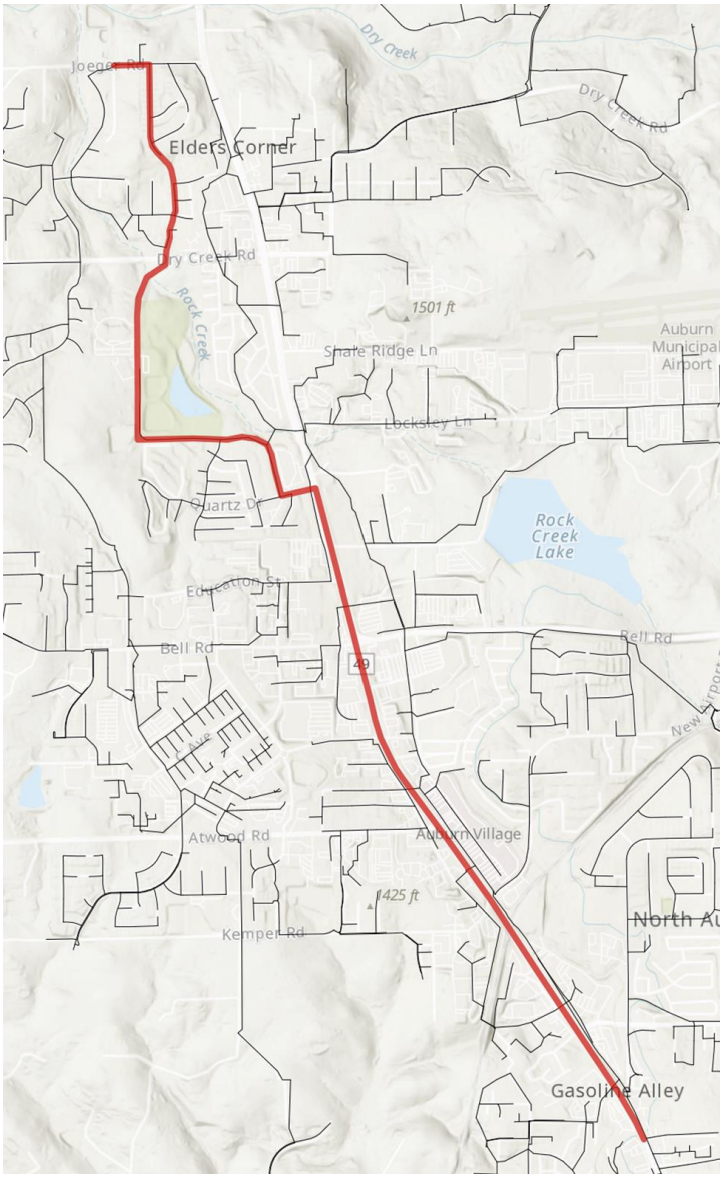
Initial Study/Mitigated Negative Declaration

Highway 49 Wastewater Capacity Improvement Project



Prepared for:

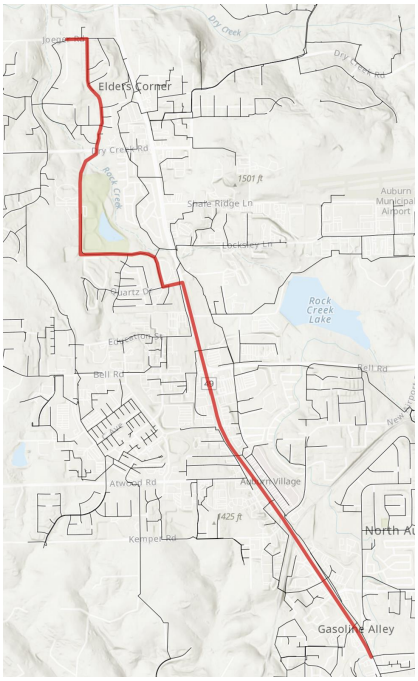
Placer County

September 11, 2023

DOUGLAS ENVIRONMENTAL

Initial Study/Mitigated Negative Declaration

Highway 49 Wastewater Capacity Improvement Project



Prepared for:

Placer County
Department of Public Works
Environmental Engineering Division
3091 County Center Drive
Auburn, CA 95603

Contact:

Janeane Martin
Environmental Resources Specialists
(530) 886-4984

Prepared by:

Douglas Environmental
1517 28th Street
Sacramento, CA 95816

Contact:

Doug Brown
Principal
(916) 835-5960

September 11, 2023

DOUGLAS ENVIRONMENTAL

MITIGATED NEGATIVE DECLARATION

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Administrative Code, Placer County does cause to be filed with the State of California, this Mitigated Negative Declaration.

1. **Title and Short Description of Project:** Highway 49 Wastewater Capacity Improvement Project

The Placer County Environmental Engineering Department is proposing to install a new wastewater force main between the existing force main outfall at the Highway 49/Edgewood Road intersection and the Mid-Western Placer Regional Pump Station on Joeger Road. The alignment would include a 16-inch diameter pipe extension northwest under Highway 49 from the Highway 49/Edgewood Road intersection to Quartz Drive. From this point, the alignment would include a 24-inch diameter pipe extension that would turn west along Quartz Drive to the intersection with Park Drive, at which point it would head north and then west along Park Drive to the intersection with Richardson Drive. The alignment would extend north along Richardson Drive to its intersection with Joeger Road. The remaining segment of the pipeline extending west on Joeger Road to the Mid-Western Placer Regional Pump Station would be 30 inches in diameter. The entire length of the proposed force main extension, which is approximately 22,400 lineal feet, would be located within paved roadway and shoulder right-of-way. Construction activities are anticipated to occur entirely within disturbed lands. The pipe is proposed to be installed using open trench construction. Horizontal directional drilling would be used to cross under drainages and water supply canals that traverse the alignment.

2. **Location of Project:** The proposed pipeline alignment would extend northwest under Highway 49 from the Highway 49/Edgewood Road intersection to Quartz Drive. From this point, the alignment would turn west along Quartz Drive to the intersection with Park Drive, at which point it would head north and then west along Park Drive to the intersection with Richardson Drive. The alignment would extend north along Richardson Drive to its intersection with Joeger Road and would continue west on Joeger Road to the Mid-Western Placer Regional Pump Station. The entire pipeline alignment would be located within unincorporated western Placer County, California.

3. **Project Proponent:** Placer County Department of Public Works, Environmental Engineering Division, 3091 County Center Drive, Auburn, CA 95603

4. **Said project will not have a significant effect on the environment for the following reasons:**

   Based on the analysis included in the attached Initial Study, the Highway 49 Wastewater Capacity Improvement Project has the potential to cause adverse environmental impacts. However, with implementation of the following mitigation measures, the impacts associated with the proposed project would remain less than significant.

Cultural Resources

Mitigation Measure CUL-1

The following mitigation measure shall be implemented during project construction activities:

- If potential historic resources are uncovered during any on-site construction activities, all work must immediately stop in the area. Work shall pause within 100 feet of the find, or a lesser distance depending upon the type of discovery, regardless of whether the construction is being actively monitored. Any potential reduction in distance between find and work shall be agreed upon by Department of Public Works staff and the project archaeologist. Following discovery and prior to resuming work, the County shall consult with an appropriately-qualified archaeologist to determine if the potential historic resource meets the criteria for listing on the CRHR. If the archaeologist determines that the historic resource meets the criteria for listing, the County shall follow the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), per CEQA Guidelines Section 15064.5(b)(3).

Mitigation Measure CUL-2

The following mitigation measures shall be implemented during project construction activities:

- If articulated or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find and the County Coroner shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will be contacted and will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials. Following a review of the find and consultation with the Native American Tribe and appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements or special conditions that provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. Work in the area of the cultural resource discovery may only proceed after authorization is granted by the Placer County Department of Public Works, Environmental Engineering Division following coordination with tribal representatives and cultural resource experts, if necessary, as appropriate.

Hazardous Materials

Mitigation Measure HAZ-1

Prior to initiating construction of the proposed project, the Contractor shall submit a written safety program to Placer County and shall receive a positive review from the County. This plan shall include (at a minimum):

- A fire or medical emergency response access plan.
- A police emergency response access plan.
- An access control plan to its staging and equipment storage areas.
- The name and contact information for the Safety Director/Manager responsible for managing the safety, health and environmental risk factors for the Contractor.
- Typical tailgate safety meeting agenda and frequency.
- Compliance with or exceedance of applicable OSHA requirements.

- New hire safety orientation training.
- Any applicable job specific requirements or permits.
- If requested, Contractor shall provide safety training records for employees working on the project.

Mitigation Measure HAZ-2

Hazardous Materials Contingency Plan (HMCP): The contractor shall prepare and submit to the County a contingency plan for handling hazardous materials, whether found or introduced on site during construction. The plan shall include construction measures as specified in local, state, and federal regulations for hazardous materials, removal of on-site debris, and confirmation of presence of pipelines on site. The plan must include the following measures at a minimum:

- If contaminated soils or other hazardous materials are encountered during any soil moving operation during construction (e.g. trenching, excavation, grading), construction shall be halted and the HMCP implemented.
- Instruct workers on recognition and reporting of materials that may be hazardous.
- Minimize delays by continuing performance of the work in areas not affected by hazardous materials operations.
- Identify and contact subcontractors and licensed personnel qualified to undertake storage, removal, transportation, disposal, and other remedial work required by, and in accordance with, laws and regulations.
- File requests for adjustments to contract time and contract price due to the finding of hazardous materials in the work site in accordance with conditions of the contract.

