sheriff's Department can provide adequate police protection, and that the subject project does not significantly degrade the level of service currently being provided in the County. Alternatively, the applicant may provide "fair share" funding and applicable fees, upon approval by the County.	Potential significant	Less than significant
		3.1-4 GP EIR MM 4.10.7	In conjunction with the building permit plan review process, plans shall be made available for review by the County Sheriff's Department for specific service or crime-prevention recommendations. Recommendations shall be incorporated into plans prior to building permit issuance.		
3.2-1	Development in accordance with the SSCSP will convert approximately 3,500 acres of Farmland of Statewide Importance to non-agricultural use.		None Available	Significant, cumulative and unavoidable	
3.2-2	Development of the project may conflict with current agricultural zoning.		None Required	Less than significant	
3.2-3	Implementation of the project may result in conflicts with agriculture and the premature conversion of surrounding farmland.		None Required	Less than significant	
3.3-1	Construction activities, including excavation and grading operations, construction vehicle traffic, and wind blowing over exposed earth will adversely affect air quality.	3.3-1	The following shall apply to construction-related activities for the proposed project: The applicant shall submit to the FRAQMD, and receive approval for, a <i>Construction Dust and Traffic Flow Control Plan</i> , prior to groundbreaking, to include the following measures:	Significant, cumulative and unavoidable	Dust-related impacts are less than significant; however emission-related impacts remain significant, cumulative and

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			<ul style="list-style-type: none"> • Vegetation will be replanted in disturbed areas as quickly as possible. • All grading operations shall be suspended by the developer or prime contractor or as directed by the FRAQMD when winds exceed 20 miles per hour. • Incorporate the use of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas. • Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans • Construction activities shall minimize disruptions to traffic flow during peak hours to the greatest feasible extent. • Construction sites shall be watered at least twice a day, or as needed to prevent visible dust plumes from blowing off-site. • All trucks hauling dirt, sand, soil, or other loose material should be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. This provision shall be enforced by local law enforcement agencies. • Paved streets shall be swept (water sweeper with reclaimed water recommended) at the end of each day if substantial volumes of soil material have been carried onto adjacent paved, public roads from the project site. (Use of dry rotary brushes is forbidden except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.) • Wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. • Tarpaulins or other effective covers will be used for on-site storage piles. 		unavoidable

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			<ul style="list-style-type: none"> Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. All unpaved access roads, parking areas, and staging areas at construction sites, will be paved or (non-toxic) soil stabilizers applied, or water applied three times daily. Construction site vehicle speed will be limited to 15 miles per hour (mph) on unpaved areas. Operations affecting traffic will be scheduled for off-peak hours to the greatest extent possible. 		
		3.3-2	<p>Mitigation measures to reduce exhaust emissions during construction shall include:</p> <ul style="list-style-type: none"> Construction employees shall be encouraged to use means other than single-occupancy vehicles to commute to the work site. Idling time of all construction equipment used at the site shall be limited to not more than ten minutes. Where feasible, fossil-fueled equipment shall be replaced with electrically driven equivalents (provided they are not run via a portable generator set). The minimum practical engine size for construction equipment shall be used for all construction activity. All equipment shall be properly tuned and maintained in accord with manufacturers' specifications. 		
		3.3-2a	<p>All construction contracts should include the following heavy-duty off-road equipment requirements to reduce nitrous oxide (NOx) and diesel toxic air contaminant emissions:</p> <ul style="list-style-type: none"> The prime contractor shall submit to the FRAQMD for approval, an <i>Off-road Construction Equipment Emission Reduction Plan</i> prior to 		

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			<p>groundbreaking demonstrating that heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or by any subcontractor, will achieve a fleet-averaged 20 percent NOx reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average; and</p> <ul style="list-style-type: none"> • The prime contractor shall submit to the FRAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours for the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that the inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the prime contractor shall provide FRAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman; and • The prime contractor shall ensure that emissions from all off-road diesel powered equipment on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed the 40 percent opacity shall be repaired immediately, and the FRAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The FRAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supercede other FRAQMD regulations. 		