Mitigation Measure HAZ-3

Due to the potential presence of naturally occurring asbestos minerals along the pipeline alignment, the following measures shall be implemented during soil excavation and handling activities:

- Periodic observations by a geologist familiar with the identification of naturally occurring asbestos minerals shall be conducted as trench excavation progresses. The frequency of observation will be at the discretion of the County. Testing for naturally occurring asbestos minerals shall be conducted on suspect rock, if observed, and as directed by the geologist.
- A dust mitigation plan shall be implemented, in accordance with California Air Resources Board and Placer County Air Pollution Control District requirements, if naturally occurring asbestos minerals is encountered or suspected during grading operations.
- A worker health and safety program shall be implemented if naturally occurring asbestos minerals are encountered during trenching activities. The plan shall comply with all regulatory requirements.

Hydrology and Water Quality

Mitigation Measure HYD-1

To ensure project construction activities do not adversely affect the water quality of local waterways, the following mitigation measures shall be implemented prior to and during construction:

- A storm water pollution prevention plan (SWPPP) shall be prepared for the proposed project with associated best managements practices (BMPs), consistent with Placer County standards. The SWPPP shall be designed to protect water quality pursuant to the requirements of the National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity (Order 99-08-DWQ, as amended). The SWPPP would identify and specify:
  - the use of erosion and sediment-control BMPs, including construction techniques that will reduce the potential for erosion, as well as other measures to be implemented during construction;
  - the means of waste disposal;
  - the implementation of approved local plans, non-stormwater-management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;
  - the pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, and other types of materials used for equipment operation;
  - spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;
  - personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and
  - The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.
- Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction. BMPs may include such measures as the following:
  - Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, and sandbag dikes.
- All construction contractors shall retain a copy of the approved SWPPP on the construction site. The SWPPP shall be submitted to the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to NPDES requirements, and completed and implemented before the start of construction activities.

Noise

Mitigation Measure NOI-1

To ensure blasting activities do not adversely affect local residents, the following mitigation measures shall be implemented during site trenching activities:

- If blasting activities are to occur in conjunction with the trenching activities, the contractor shall conduct the blasting activities in compliance with state and local regulations. The contractor shall obtain a blasting permit from Placer County prior to commencing any on-site blasting activities. The permit application shall include a description of the work to be accomplished and a statement of the necessity for blasting, as opposed to other methods, and safety measures to be implemented such as blast blankets. The contractor shall coordinate any blasting activities with Police and Fire Departments to insure proper site access and traffic control, and public notification including nearby residents and businesses, as determined appropriate by police and fire departments. Blasting specifications and plans shall include a schedule that outlines the time frame in which blasting will occur in order to limit noise and traffic inconvenience. In addition, an on-site blasting expert shall be retained by the site contractor to ensure that the blasting activities, if necessary, result in the minimum offsite noise and vibration levels (i.e., less than 0.2 inches per second PPV).
- Construction blasting activities shall be subject to Placer County Construction Noise Guidelines, including limiting construction-related noise generating activities within or near residential areas to the least noise sensitive daytime hours (conservatively between 7 a.m. and 6 p.m. Monday through Friday).
- For areas of the pipeline alignment that require blasting and are within 100 feet of existing residential structures, the use of alternative construction techniques, such as non-explosive blasting demolition agents (e.g., Dexpan, as identified at www.archerusa.com, or similar), shall be used, if feasible. Blasting shall be used as a last resort within these areas if the alternative techniques are determined to be economically or technically infeasible.

Transportation

Mitigation Measure TRAN-1

The contractor shall implement the following measures during project construction:

- The contractor shall provide adequate traffic management resources, such as protective devices, flag persons, and police assistance for traffic control, to maintain safe traffic flow on local streets affected by pipeline construction at all times.
- The contractor shall identify traffic hazards created by construction, such as rough road or potholes, freshly paved locations, and minimize total traffic and vehicle speed through such hazards.
- The contractor shall ensure that traffic safety hazards, such as uncovered or unfilled open trenches, will not be left in roadways during period of time when construction personnel are not present, such as nighttime and weekends.

- The contractor shall repair all roads adequately per Placer County requirements after construction to ensure that traffic can move in the same manner as before construction.
- At all times during construction, the contractor shall ensure that emergency fire, police or medical vehicles are able to access all adjacent areas. Additionally, construction equipment or activities must not obstruct or hinder traffic that might be generated during an evacuation.
- Contractor shall comply with the requirements of the Caltrans Encroachment Permit.
- Residents shall have access to their homes at all times.

Tribal Cultural Resources

Mitigation Measure TCR-1

The following mitigation measure shall be implemented during project construction activities:

- Prior to initiating project construction, Placer County shall prepare a Tribal Cultural Resources Monitoring, Discovery & Treatment Plan that would be implemented in the event of an unanticipated discovery. The Plan will include a description of the area to be monitored, the regulatory setting, the previous research and consultation conducted, the cultural resource sensitivity of the project area, specific monitoring procedures, measures to be implemented in the event of an unanticipated discovery, reporting requirements, and responsible personnel.

- If potential historic, archaeological artifacts or Native American tribal cultural resources including midden soil, cultural belongings, chipped stone, exotic rock (non-native), or unusual amounts of baked clay, shell or bone are uncovered during any on-site construction activities, all work must immediately stop in the area. Work shall pause within 100 feet of the find, or a lesser agreed upon distance depending upon the type of discovery, regardless of whether the construction is being actively monitored by a representative from the culturally-affiliated Native American Tribe, cultural resources specialist, or professional archaeologist. Following discovery and prior to resuming work, representatives from culturally-affiliated Native American Tribes will make recommendations for further evaluation and treatment, as appropriate.

- In the event that historic, archaeological artifacts or Native American cultural deposits, isolates or belongings found to be ineligible for inclusion in the California Historic Register of Historical Resources are identified within the project area, culturally appropriate treatment and disposition shall be determined following coordination with the culturally-affiliated Native American Tribe. Culturally appropriate treatment may be, but is not limited to, processing materials in a lab for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community does not generally consider curation of Tribal Cultural Resources to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.

Mitigation Measure TCR-2

The following mitigation measure is intended to minimize impacts to existing or previously undiscovered Tribal Cultural Resources (TCRs), archaeological, or cultural belongings during a project's ground disturbing activities. The following mitigation measure shall be implemented during project construction activities:

Tribal Monitoring - To identify buried archaeological and TCRs at the earliest possible time during project-related earth-disturbing activities, to minimize the potential for destruction of or damage to these previously undiscovered resources, and to ensure respectful treatment and disposition of unearthed/displaced resources, the Department of Public Works staff and/or their construction contractor(s) shall hire one Tribal Monitor from the UAIC or their representative on the designated locations on the construction site during ground-disturbing activities, not including above-ground activities such as pavement removal, but including trenching, excavation, and grading of sub-grade materials. Monitoring activities shall occur from a safe distance and with appropriate personal protective gear. Should a discovery be made, more than one Tribal Monitor may be required per the Discovery Plan. Native American Monitors from culturally affiliated Native American Tribes act as a representative of their Tribal government and shall be informed of the construction schedule, once obtained, and consulted before any ground-disturbing activities begin.

Specifically the monitor shall:

- Spot check areas of lesser concern. These areas include the segments of the pipeline identified on plan sheets C-041 through C-048 and C-051 through C-094; specifically Stationing 0+00 through 37+00 and Stationing 39+00 through 223+00;

- Monitor as needed in sensitive areas. This area includes the segment of the pipeline identified on plan sheets C-049 through C-050; specifically Stationing 37+00 through 39+00;

- If no resources have been identified after a week of monitoring, the monitoring shall be tapered off and the UAIC will rely on the contractor, who has received worker awareness training, to notify the UAIC promptly if any TCRs are identified; and

- If a TCR is identified, the County will consult with the UAIC regarding the potential need for additional monitoring.

In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on a Tribal Monitor log. The total time commitment of the Tribal Monitor will vary depending on the intensity and location of construction and the sensitivity of the area, including the number of finds.

Native American Monitors or their Representatives have the authority to request that work be temporarily stopped, diverted, or slowed within 100 feet of the direct impact area if sites or objects of significance are identified. Only a Native American Monitor or Representative from a culturally-affiliated tribe can recommend appropriate treatment and final disposition of TCRs.

Mitigation Measure TCR-3

The following mitigation measure shall be implemented during project construction activities:

Tribal Cultural Resource Awareness Training - The following mitigation measure is intended to address the cultural sensitivity of the project area by including a Tribal Cultural Resource Awareness Training for relevant project personnel and construction workers.

Prior to initiation of construction, all construction crew members, consultants, and other personnel involved in project implementation shall receive project-specific TCR awareness training. The training shall be conducted in coordination with qualified cultural resource specialists and representatives from culturally-affiliated Native American Tribes. The training will emphasize the requirement for confidentiality and culturally-appropriate, respectful treatment of any find of significance to culturally-affiliated Native Americans Tribes.