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		3.3-2b	The applicant shall develop and submit for District approval a Construction Phase Trip Reduction Plan prior to groundbreaking to achieve a minimum average vehicle ridership (AVR) of 1.5 for construction site employees.		
		3.3-3	Mitigation measures to reduce architectural coatings emissions during construction shall include: <ul style="list-style-type: none"> All architectural coatings shall comply with the FRAQMD's Rule 3.15. 		
3.3-2	Direct and indirect increases in emissions associated with vehicle trips and the "heat island" effect will adversely affect regional air quality.	3.3-4	Individual projects shall participate in the development of a regional transit system at such time as a system is established. Fair share participation may consist of dedication of right-of-way, easements, capital improvements, and/or other methods of participation deemed appropriate once the system is established.	Significant, cumulative, and unavoidable	Significant, cumulative, and unavoidable
		3.3-4a	The County of Sutter will require the new County Service Area establish a Transportation Management Association (TMA). The TMA will be private, non-profit, member-controlled organization that provides transportation services in the project area. All future occupants in the project area shall be required to be paying members of the TMA. The structure of the TMA shall include, at a minimum: <ul style="list-style-type: none"> A provision in the by-laws requiring that the TMA provide an annual report to the Board of Directors of the FRAQMD. The purpose of this annual report is to quantify the emissions reductions achieved, and demonstrate continued effectiveness. A shuttle service to provide transportation for employees, to supplement any existing or future public transit in the area. Subsidize the payment of fares or expenses for employees, as an incentive for them to use some form of transit/carpooling/vanpooling. Educational materials and programs to assist occupants in complying with mitigation measures. 		

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		3.3-4b	The occupant shall, in addition to mandatory membership in the CSA's TMA, provide an on-site Transportation Coordinator to coordinate the facility's transportation programs and, in coordination with the TMA, provide flextime, carpool matching assistance, and guaranteed rides home for employees that do not drive alone in their vehicles to work.		
		3.3-4c	The occupant shall provide, in the design of the company's parking area, preferential parking spaces for carpool/vanpool vehicles that are near the entrance of the building. Parking spaces shall be appropriately identified with visible signage. The occupant shall also provide loading and unloading facilities for transit and carpool/vanpool users.		
		3.3-4d	The occupant shall provide a display case or kiosk displaying transportation information in a prominent area accessible to employees and visitors.		
		3.3-4e	The occupant shall provide an additional 20 percent more Class I and Class II bicycle parking facilities than is required by County Ordinance.		
		3.3-5	Provide for, or contribute to, dedication of land for designated Class III bike routes on Riego and Pleasant Grove Roads link to Placer County, Yuba County, and Sacramento County in accordance with the Yuba-Sutter Bikeways Master Plan.		
		3.3-5a	The occupant shall provide stipulation in their Landscape Maintenance Program, or equivalent landscape maintenance agreement, committing to contracting only with commercial landscapers who operate with equipment that complies with the most recent California Air Resources Board's certification standards, or standards adopted no more than three years prior to date of use.		

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		3.3-5b	The occupant shall provide electric vehicle charging facilities with preferential parking. Details of provisions must be coordinated with the County of Sutter and FRAQMD.		
		3.3-6	The County shall establish tree-planting guidelines to require businesses to plant trees to shade parking lots and buildings, primarily on the west and south sides of the buildings. Use of deciduous trees (to allow solar gain during the winter) and direct shading of air conditioning systems shall be included in the guidelines.		
		3.3-6a	The occupant shall provide grass paving or reflective surface paving for driveways, and/or fire lanes that will reduce the standard paving by 10 percent or more, in consultation with the FRAQMD.		
		3.3-6b	The developer should orient the buildings to minimize southern exposure to the maximum extent feasible. design the site and buildings such that at least 50 percent of the buildings exterior linear footage are oriented to face either north or south (within 30 degrees of N/S), and orient the placement of trees and shrubs near the building to cool the soil around the building and prevent direct solar radiation from entering the building through windows and from heating external building structures, or the developer shall provide increased shade landscaping.		
		3.3-6c	The occupant shall obtain from the County the current appropriate tier level and submit and get approved a report on how their development will attain an additional emissions reduction required by the tiering program to the County of Sutter and the FRAQMD.		
3.3-3	New industrial operations may cause adverse air quality impacts.	3.3-7	In consultation with FRAQMD, submit applications for an Authority to Construct and Permit to Operate prior to purchase and installation of equipment and processes that have the potential to emit air pollutants. (Applies to Impact #3.3-3).	Potentially significant	Potentially significant

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3.3-4	The operation of wastewater treatment facilities could create objectionable odors that are detectable off-site during plant upsets or unusual climatic conditions such as inversions or stable atmospheric conditions.	3.3-8	The wastewater treatment facilities shall be designed to control and mitigate odors so that off-site detection is minimized. Facility design shall be reviewed and approved by the Central Valley Regional Water Quality Board and Sutter County Environmental Health Department to verify that appropriate odor control features are incorporated. The facility will be subject to the FRAQMD's Nuisance Rule (Rule #2.13) and will be subject to a Notice of Violation if in violation of that Rule at any time.	Potentially significant	Less than significant
3.4-1	Implementation of the Specific Plan and subsequent development will adversely affect populations and critical habitat of special-status animal species.	3.4-1	<p>NOTE: At such time as the NBHCP is adopted, these mitigation measures will not be necessary.</p> <p>Prior to modification of canals or existing waterways, site specific biological surveys targeting sensitive species shall be conducted and evaluated. In addition to the implementation of any mitigation measures prescribed as a result of these surveys, the following measures shall be implemented:</p> <ul style="list-style-type: none"> a) Prior to destruction or modification of any canals, workers will allow the canals to slowly drain thus providing escape opportunities for displaced wildlife. b) Prior to draining, replacement canal areas similarly suitable for habitat shall be constructed and constituent vegetation allowed to become established c) Whenever possible, new canals should be established in close proximity to existing canals to provide for easy relocation by displaced wildlife. Sufficient time for translocation of species if so desired by trustee resources agencies should be allowed. d) A monitoring program to determine the success of habitat management objectives shall be developed and implemented by a qualified biologist. 	Potentially significant and cumulative	Less than significant

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		3.4-2	<p>Prior to construction activities within the vicinity of existing canals and waterways, 100-foot buffer zones shall be established adjacent to the channels, measured from the edge of the toe of the nearest bank, unless site specific biological surveys conducted in accordance with established protocols recommend a buffer of lesser or greater depth. Limited ingress and egress areas may be established through these buffer zones, which shall be fenced in such a manner as to prevent Giant garter snakes from entering the access points. Such protective measures shall be designed in concert with the USFWS and CDFG as appropriate. These buffer zones shall remain in place until project completion or until such time as the County completes the NBHCP process.</p> <p>In addition to the above, the following avoidance measures shall be implemented consistent with the USFWS-Standard Avoidance and Minimization Measures During Construction Activities in Giant garter</p> <ul style="list-style-type: none"> • Confine movement of heavy equipment to existing roadways to minimize habitat disturbance. • No new grading or grubbing activity within habitat should be conducted between October 1 and May 1. This is the active period for Giant garter snakes and direct mortality is lessened because snakes are expected to actively move and avoid danger. • Construction personnel should (to the extent practical) receive Service-approved worker environmental awareness training. This training instructs workers to recognize Giant garter snakes and their habitat(s). • 24-hours prior to construction activities, the project area should be surveyed for Giant garter snakes. Survey of the project area should be repeated if a lapse in construction activity of two weeks or greater has occurred. If a snake is encountered during construction, activities shall cease until appropriate corrective measures have been completed or it has been determined that the snake will not be harmed. Report any sightings and any incidental take to the Service immediately. 		