As a component of the training, a brochure will be distributed to all personnel associated with project implementation. At a minimum, the brochure shall discuss the following topics in clear and straightforward language:

- Field indicators of potential archaeological or cultural resources (i.e., what to look for; for example: archaeological artifacts, cultural belongings, exotic or non-native rock, unusually large amounts of shell or bone, significant soil color variation, etc.);
- Regulations governing archaeological resources and tribal cultural resources;
- Consequences of disregarding or violating laws protecting archaeological or tribal cultural resources/belongings; and
- Steps to take if a worker encounters a possible resource.

The training shall include project-specific guidance for on-site personnel including resources that have the potential to be located on the project site, when to stop work, and who to contact if potential archaeological or TCRs are identified.

The training shall also direct work to stop and contact with the County Coroner and the Native American Heritage Commission (NAHC) to occur immediately in the event that potential human remains are identified. NAHC will assign a Most Likely Descendant if the remains are determined by the Coroner to be Native American in origin.

5. **As a result thereof, the preparation of an Environmental Impact Report pursuant to the California Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.**

TABLE OF CONTENTS

TABLE OF CONTENTS

Continued **Page**

Exhibits

Tables

1 INTRODUCTION

1.1 OVERVIEW

This document is the Initial Study for the proposed Highway 49 Wastewater Capacity Improvement Project (proposed project) located in unincorporated Placer County, California. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq. An Initial Study is prepared by a lead agency to determine if a project may have a significant effect on the environment. In accordance with State CEQA Guidelines Section 15064(a), an Environmental Impact Report (EIR) must be prepared if there is substantial evidence that a project may have a significant effect on the environment. A Negative Declaration is prepared if the lead agency determines that the proposed project would not have a significant effect on the environment, and therefore, that it would not require the preparation of an EIR (State CEQA Guidelines Section 15070).

This Initial Study will be used to examine the potential environmental impacts of the proposed project. In general, this document describes the proposed project, the existing environment that could be affected, potential impacts from the proposed project, and proposed mitigation measures in compliance with the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.).

The Initial Study is divided into four chapters: Chapter 1 includes this introduction, Chapter 2 provides a description of the project setting and characteristics; Chapter 3 includes an environmental evaluation/checklist that identifies the potential environmental impacts associated with implementation of the project and a discussion of checklist responses and findings; and Chapter 4 includes references used in the preparation of this report.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over the proposed project. In accordance with CEQA Guidelines Section 15051(b)(1), “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose…” Because the project is being proposed by the Placer County Department of Public Works, the County is the lead agency for the proposed project.

1.3 PROJECT LOCATION

The proposed project is located within the roadway right-of-way of segments of Highway 49, Quartz Drive, Park Drive, Richardson Drive, and Joeger Road within unincorporated western Placer County, California (Exhibit 1). The pipeline alignment is proposed to extend approximately 22,400 lineal feet. Commencing at the intersection of Highway 49/Edgewood Road, the alignment would extend northwest under Highway 49 to Quartz Drive. Turning west onto Quartz Drive, the alignment would extend to the Quartz Drive intersection with Park Drive, at which point it would head north and then west along Park Drive to the intersection with Richardson Drive. The alignment would extend north along Richardson Drive to its intersection with Joeger Road and would continue west on under Joeger Road to the Mid-western Placer Regional Pump Station on Joerger Road (Exhibit 2).

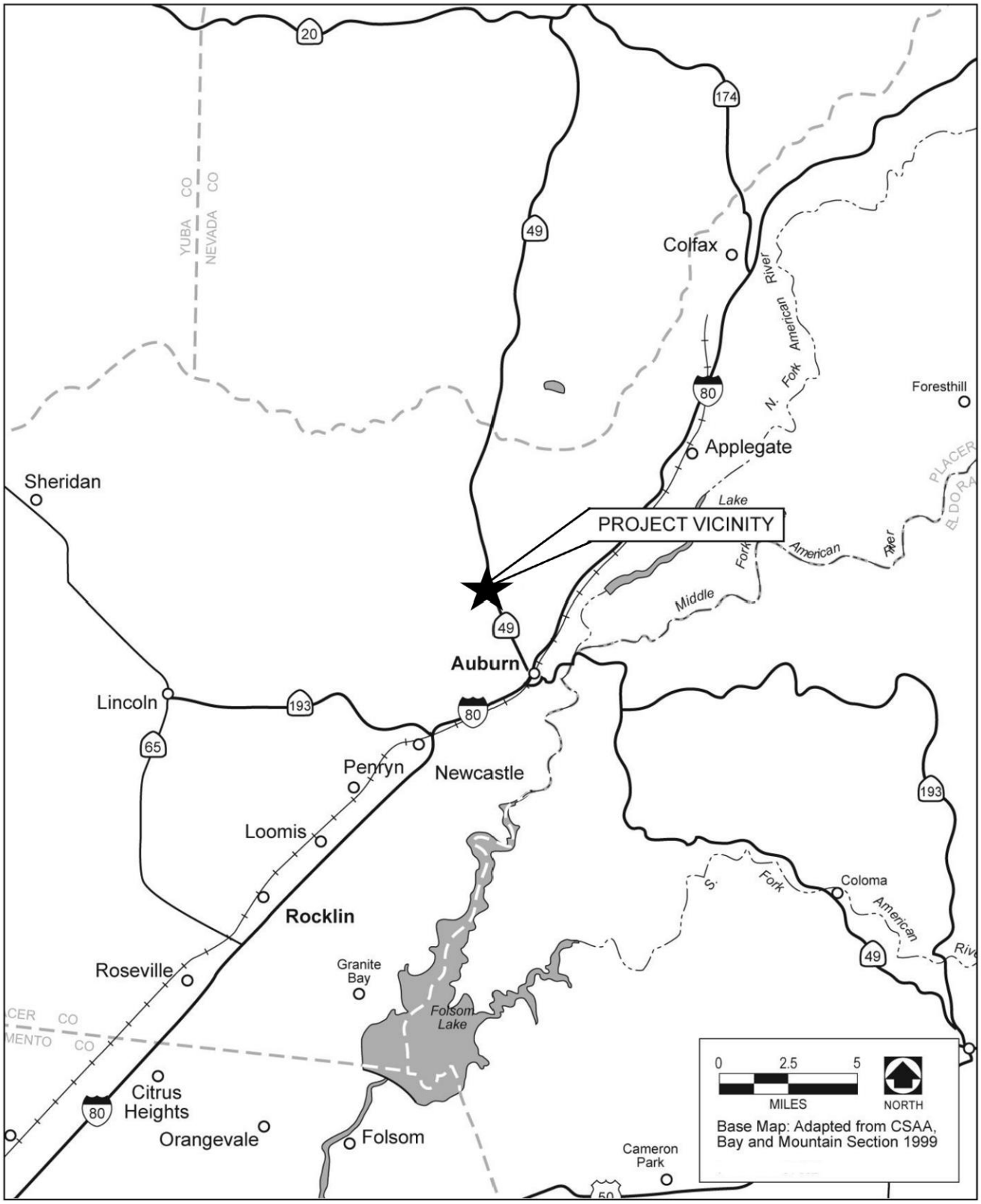


Exhibit 1 Project Vicinity Map

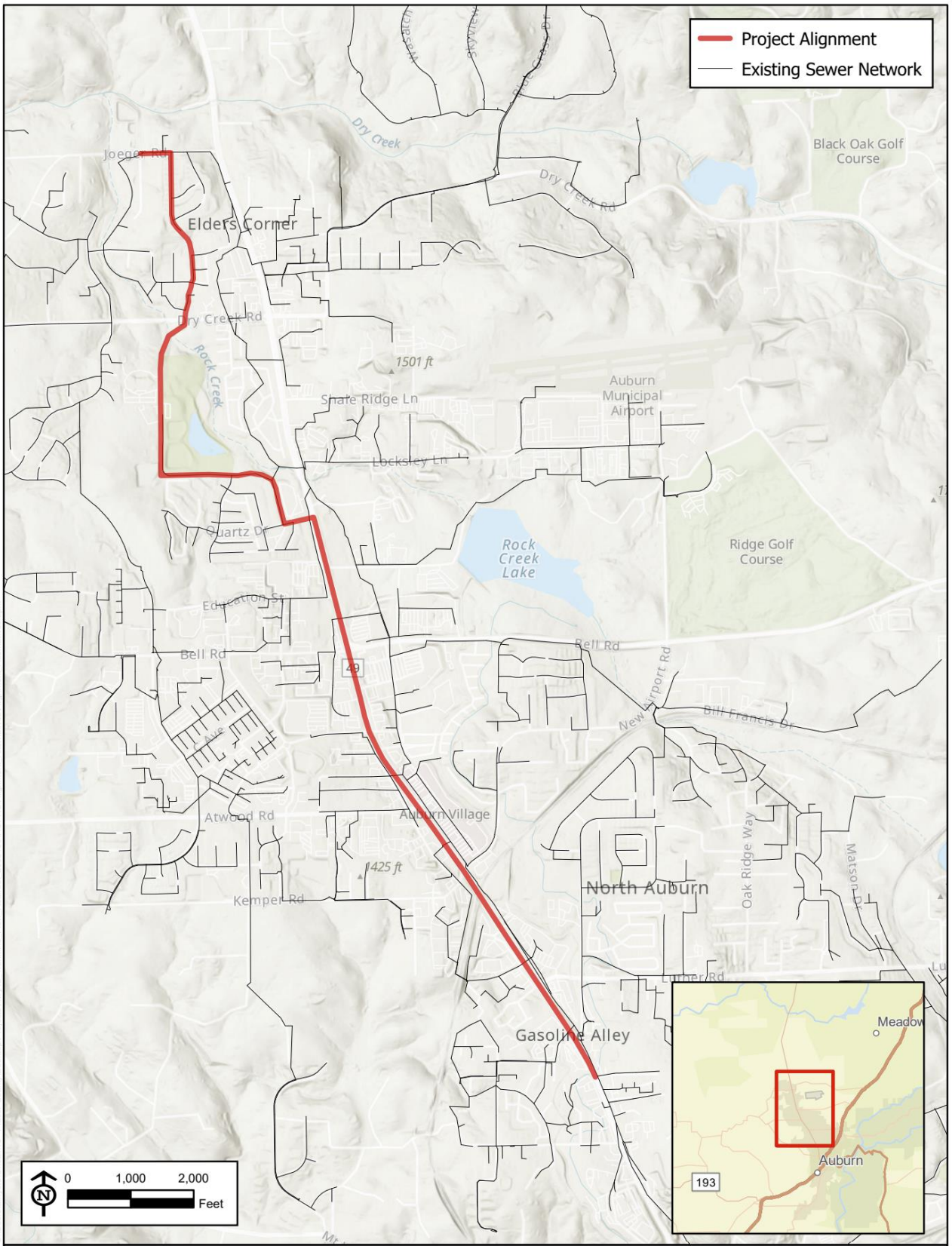


Exhibit 2 Pipeline Alignment Map

1.4 PURPOSE OF THIS DOCUMENT

Prior to approving the proposed project, Placer County must evaluate the project's potential environmental impacts as required by CEQA. The County, as the lead agency under CEQA, will consider the proposed project's environmental impacts when considering whether to approve project implementation. This Initial Study is an informational document to be used in the local planning and decision-making process; it does not recommend approval or denial of the proposed project.

This Initial Study will be available for public review for 30 days. The County will take into consideration comments received during the public review period and will factor these comments into their assessment of the environmental impacts associated with the proposed project prior to making their decision related to project approval.

2 PROPOSED PROJECT DESCRIPTION

2.1 PROJECT NEED

Placer County owns and operates the wastewater collection system within Placer County's Sewer Maintenance District No. 1 (SMD 1) service area, which is located north of the City of Auburn in western Placer County. The collection system consists of two main sewer trunks, the Highway 49 trunk and the DeWitt trunk. These trunks convey wastewater flows from the southern portion of the SMD 1 service area to the Mid-Western Placer Regional Pump Station on Joeger Road, west of Highway 49 and north of Dry Creek Road.

Field observations and previous evaluations of the SMD 1 sewer collection system have identified capacity constraints in the Highway 49 trunk. A hydraulic model analysis was conducted to determine peak flows in the sewer system and to assess existing capacity in the Highway 49 trunk. The model simulation was conducted using the 10-year, 24-hour design storm. Both existing and buildout growth conditions were simulated, and the model included no retrofits to the sewer collection system (Stantec Consulting Services Inc. 2022).

Analysis results from the hydraulic modeling generated total peak flows of approximately 8.7 million gallons per day (MGD) under existing conditions and 14.4 MGD during full buildout conditions at the Mid-Western Placer Regional Pump Station in the Highway 49 trunk. Based on results of this simulation, the existing capacity in the Highway 49 trunk is approximately 1.5 MGD. This capacity is limited by multiple sewer sections along the project alignment. The existing 8.7 MGD peak flow is passed through the Highway 49 trunk. Modeling shows capacity limiting sections within this alignment. Though some of this peak flow enters the sewer downstream of the capacity limiting sewer sections, the limitations versus peak flow in those areas result in surcharge conditions that do not comply with the County's sewer design standards (Stantec Consulting Services Inc. 2022). Because the overall capacity of the Highway 49 truck sewer is not sufficient to accommodate the estimated sewer flows associated with existing and planned growth in the Auburn/Bowman Community Plan area, improvements are necessary to expand the sewer conveyance system's capacity and to reduce surcharge to levels that meet the County's sewer design standards.

2.2 PROJECT COMPONENTS

2.2.1 WASTEWATER PIPELINE INSTALLATION

The Placer County Environmental Engineering Department is proposing to install a new wastewater force main between the existing force main outfall at the Highway 49/Edgewood Road intersection and the Mid-Western Placer Regional Pump Station on Joeger Road. The alignment would include a 16-inch diameter pipe extension northwest under Highway 49 from the Highway 49/Edgewood Road intersection to Quartz Drive. From this point, the alignment would include a 24-inch diameter pipe extension that would turn west along Quartz Drive to the intersection with Park Drive, at which point it would head north and then west along Park Drive to the intersection with Richardson Drive. The alignment would extend north along Richardson Drive to its intersection with Joeger Road. The remaining segment of the pipeline extending west on Joeger Road to the Mid-Western Placer Regional Pump Station would be 30 inches in diameter. The entire length of the proposed force main extension, which is approximately 22,400 lineal feet, would be located within paved roadway and shoulder right-of-way. Construction activities are anticipated to occur entirely within disturbed lands.

Construction activities would require the closure of a single lane along the pipeline alignment and the implementation of standard construction traffic control measures for the project duration. Pipeline installation activities would include excavating an open trench approximately four feet wide with an average depth of between five and six feet within the roadway right-of-way, progressively placing the new sewer pipe within the trench, back filling the exposed trench using the excavated soils and repaving the roadway. Although the majority of the pipe is proposed to be installed using open trench construction entirely within the existing paved roadways and disturbed roadway shoulders, horizontal directional drilling would be used instead of open trench construction for several drainage and water supply canal crossings, as described in further detail below.

Due to the potential for hard rock to be encountered at shallow depths along the pipeline alignment, some of the excavated material may not be suitable as backfill material. If this is the case, some imported fill and off hauling of the unsuitable material may be necessary. In addition, some areas of the pipe trench may require dewatering. The construction contractor would be responsible for the disposal of any water associated with dewatering activities, consistent with County requirements.

Based on the subsurface soil and rock conditions encountered in the project area, heavy trenching equipment (excavator such as a CAT 365C or larger) may be necessary along portions of the pipeline alignment to excavate to depths greater than three feet (EDAW/AECOM 2009). In addition, chiseling and/or blasting may be necessary to facilitate excavation.

2.2.2 HORIZONTAL DIRECTIONAL DRILLING

Horizontal directional drilling would be used instead of open trench construction to cross under several drainage culverts and two open water supply canals. This would require the excavation of a bore pit on one side of the drainage crossing or canal to accommodate the pulling of a fused pipe under the individual drainages/canals. Each bore pit would be approximately 10 feet by 30 feet and would be approximately six feet deep. The length of the drilling would be dependent upon the depth and width of the existing crossings. With the use of horizontal directional drilling, no surface excavation would be necessary within the drainage culverts and no disturbance to the drainages or canals would be anticipated.

2.2.3 DRAINAGE CROSSINGS

The project alignment crosses two creeks including Rock Creek, which passes under Richardson Drive, and an unnamed tributary to Rock Creek, which passes under Highway 49. Rock Creek flows through two 96-inch corrugated metal pipes under Richardson Drive (directly south of Dry Creek Road) and the wastewater pipeline is planned to be installed approximately 12 feet below these two corrugated metal pipes using horizontal directional drilling.

The small tributary to Rock Creek originates from the stormwater collection system for the commercial and residential area west of Highway 49 near Bell Road. Stormwater within this developed area flows into a concrete pipe that traverses under the parking lot of Café Delicias at 3031 Grass Valley Highway, Auburn. Stormwater flows east from this pipe into a 20-foot-long ditch that enters a 60-inch concrete pipe that continues east under the highway. This 60-inch concrete pipe is located between Education Street and Bell Road. On the east side of Highway 49 this drainage has a defined bed and bank as it continues north through a vegetated area for approximately half a mile until it flows into Rock Creek.

For this tributary, a short segment (4- to 5-feet wide) of the concrete pipe that traverses under Highway 49 would be cut during the trenching activities, the wastewater pipe would be installed, and the cut segment of the concrete pipe would be replaced with a new pipe segment above the new wastewater pipe. Because construction would occur during the summer months, no stormwater is expected to be flowing under Highway 49 through the 60-inch concrete pipe. However, if any flows are present within this pipe, a 12- to 18-inch temporary PVC bypass pipe would be installed to capture these flows and divert them past the cut pipe segment. Sandbags would be placed to direct flows through the bypass pipe while blocking flows from entering the excavated trench. Once the new wastewater pipeline is installed, the concrete pipe would be repaired, the bypass pipe would be removed and stormwater flows would continue in the repaired pipe. The wastewater pipeline is proposed to be installed approximately one foot below the 60-inch concrete pipe. The removal and repair of the 60-inch concrete pipe would be limited to a couple of days.