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			<ul style="list-style-type: none"> Any dewatered habitat should remain dry for at least 15 consecutive days after April 15 and prior to excavating or filling of the dewatered habitat. After completion of construction activities, remove any temporary fill and construction debris and, wherever feasible, restore disturbed areas to pre-project conditions. Restoration work may include such activities as replanting species removed from banks or replanting emergent vegetation in the active channel. <p>In addition to the above, a qualified biologist shall be retained to serve as an on-site monitor during all construction activities. The biological monitor shall survey any areas where construction may occur on a daily basis, and shall be on-site until the end of the construction day. The monitor shall have the authority to redirect or cease construction activities in a particular area in the event of eminent harm to a special status species.</p>		
		3.4-3	If suitable nest trees are located within one-quarter mile of a proposed development site, a pre-construction survey for nesting Swainson's hawks shall be conducted by a qualified biologist prior to commencement of any development activities. Surveys shall be conducted in accordance with the protocol established by CDFG and shall be conducted during the Swainson's hawk nesting season (March 1 to September 15). All mitigation measures established pursuant to these surveys shall be implemented and incorporated into project design, including but not limited to prohibiting construction activities during the breeding season.		
		3.4-5	Development within the IC-Reserve shall be limited to those areas permitted for development under this Specific Plan.		

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		3.4-6	<p>Unless project specific surveys in compliance with CDFG and USFWS requirements find that there are no species of concern or related habitat, concurrent with the issuance of building permits for development within the Plan Area, one of the following measures shall be required, in preferential order:</p> <p>(a) The dedication of mitigation land in the Natomas Basin equivalent to one-half acre for every one acre developed, and the collection of fees on a per acre basis for the entire project site for restoration and enhancement, administration and endowment. Said land and corresponding fees, exclusive of County administration, shall be dedicated and conveyed to the Natomas Basin Conservancy (NBC). The timing for land dedication shall be coordinated among the County, NBC and USFWS, as specified below. The mitigation land shall meet the reserve acquisition criteria of the NBC. Selection of the mitigation land shall be done with the concurrence of the NBC, USFWS and CDFG to ensure its acceptability, with a preference towards lands adjacent to existing habitat lands held by the NBC in the Natomas Basin.</p> <p>The amount of the non-acquisition portion of the fee shall be recommended by the NBC and adopted by Sutter County; provided such fees shall not exceed the highest applicable fees established for other political subdivisions in the Natomas Basin. The fee shall be collected prior to the issuance of the building permit.</p> <p style="text-align: center;">OR</p> <p>(b) Collection of the full NBC fee, including land acquisition, restoration and enhancement, administration and endowment, shall be based on the fee structure recommended by the NBC and adopted by Sutter County; provided such fees shall not exceed the highest applicable fees established for other political subdivisions</p>		

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			<p>in the Natomas basin. Upon collection of the fee, the County shall transfer funds to the NBC.</p> <p style="text-align: center;">OR</p> <p>(c) The project developer may enter into discussions and seek a separate agreement with USFWS and CDFG to establish an alternative mitigation strategy, consistent with the overall habitat conservation planning goals for the Natomas Basin.</p> <p>Notwithstanding the above, in the event land within the Specific Plan Area proposed for development is included within the plan area of an approved HCP, the County shall require the developer of such land to comply with all avoidance, minimization and mitigation measures and other requirements of such HCP and related Implementation Agreement.</p>		
3.4-2	Future development will disturb or reduce rice land and may subsequently interfere with migratory waterfowl.	3.4-4	Prior to any construction activities, nesting surveys for the great egret, snowy egret, white-faced ibis and white-tailed kite shall be conducted. If active nesting sites are found, a qualified biologist shall propose measures that protect such sites during their period of use. Such measures shall be incorporated into project design.	Significant and cumulative	Less than significant
		3.4-5	See above.		
		3.4-6	See above.		
3.5-1	Potential exposure of humans and the environment to hazardous materials may result from use by industry and other future Specific Plan Area uses including the wastewater treatment plant.	3.5-1	At the time of development within the Plan Area, reports and data shall be submitted to the Sutter County Community Services Department demonstrating that all hazardous materials storage, dispensing, use and handling shall be in accordance with the current Uniform Fire Code and California Fire Code, Article 80 and with a County-approved Risk Management Plan. Any specialized equipment, training or personnel	Potentially significant	Less than significant