In addition, two uncovered water supply canals that connect the Wise Forebay to Rock Creek Lake cross the Highway 49 segment of the pipeline alignment between Live Oak Lane and Holly Vista Way. The more northern of the two canals, which is approximately 12 feet wide at its base and 9 feet deep, is identified as Lower Wise Canal. This canal crosses Highway 49 directly south of Live Oak Lane. The more southern canal, which is 72-inches wide and is identified as Wise Canal, consists of a box culvert that crosses Highway 49 directly north of Holly Vista Way. The pipeline is planned to be installed between 15 and 16 feet below both of these canals using horizontal directional drilling.

2.2.4 PROJECT PHASING

The project is proposed to be constructed in two phases due to funding constraints. The first phase would include construction of the southern pipeline segment within Highway 49. The remaining northern segment of the pipeline extending from the intersection of Highway 49 and Quartz Drive to its terminus at the Mid-Western Placer Regional Pump Station on Joerger Road would be constructed during the second phase when funding becomes available.

2.3 REQUIRED PERMITS AND APPROVALS

The proposed project would require the adoption of this Initial Study/Mitigated Negative Declaration and project approval by Placer County. In addition, an encroachment permit would be required from the California Department of Transportation for work within the Highway 49 right-of-way. If blasting is necessary, a permit from Placer County may be necessary for the project contractor. The project may require a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife for horizontal directional drilling activities under drainages.

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION		
1.	Project Title:	Highway 49 Wastewater Capacity Improvement Project
2.	Lead Agency Name and Address:	Placer County Department of Public Works, Environmental Engineering Division 3091 County Center Drive Auburn, CA 95603
3.	Contact Person and Phone Number:	Janeane Martin (530) 886-4984
4.	Project Location:	Roadway Right-of-Way of Highway 49, Quartz Drive, Park Drive, Richardson Drive, Joeger Road in Unincorporated western Placer County, California
5.	Project Sponsor's Name and Address:	Department of Public Works, Environmental Engineering Division 3091 County Center Drive Auburn, CA 95603
6.	General Plan Designation:	N/A, public right-of-way
7.	Zoning:	N/A, public right-of-way
8.	Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.) See the project description included in Section 2 above.	
9.	Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	The project is located within commercial and residential roadway corridors in unincorporated western Placer County.
10:	Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	California Department of Transportation Encroachment Permit, potentially a blasting permit from Placer County for the contractor, and potentially a Lake and Streambed Alteration Agreement for horizontal directional drilling under drainage crossings.
11:	Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	Yes, the United Auburn Indian Community (UAIC) has requested consultation consistent with Public Resources Code section 21080.3.1 requirements and Placer County has initiated the consultation process with the Tribe.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture / Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards / Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance
☐ None	☒ None With Mitigation	

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

Printed Name _____ Title _____

Agency _____

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The pipeline alignment extends along Highway 49, Quartz Drive, Park Drive, Richardson Drive, and Joeger Road within unincorporated western Placer County. Highway 49 is visually dominated by the developed commercial land uses with associated parking lots located along both sides of the road. The highway varies between two and three lanes in each direction and generally slopes uphill as the highway extends to the north. The lands directly adjacent to the highway include a mix of ornamental landscaping and disturbed lands. The local roads are dominated by their residential character with intermittent sidewalks and a mix of native and ornamental landscaping. Extended stretches of open space, particularly on Richardson Drive adjacent to Auburn Regional Park, occur along the pipeline alignment. Roadway shoulder widths vary along the alignment with some areas containing no shoulders and other areas having sufficient shoulder width to accommodate vehicle parking on both sides of the roads. Consistent with a residential area within an incorporated area, views along both sides of the roadways include residential homes and driveways, electrical powerlines, a variety of fence types, traffic signage, curbs and gutters, utility infrastructure, drainage culverts/canals, sloping terrain, and limited commercial uses.

DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Because the pipeline would not be visible following its installation, it would not block

views of any individual scenic vista and would not alter the visual character of the surrounding land uses. Therefore, the project would have **no impact** on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is not located within a state scenic highway and is not visible from a state scenic highway. Although Highway 49 in the project vicinity is an eligible State Scenic Highway, it is not officially designated as such (Caltrans 2019). Therefore, the proposed project would have **no impact** on the scenic resources of a state scenic highway.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The proposed pipeline would be located entirely underground following project construction. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the pipeline alignment and its surroundings and **no impact** would occur.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project would not include any new sources of light or glare. Construction would occur during daylight hours and there would be no need for nighttime lighting along the pipeline alignment. Therefore, **no impact** on light or glare would occur with project implementation**.**

3.2 AGRICULTURAL AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agricultural and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The pipeline alignment is located entirely within paved roadways and disturbed roadway shoulders. The project site does not include any agricultural land or forest land.

DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The pipeline alignment is located entirely within paved roadways and disturbed roadway shoulders and does not include land designated by the California Farmland Mapping and Monitoring Program (FMMP) as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Implementation of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and would not interfere with activities on Farmlands. Therefore, there would be **no impact** on Farmland.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The pipeline alignment is located entirely within paved roadways and disturbed roadway shoulders and does not include land zoned for agricultural uses and is not located on, or adjacent to, land that is currently under Williamson Act contract. Therefore, there would be **no impact**.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The pipeline alignment is located entirely within paved roadways and disturbed roadway shoulders and does not include forest land or any land zoned for forest land. Therefore, there would be **no impact**.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The pipeline alignment is located entirely within paved roadways and disturbed roadway shoulders and does not include any forest land. Therefore, implementation of the proposed project would not result in the loss of forest land or the conversion of forest land to a non-forest use. There would be **no impact**.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The pipeline alignment is located entirely within paved roadways and disturbed roadway shoulders and does not include any components that would cause the conversion of farmland or forest land. Therefore, there would be **no impact**.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The project site is located in the Sacramento Valley Air Basin (SVAB), within the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). PCAPCD adopts air quality rules and issues permits consistent with County and state regulations.

The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by pollutant sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and the presence of sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

Criteria Pollutants

Concentrations of the following air pollutants are used as indicators of ambient air quality conditions: ozone; carbon monoxide; nitrogen dioxide; sulfur dioxide; respirable and fine particulate matter, PM_{10} (respirable particulate matter with an aerodynamic diameter of 10 micrometers or less) and $PM_{2.5}$ (fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less); and lead. These pollutants are commonly referred to as "criteria air pollutants" because they are the most prevalent pollutants known to be deleterious to human health; extensive documentation is available on health effects criteria for these pollutants.

The largest source of criteria air pollutants in the project vicinity would include any large roadways (e.g., Highway 49). The nearest sensitive receptors to the project site are the single-family residences located along both sides of the northern portion of the pipeline alignment.

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) designate areas of the state as attainment, nonattainment, or unclassified for various pollutant standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A "nonattainment" designation signifies that a pollutant concentration violated the standard, excluding those occasions when a violation was caused by an exceptional event, as identified in the criteria. An "unclassified" designation signifies that data do not support either an attainment or nonattainment status. In addition, each agency has several levels of classification used to further describe the severity of nonattainment conditions. For instance, the ARB classifies nonattainment areas into moderate, serious, or severe air pollution categories, with increasingly strict control requirements mandated for each.

Placer County has been designated nonattainment for the State and federal eight-hour ozone and $PM_{2.5}$ standards. The County is designated attainment or unclassified for all other ambient air quality standards.

In addition to the thresholds of significance that many CEQA lead agencies derive from the environmental checklist, PCAPCD identifies the following additional thresholds for projects implemented within Placer County. The proposed project would result in a potentially significant impact on air quality if:

- construction-generated criteria air pollutant or precursor emissions would exceed the PCAPCD-recommended threshold of 82 pounds per day (lb/day) for reactive organic gases (ROG), oxides of nitrogen (NO_X), or particulate matter less than or equal to 10 microns in diameter (PM_{10}); or
- long-term operational (regional) criteria air pollutant or precursor emissions would exceed the PCAPCD-recommended threshold of 55 lb/day for ROG, NO_X, PM_{10}.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs) or in federal parlance, hazardous air pollutants (HAPs). The EPA and ARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology for toxics (MACT and BACT) to limit emissions. These, in conjunction with additional rules set forth by the PCAPCD, establish the regulatory framework for TACs. To date, ARB has identified over 21 TACs and has adopted the EPA's list of HAPs as TACs. Most recently, diesel PM was added to the ARB list of TACs.

DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

The PCAPCD attains and maintains air quality conditions in Placer County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the PCAPCD includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The PCAPCD also inspects stationary sources of air pollution and

responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations. Air quality plans applicable to the proposed project are discussed below.

All projects are subject to PCAPCD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the proposed project may include, but are not limited to:

- **Rule 202-Visible Emissions.** A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three (3) minutes in any one (1) hour which is: A. As dark or darker in shade as that designated as number 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or B. Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in Subsection (A) above.

- **Rule 205-Nuisances.** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause to have a natural tendency to cause injury or damage to business or property.

- **Rule 217-Cutback and Emulsified Asphalt Paving Materials.** A person shall not manufacture for sale nor use for paving, road construction or road maintenance any: rapid cure cutback asphalt; slow cure cutback asphalt containing organic compounds which evaporate at 500°F or lower as determined by current American Society for Testing and Materials (ASTM) Method D402; medium cure cutback asphalt except as provided in Section 1.2; or emulsified asphalt containing organic compounds which evaporate at 500°F or lower as determined by current ASTM Method D244, in excess of 3% by volume.

- **Rule 228-Fugitive Dust:**

- **Visible Emissions Not Allowed Beyond the Boundary Line:** A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area (including disturbance as a result of the raising and/or keeping of animals or by vehicle use), such that the presence of such dust remains visible in the atmosphere beyond the boundary line of the emission source.

- **Visible Emissions from Active Operations:** In addition to the requirements of Rule 202, Visible Emissions, a person shall not cause or allow fugitive dust generated by active operations, an open storage pile, or a disturbed surface area, such that the fugitive dust is of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke as dark or darker in shade as that designated as number 2 on the Ringelmann Chart, as published by the United States Bureau of Mines.

- **Concentration Limit:** A person shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter ($\mu g/m^3$) (24-hour average) when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other EPA-approved equivalent method for PM_{10} monitoring.

- **Track-Out onto Paved Public Roadways:** Visible roadway dust as a result of active operations, spillage from transport trucks, and the track-out of bulk material onto public paved roadways shall be minimized and removed.

  - The track-out of bulk material onto public paved roadways as a result of operations, or erosion, shall be minimized by the use of track-out and erosion control, minimization, and preventative measures, and removed within one hour from adjacent streets such material anytime track-out extends for a cumulative distance of greater than 50 feet onto any paved public road during active operations.

  - All visible roadway dust tracked out upon public paved roadways as a result of active operations shall be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. Wet sweeping or a High Efficiency Particulate Air (HEPA) filter-equipped vacuum device shall be used for roadway dust removal.

  - Any material tracked out, or carried by erosion, and cleanup water shall be prevented from entering waterways or stormwater inlets as required to comply with water quality control requirements.

- **Minimum Dust Control Requirements:** The following dust mitigation measures are to be initiated at the start and maintained throughout the duration of the construction or grading activity, including any construction or grading for road construction or maintenance.

  - Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered.

  - The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.

  - Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.

  - Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.

  - Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt, from being released or tracked offsite.

  - When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.

  - No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either covered with tarps; or wetted and loaded such that the material does not touch the front, back, or sides

of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.

- **Wind-Driven Fugitive Dust Control:** A person shall take action(s), such as surface stabilization, establishment of a vegetative cover, or paving, to minimize wind-driven dust from inactive disturbed surface areas.

- **Rule 501-General Permit Requirements.** Any person operating an article, machine, equipment or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer (APCO). Stationary sources subject to the requirements of Rule 507, Federal Operating Permit Program, must also obtain a Title V permit pursuant to the requirements and procedures of that rule.

The proposed project would be required to comply with the local rules and requirements established by PCAPCD, as described above, during all phases of construction. As a result, the proposed project would not include any development activities that would conflict with or obstruct implementation of any applicable air quality plan. Therefore, there would be **no impact**.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction emissions are described as "short term" or temporary in duration and have the potential to represent a significant impact with respect to air quality, especially fugitive PM_{10} dust emissions. Fugitive dust emissions are primarily associated with soil excavation activities and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. ROG and NO_X emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings.

Construction associated with pipeline installation activities would result in the temporary generation of ROG, NO_X, and PM_{10} emissions from construction equipment during site preparation, the application of asphalt overlays, cleanup and other miscellaneous construction activities, and from material transport to the site and construction worker commute trips. The trenching necessary to install the pipeline within the roadways would also generate PM_{10} emissions through the initial soil excavation, wind disturbance of soil stockpiles, and the backfilling of the soil in the trench following the pipeline installation. The total area of soil disturbance associated with construction activities is not anticipated to exceed a maximum of one acre on any given day. Based on this assumption, the estimated daily volume of ROG, NO_X, PM_{10} and CO emissions from construction activities has been identified in Table 1. The project would not be expected to generate emissions during operation of the pipeline.

The PCAPCD construction emission significance thresholds are not anticipated to be exceeded. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated as non-attainment under an applicable federal or state ambient air quality standard. This impact would be **less than significant**.

Table 1 Estimated Maximum Daily Short-term Construction-Generated Emissions				
Source	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	CO (lb/day)
Total Unmitigated Construction Emissions[1]	5	51.6	3.1	23.25
PCAPCD Significance Threshold	82	82	82	550
Exceed Threshold?	No	No	No	No

[1] Emissions estimates based on CalEEMod computer modeling and assuming a maximum total disturbance area per day of less than one acre.

Source: Data calculated by Douglas Environmental 2023.

c) Expose sensitive receptors to substantial pollutant concentrations?

Construction activities along the pipeline alignment would result in short-term emissions of diesel exhaust from on-site heavy-duty construction equipment. Particulate exhaust emitted from diesel-fueled engines (diesel PM) was identified as a TAC by the California Air Resources Board in 1998. The dose to which receptors are exposed (a function of construction and duration of exposure) is a primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time.

According to the state Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 35-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. In addition, since diesel PM is known to be highly dispersive, emissions would diffuse rapidly from the source, thus resulting in lower concentrations to which receptors could be exposed. Thus, because the use of mobilized equipment would be temporary (less than two percent of the exposure period) and would combine with the dispersive properties of diesel PM, short-term construction activities would not result in exposure of sensitive receptors to substantial pollutant concentrations. Therefore, this impact would be **less than significant**.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project implementation would include the application of asphalt following pipe installation and refilling of the exposed trench with soil. The smell of hot asphalt can be objectionable to some people. However, the application would be within a relatively small area and would not be expected to generate odors that would affect a substantial number of people. Therefore, this impact would be **less than significant**.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Sensitive biological resources include species and habitats that are protected by federal, state, or local resource conservation agencies and organizations. Within California, special-status plant and wildlife species are generally defined as those species that are legally protected or otherwise considered sensitive by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and California Native Plant Society (CNPS). This includes species covered under the federal and California Endangered Species Acts, those designated as species of concern by USFWS, and/or CDFW, and those identified in the CNPS Inventory of Rare and Endangered Vascular Plants in California.

Sensitive habitats include sensitive natural communities designated by CDFW and listed in the California Natural Diversity Database, as well as wetlands and other waters of the United States subject to the jurisdiction of the United States Army Corps of Engineers (USACE) and lakes, rivers, and streams subject to jurisdiction of CDFW.

Due to the project's alignment within paved roadways and disturbed roadway shoulders, the project site does not include any sensitive biological resources or sensitive habitats.

Typical non-native annual vegetation identified along the project's roadway shoulders includes: soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), wild oats (*Avena fatua*), medusahead (*Taeniatherum caput-medusae*), and non-native forbs such as rose clover (*Trifolium hirtum*), rush skeletonweed (*Chondrilla juncea*), and yellow star-thistle (*Centaurea solstitialis*). Typical tree species lining the roadways include blue oak (*Quercus doglasii*), black oak (*Quercus kelloggii*), valley oak (*Quercus lobata*), white alder (*Alnus rhombifolia*), and madrone (*Arbutus menziesii*). Non-native landscape vegetation is also located along the pipeline route.

Two creeks cross the pipeline alignment including Rock Creek and a small tributary to Rock Creek. Rock Creek flows west under the Richardson Drive segment of the pipeline alignment (directly south of Dry Creek Road) through two 96-inch corrugated metal pipes. Rock Creek continues north to Dry Creek, which flows west into Coon Creek, the East Side Canal and the Cross Canal before flowing into the Sacramento River near Verona.

The small tributary to Rock Creek originates from the stormwater collection system for the commercial and residential area west of Highway 49 near Bell Road. Stormwater within this developed area flows into a concrete pipe that traverses under the parking lot of Café Delicias at 3031 Grass Valley Highway, Auburn. Stormwater flows east from this pipe into a 20-foot-long ditch that enters a 60-inch concrete pipe that continues east under the highway. This 60-inch concrete pipe is located between Education Street and Bell Road. On the east side of Highway 49 this drainage has a defined bed and bank as it continues north through a vegetated area for approximately half a mile until it flows into Rock Creek.

DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

The pipeline alignment is located entirely within the paved roadways and disturbed roadway shoulders of Highway 49 and several local roadways. The right-of-way areas of these roadways do not contain habitat for any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations. As discussed in further detail in response to question "b" below, the project alignment crosses two creeks, one that passes under Richardson Drive and one that passes under Highway 49. However, no habitat within these creeks would be disturbed with project implementation. Therefore, project implementation would not adversely affect any species either directly or through habitat modifications. There would be **no impact**.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

The pipeline alignment does not contain any riparian habitat or sensitive natural communities as identified by the California Department of Fish and Wildlife or the USFWS. As discussed above, the project alignment crosses two creeks including Rock Creek, which passes under Richardson Drive, and an unnamed tributary to Rock Creek, which passes under Highway 49. Rock Creek flows through two 96-inch corrugated metal pipes and the

wastewater pipeline is planned to be installed approximately 12 feet below these two corrugated metal pipes using horizontal directional drilling. Through this drilling process, a hole of approximately the size of the wastewater pipe to be installed would be drilled under the corrugated metal pipes and the wastewater pipe would be pulled through the hole. With the use of horizontal directional drilling, no surface excavation would be necessary within the drainage culverts and no disturbance to the drainage would be anticipated. Therefore, no disturbance to the two corrugated metal pipes or to any other portion of Rock Creek would occur with project construction.