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			required for adequate emergency hazardous materials incident response shall be provided by the project developer at no cost to the County. The required specialized equipment, training and personnel shall be identified in a written agreement between the project developer and the County. Execution of the agreement shall be a condition of project approval. (Applies to Impact #3.5-1).		
3.6-1	Urbanization of the Plan Area could result in the degradation of surface and groundwater quality due to urban runoff.	3.6-1	Individual developers and entities installing infrastructure within the Plan Area shall obtain the appropriate National Pollutant Discharge Elimination (NPDES) permit for industrial activities from the Regional Water Quality Control Board. If development is proposed prior to the construction of the master drainage system, on-site detention ponds shall be installed in accordance with the Sacramento City/County Hydrology Manual and shall include a water quality treatment component consistent with the RD 1000's guidelines and criteria.	Potentially significant	Less than significant
3.6-2	Construction activities associated with development and installation of infrastructure within the Plan Area can result in the degradation of surface water quality.	3.6-2	Individual developers and entities installing infrastructure within the Plan Area shall file a Notice of Intent with the Regional Water Quality Control Board to comply with the terms of the National Pollutant Discharge Elimination System General Permit to discharge storm water associated with construction activity. In accordance with the permit requirements, the applicant shall develop and implement a Storm Water Pollution Prevention Plan that will include Best Management Practices and Source Control.	Potentially significant	Less than significant
3.6-3	Development within the Plan Area may reduce recharged groundwater supplies by converting agricultural uses to urban uses and introducing impermeable surfaces. If groundwater is utilized for the community water supply, groundwater supplies could be depleted.		None Required.	Less than significant	

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3.6-4	Development within the Plan Area will alter the existing drainage patterns and increase the rate or amount of surface runoff, which would exceed the capacity of existing stormwater drainage systems.	3.6-3	Drainage facilities shall be installed as established in the Infrastructure Master Plan prepared for the SSCSP. This system will be developed and financed by the County through establishment of a County Service Area.	Potentially significant	Less than significant
3.6-5	Development within the Plan Area will result in the construction of improvements within a 100-year flood hazard area.	3.6-4	Development within Cost Area (Phase) II of the Project Area and the northern portion of Cost Area (Phase) III located within the floodplain of Sankey Gap shall comply with the Sutter County Flood Damage Prevention Ordinance and Regulations.	Potentially significant	Less than significant
3.6-6	The proposed off-site detention basin (Sankey Basin) may not be compatible with habitat mitigation lands currently under the control of the Natomas Basin Conservancy (NBC).	3.6-5	The County shall consult with the NBC to determine if the proposed detention basin can be designed in a manner consistent with NBC goals and objectives, or if the existing habitat lands can be exchanged for suitable habitat elsewhere within the Natomas Basin. OR The Sankey Basin detention basin shall be redesigned to exclude the habitat area.	Potentially significant	Less than significant
3.7-1	Development within the Plan Area will result in a significant increase in the service demand for the Pleasant Grove Fire Department. (County Service Area D).	3.7-1	All new development shall comply with the goals and policies contained in the Specific Plan (Volume I) and Infrastructure Master Plan (Volume II). These include construction, equipment and staffing for an initial fire station located in the general area of Riego Road and Pacific Avenue to serve as first response to Cost Area (Phase) I. Development of Cost Areas (Phases) II and III will require one or more additional stations, with the second fire station located in the area of the future Placer Parkway alignment and Road F. Depending upon the type of development that actually occurs, a third station could be required in the vicinity of Pacific Avenue and Sankey Road. The Specific Plan assumes a full time staff for the fire stations in the Plan Area, phased over time, as	Potentially significant	Less than significant