For the tributary to Rock Creek that passes through a 60-inch concrete pipe under Highway 49, a short segment (4- to 5-feet wide) of the pipe would be cut during the trenching activities, the wastewater pipe would be installed, and the cut segment of the concrete pipe would be replaced with a new pipe segment. Because construction would occur during the summer months, no stormwater is expected to be flowing under Highway 49 through the 60-inch concrete pipe. However, if any flows are present within this pipe, a 12- to 18-inch temporary PVC bypass pipe would be installed to capture these flows and divert them past the cut pipe segment. Sandbags would be placed to direct flows through the bypass pipe while blocking flows from entering the trench. Once the new wastewater pipeline is installed, the concrete pipe would be repaired, the bypass pipe would be removed and flows would continue in the repaired pipe. The wastewater pipeline is proposed to be installed approximately one foot below the 60-inch concrete pipe. The removal and repair of the 60-inch concrete pipe would be limited to a couple of days. Because any flows within the tributary to Rock Creek during the summer would be maintained throughout the construction period, no disruption of flow would occur in this drainage. For both of these drainages, no riparian habitat or other sensitive natural communities would be disturbed because all of the construction activities would occur underground. Therefore, no adverse effects on riparian habitat or other sensitive natural communities would occur and there would be **no impact**.

c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As discussed in response to question b) above, the pipeline alignment crosses two existing creeks. However, all disturbance within the vicinity of these drainages would occur underground. With the use of horizontal directional drilling, the pipeline would be installed approximately 12 feet under Rock Creek and no surface disturbance would occur. For the tributary to Rock Creek, the project would include removing and replacing a small section of the 60-inch concrete pipe within the roadway and installing the new wastewater pipeline within an excavated area under the pipe. If any summer flows are present within this tributary, they would be maintained by directing them through a bypass pipe during the wastewater pipe placement and concrete pipe repairs. The wastewater pipeline installation would not result in the direct removal, filling or hydrological interruption of any federally-protected wetlands and there would be **no impact**.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed in response to question b) above, the pipeline alignment crosses two existing creeks. With the use of horizontal directional drilling, the pipeline would be installed approximately 12 feet under Rock Creek and no surface disturbance would occur. For the tributary to Rock Creek, the project would include removing and replacing a small section of the 60-inch concrete pipe within the roadway and installing the new wastewater pipeline within an excavated area under the pipe. If any summer flows are present within this tributary, they

would be maintained by directing them through a bypass pipe during the wastewater pipe placement and concrete pipe repairs. However, because this drainage consists of concrete stormwater infrastructure within the area affected by the project, it is not considered habitat for any native resident or migratory fish or wildlife species. In addition, the project site is not located within a migratory wildlife corridor and vehicle traffic currently limits wildlife movement. For these reasons, project implementation would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, there would be **no impact**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The pipeline alignment is located entirely within the roadway and shoulder right-of-way and would not result in the removal of any trees or any other biological resources and the project would not conflict with any local policies or ordinances protecting biological resources. Therefore, there would be **no impact**.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is located within the boundaries of Placer Legacy, which is a Countywide open space and habitat protection program. Placer Legacy is a combined Habitat Conservation Plan and Natural Community Conservation Plan for Placer County. However, because the proposed project would not include any physical habitat impacts, the project would not conflict with the provisions of the Placer Legacy program. Therefore, there would be **no impact**.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

The project area and the surrounding region are known to contain numerous remains associated with early Native American occupation and historic-era activities. Ethnographically, the project area is situated within the traditional territory of the Nisenan (sometimes referred to as the Southern Maidu). Prior to European-American contact, Nisenan territory included the southern extent of the Sacramento Valley, east of the Sacramento River between the North Fork Yuba River and Cosumnes Rivers on the north and south, respectively, and extended east into the foothills of the Sierra Nevada Range. Aside from early Spanish explorers and probable trappers and traders from the Hudson Bay Company, the Sierra Nevada foothill region and Sacramento Valleys were virtually unsettled by Euro-Americans prior to the Gold Rush.

A wave of gold seekers descended upon California and the foothill and mountain regions of the Sierra Nevada following the discovery of gold at Coloma on the South Fork American River in January of 1848. Apart from the Auburn area's prominence as a mining support center during the middle and latter decades of the 1800s, the arrival of the Central Pacific Railroad in 1864 (part of the Transcontinental Railroad as of 1869) in Junction (subsequently known as Rocklin) ushered in a series of historic-era developments where transportation became the dominant historic-era theme of the region.

Historic and Unique Archaeological Resources

Under CEQA, historical resources and "unique archaeological resources" are recognized as a part of the environment (Public Resources Code Sections 21001(b), 21083.2, 21084(e), 21084.1). In 1992, the Public Resources Code was amended as it affects historical resources. The amendments included creation of the California Register of Historical Resources (Public Resources Code Sections 5020.4, 5024.1 and 5024.6).

The California Register is an authoritative listing and guide for state and local agencies and private groups and citizens in identifying historical resources. This listing and guide indicate which resources should be protected from substantial adverse change.

Under CEQA Guidelines Section 15064.5, an "historical resource" includes: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of

Historical Resources (CRHR); (2) a resource listed in a local register of historical resources or identified in a historical resource survey meeting the requirements in Section 5024.1(g) of the Public Resources Code; and (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines is historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the determination is supported by substantial evidence in light of the whole record; or a resource determined by a lead agency to be "historical," as defined in Public Resources Code Sections 5020.1(j) or 5024.1. Generally, a resource shall be considered to be historically significant by the lead agency if the resource meets the criteria for listing on the CRHR. The criteria are as follows:

> (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
>
> (B) Is associated with the lives of persons important in our past.
>
> (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
>
> (D) Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA is also concerned with effects of a project on "unique archaeological resources." If an archaeological site meets the definition of a unique archaeological resource (Public Resources Code Section 21083.2), then the site must be treated in accordance with the special provisions for such resources, which include time and cost limitations for implementing mitigation. "Unique archaeological resource" is defined as "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person. [Public Resources Code Section 21083.2 (g)]"

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment are described in the code. To the extent that unique archaeological resources are not preserved in place or left in an undisturbed state, mitigation measures shall be required as provided in the code. The code also places limitations on the extent, cost and timing of mitigation measures that can be required by the lead agency.

Cultural Resources Investigation

Natural Investigations Company, Inc. (Natural Investigations) was retained to conduct cultural resource investigations for the proposed pipeline alignment. The investigations included a records search conducted by the North Central Information Center (NCIC) at Sacramento State University, a Sacred Lands File (SLF) search conducted by the Native American Heritage Commission (NAHC), a search of the University of California Museum of Paleontology (UCMP) database and paleontological sensitivity analysis, geoarchaeological sensitivity analyses, pedestrian survey of the project area (i.e., the alignment of the approximately 22,400-foot long force main), a ground penetrating radar survey of a culturally sensitive area (i.e., the reported location of site P-31-1744) identified by the Native American community, and completion of a report documenting the results of investigations for the project (Natural Investigations 2023).

The NCIC records search and pedestrian survey for the project identified ten previous cultural resources surveys and six previously recorded cultural resources in the project area (Table 2).

Table 2
Previously Recorded Sites in the Project Area

Primary No. (P-31-)	Brief Description	Recorded By and Year (most recent)
001109	Lower Wise Canal; contributing element of the PG&E Drum Spaulding Project Historic District	PAR Environmental Services, Inc. 2009
001240	Southern Pacific Railroad	Denise Jurich and Jesse Martinez 2007
001744	Indigenous (prehistoric) midden and bedrock mortar	A. Peak and T. Weber 1976
001763	Historic foundations	PAR Environmental Services, Inc. 2010
001814	Historic Oak Ridge Farms	Fred Bergold and Donna Howell 1990
005728	PG&E Drum Spaulding Project Historic District	Leslie Sakowicz and Juilianne Polanco 2022

Source: Natural Investigations 2023.

For the six previously recorded cultural resources identified in Table 2, Site P-31-1109 is the Lower Wise Canal that is a contributing element of the PG&E Drum-Spaulding Project Historic District (P-31-5728). Site P-31-1109 and P-31-5728 are eligible for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Site P-31-1240 is the alignment of the Union Pacific Railroad that includes an overcrossing along Highway 49 in the project area. Sites P-31-1744, P-31-1763, and P-31-1814 were not located and appear to be destroyed by commercial and residential developments. Sites P-31-1240, P-31-1744, P-31-1763, and P-31-1814 do not meet the eligibility criteria for consideration as historic properties or unique archaeological resources and would not be affected by project construction. Sites P-31-1109 and P-31-5728 are eligible for the CRHR, but would not be affected by project construction.

Natural Investigations requested a Sacred Lands File search from the Native American Heritage Commission and received the results on June 9, 2023. The results of the Sacred Lands File search were positive.