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			well as threshold and trigger factors addressed in the Specific Plan and Infrastructure Master Plan. Based upon the standard staffing formula for a full time station, operation of the first fire station will require nine new full-time personnel, assisted by volunteer personnel. Each fire station will need a minimum of one Type I Class A triple-combination pumper, 1,250 gpm minimum capacity, and one of the engine companies should be designed as a “quint” (an engine company equipped with a device that will allow for elevated stream operations). Fire service will be financed by the County through establishment of a new County Service Area or reorganization of County Service Area D.		
3.8-1	Development of Cost Area (Phase I) of the SSCSP will cause existing roadway segments to operate at unacceptable Levels of Service and will require the construction of a new east-west arterial south of Riego Road and a north-south arterial connecting to Riego Road.	3.8-1	Affected roadway segments shall be widened to sections identified in Table 3.8-4 and in accordance with the standards contained in the circulation component of the Infrastructure Master Plan (Volume II). A plan for funding these improvements shall be included in the Financing Plan (Volume III).	Significant and cumulative	Less than significant
3.8-2	Development of Cost Area (Phase II) of the SSCSP will cause existing roadway segments to operate at unacceptable Levels of Service and will require the construction of new roads to provide circulation throughout the Plan Area.	3.8-2	Affected roadway segments shall be widened to sections identified in Table 3.8-5 and in accordance with the standards contained in the circulation component of the Infrastructure Master Plan (Volume II). A plan for funding these improvements shall be included in the Financing Plan (Volume III).	Significant and cumulative	Less than significant
3.8-3	Increased traffic generated from development within the Plan Area will contribute to the need to construct a railroad separation structure on Riego Road at the Western Pacific Railroad.	3.8-3	Installation of a railroad grade separation structure on Riego Road at the Western Pacific Railroad. Construction of the structure shall be coordinated with and approved by the Union Pacific Railroad. Timing for the construction and improvement of the grade separation shall be in accordance with the Infrastructure Master Plan (Volume II). A plan for funding the project’s fair share of this improvement shall be included in the Financing Plan (Volume III).	Potentially significant	Less than significant

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3.8-4	Increased traffic generated from development within the Plan Area will contribute to traffic impacts at the intersection of SR 99/70 and Riego Road.	3.8-4	Installation of an interchange at SR 99/70 and Riego Road to Caltrans' standards. An encroachment permit shall be obtained from Caltrans prior to any work within any State right-of-way. Timing for the construction and improvement of the interchange shall be in accordance with the Infrastructure Master Plan (Volume II). A plan for funding the project's fair share of these improvements shall be included in the Financing Plan (Volume III).	Potentially significant	Less than significant
3.8-5	Increased traffic generated from full build-out (Cost Area/Phase III) of the Plan Area will result in the need for an additional east-west arterial.	3.8-5	Construction of Placer Parkway, or equivalent facility, from SR99/70 to the east boundary of Cost Area (Phase) III of the Project Area with interchanges at SR99/70 and at Pacific Avenue. Timing for the construction and improvement of the roadways and interchanges shall be in accordance with the Infrastructure Master Plan (Volume II). A plan for funding the project's fair share of these improvements shall be included in the Financing Plan (Volume III).	Potentially significant	Less than significant
3.8-6	Increased traffic generated from development within the Plan Area will result in cumulative impacts to roads outside the Plan Area.	3.8-6	Sutter County will cooperate and participate in any fair share regional funding agreement between adjacent jurisdictions for the purpose of constructing regional transportation improvements within Sutter, Placer and Sacramento counties.	Significant and cumulative	Less than significant
3.9-1	Development of the Plan Area will require the development of a new water supply system or expansion of existing facilities.	3.9-1	Development of a water supply system as established in the Infrastructure Master Plan (Volume II). (Applies to Impact #3.9-1). This system will be developed by the County through establishment of a County Service Area. A plan for funding recommended facilities, equipment and operations shall be included in the Financing Plan (Volume III).	Potentially significant	Less than significant

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3.9-2	Development of the Plan Area will require the development of new wastewater treatment facilities or expansion of existing facilities.	3.9-2	Development of wastewater treatment facilities as established in the Infrastructure Master Plan (Volume II) and preparation and certification of additional tiered environmental documentation to achieve compliance with the California Environmental Quality Act when the system is designed. The system will be developed by the County through establishment of a County Service Area. A plan for funding recommended facilities, equipment and operations shall be included in the Financing Plan (Volume III).	Potentially significant	Less than significant
3.9-3	Development of the Plan Area will result in the construction of new storm water drainage facilities.		See Mitigation Measure #3.6-2	Potentially significant	Less than significant
3.10-1	The creation of employment opportunities in the southern portion of the county may result in growth pressure in the adjacent areas of Sacramento and Placer counties. Additionally, development of the infrastructure needed to sustain the proposed Plan Area could remove barriers to development in the area.		None required	Less than significant	