The NAHC also provided contact information for tribal members and organizations affiliated with the region. Natural Investigations sent letters and maps to all tribal contacts included on the NAHC list on June 12, 2023

informing them of the project and requesting any information regarding the project area that they would be willing to share. If no response was received, follow-up phone calls were made on June 27, 2023. No responses have been received from any of the tribal contacts other than the United Auburn Indian Community (UAIC).

Upon receiving notice about the project from the County, UAIC requested to consult with the County regarding the project's potential effects on tribal cultural resources consistent with the requirements of Assembly Bill 52. This consultation is discussed in Section 3.18 – Tribal Cultural Resources.

Field Investigation

An intensive pedestrian survey of the project area was conducted by Natural Investigations on May 18, 2023 using transects spaced no greater than 15 meters apart. Surface visibility across the project area varied from good (25-50%) in and near shoulders of roadways to poor (1-25%) in other areas due to dense grasses and paved surfaces.

The pedestrian survey inspected the project area for cultural material (e.g., flaked stone tools, tool-making debris, stone milling tools, and fire-affected rock), soil discoloration that might indicate the presence of midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes and foundations), or historic-era debris (e.g., metal, glass, and ceramics). A digital camera was used to take photographs of the study area, a Munsell® Soil Color Chart was used to record soil color, and a handheld BE-3300-GPS global positioning system (GPS) unit with sub-meter accuracy was used to record locational data.

Field Investigation Findings

The pedestrian surface survey of the project area did not identify any new prehistoric cultural resources, indigenous resources/belongings (e.g., sites or isolated artifacts), or any indication of buried deposits of cultural resources, but did identify a new historic site, NIC-2023-Auburn-01 that is Highway 49. In evaluating site P-31-001744, the ground penetrating radar survey did not identify any burials or any evidence to indicate the presence of buried deposits of cultural resources. Based on this survey, it appears that site P-31-001744 is destroyed, but it is uncertain if the site is misplotted by the NCIC or has any subsurface components not visible due to the development in the area.

NIC-2023-Auburn-01, Highway 49, is not associated with the California Gold Rush or gold mining or any other significant period in regional or California history. Indeed, Highway 49 was created in 1934 as the result of the Mother Lode Highway Association seeking a means to commemorate the Gold Rush. Consequently, Highway 49 does not appear to meet Criterion A for inclusion on the CRHR. This site is part of the state highway system that is constructed and maintained by Caltrans. The engineer responsible for the design of Highway 49 is unknown and it is not associated with any other significant individuals, particularly in the context of the history of highway design and construction in the region. Consequently, this site does not appear to meet Criterion B for inclusion on the CRHR. This site does not exhibit any unique characteristics of construction or design. Indeed, Highway 49 is similar to other roadways in the area and across California. Consequently, this site does not appear to meet Criterion C for inclusion on the CRHR. This site does not possess the ability to yield any information important in history. Highway 49 does not represent any unique features of design or construction and is not associated with a significant period in history or historically important individual(s). It appears that recording the site and existing documentation (e.g., Hornor and Hornor 2007) regarding Highway 49 and the towns associated with it has

exhausted its research potential. Consequently, this site does not appear to meet Criterion D for inclusion on the CRHR. In addition, the segment of Highway 49 in the project area and most of its alignment have been affected by road maintenance, safety improvements, and overall development (e.g., construction of commercial and residential developments) of the areas bordering the highway. Consequently, this site generally retains integrity of location, but lacks integrity of design, materials, workmanship, feeling, setting, and association (e.g., Highway 49 in the project area is well maintained and varies from four to six lanes with center turn lanes). Therefore, NIC-2023-Auburn-01 does not appear to meet the criteria for consideration as an historical resource or unique archaeological resource pursuant to CEQA and is not eligible for the CRHR.

Potential for Buried Archaeological Deposits

The project area consists of Mesozoic-aged (252 to 66 million years ago) metavolcanic and ultramafic rocks (Gutierrez 2011; Jennings et al. 2010) and Auburn series soils that typically date to the Pleistocene (2.6 million years ago to 11,500 years ago) (USDA-NRCS 2023). These geologic formations and soils predate human occupation of the project area for buried cultural deposits. Consequently, the potential for the discovery of intact, deeply-buried archaeological deposits during project implementation is low (Meyer and Rosenthal 2008).

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

During the pedestrian survey conducted to assess whether the project would cause any adverse changes to historic or archaeological resources, previously identified sites P-31-001744, P-31-001763, and P-31-001814 were not located. It appears these sites may have been destroyed by commercial and residential developments. Site P-31-001240 is a branch of the Union Pacific Railroad that crosses over Highway 49 and would not be affected by the installation of the wastewater pipeline under the highway. Site P-31-001109 is the Lower Wise Canal that is a contributing element to site P-31-005728, the PG&E Drum Spaulding Project Historic District that is eligible for the NRHP and the CRHR. The Lower Wise Canal passes under Highway 49 and the proposed wastewater pipeline would be installed with horizontal directional drilling under the canal. Consequently, the project site is within boundaries of sites P-31-001109 and P-31-005728 but construction of the project would not affect these sites or any of their elements that contribute to their eligibility for inclusion on the CRHR. Site NIC-2023-Auburn-01, Highway 49, does not meet the eligibility criteria for consideration as an historical resource or unique archaeological resource and is not eligible for the CRHR. Therefore, the project would have no effect on this site. Based on the results of cultural resources investigations, the proposed project would not cause a substantial adverse change in the significance of a known historical resource; however, while unlikely as described above, it is possible that a previously undiscovered cultural resource that could be determined to meet resource criteria may be disturbed during project work; this would be considered a **potentially significant impact**.

Mitigation Measure CUL-1

The following mitigation measures shall be implemented during project construction activities:

- If potential historic resources are uncovered during any on-site construction activities, all work must immediately stop in the area. Work shall pause within 100 feet of the find, or a lesser distance depending upon the type of discovery, regardless of whether the construction is being actively monitored. Any potential reduction in distance between find and work shall be agreed upon by Department of Public

Works staff and the project archaeologist. Following discovery and prior to resuming work, the County shall consult with an appropriately-qualified archaeologist to determine if the potential historic resource meets the criteria for listing on the CRHR. If the archaeologist determines that the historic resource meets the criteria for listing, the County shall follow the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), per CEQA Guidelines Section 15064.5(b)(3).

The implementation of this mitigation measure would reduce this impact to **less than significant with mitigation incorporated**.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

As discussed in response to question a) above, the potential for the discovery of intact, deeply-buried archaeological deposits during project implementation is low and archaeological resources are unlikely to be located along the pipeline alignment. However, there is always the possibility that archaeological resources are located within the soils underlying the roadways and that trenching activities could damage or destroy these previously undiscovered archaeological resources. The disturbance of archaeological resources during project construction would be considered a **potentially significant impact**. The implementation of Mitigation Measures TCR-1, TCR-2 and TCR-3 identified in Section 3.18 – Tribal Cultural Resources below would reduce this impact to **less than significant with mitigation incorporated**.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Based on the site survey, the ground penetrating radar survey, and prior site disturbance associated with roadway construction, no interred human remains are expected to be located along the pipeline alignment. However, there is always the possibility that human remains are located under the roadways and that trenching activities could damage or destroy previously undiscovered human remains. The disturbance of human remains during project construction would be considered a **potentially significant impact**.

Mitigation Measure CUL-2

The following mitigation measures shall be implemented during project construction activities:

- If articulated or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find and the County Coroner shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will be contacted and will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials. Following a review of the find and consultation with the Native American Tribe and appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements or special conditions that provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. Work in the area of the cultural resource discovery may only proceed after authorization is granted by the Placer County Department of Public Works, Environmental

Engineering Division following coordination with tribal representatives and cultural resource experts, if necessary, as appropriate.

The implementation of these mitigation measures would reduce this impact to **less than significant with mitigation incorporated**.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Electrical energy is provided by Pacific Gas & Electric Company and Pioneer Community Energy within the SMD 1 service area and is used to pump wastewater through the conveyance system.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed pipeline would be installed using construction techniques that are consistent with industry standards and that would not be considered wasteful, inefficient, or requiring the unnecessary consumption of energy resources. Following construction, the energy demand associated with the pipeline operations would slightly increase as the additional wastewater flows accommodated by the project are pumped through the system. However, because the proposed improvements are intended to ensure that wastewater flows do not back up within the system, resulting in potential surface spills, the use of this additional electricity for pumping operations would be considered necessary to protect public health. Therefore, there would be **no impact**.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The proposed project includes the installation of a wastewater pipeline within existing roadway rights-of-way. The installation and operation of this pipeline would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Therefore, there would be **no impact**.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Geology

The project site is located in the Loomis Basin, which is situated in the western foothills of the Sierra Nevada Range. The Sierra Nevada is a large fault block composed of granitic and metamorphic rocks tilted gently from the summit near Donner Lake to the west, where the block dips under sedimentary and alluvial units of the Sacramento Valley.

A review of recent geologic mapping published by the California Geological Survey (CGS) and USGS (Gutierrez 2011; Jennings et al. 2010) indicates that the project area is underlain by Mesozoic-aged (252 to 66 million years ago) metavolcanic and ultramafic rocks.

Soils

The Soil Survey Geographic Database (SSURGO) database maintained by the United States Department of Agriculture (USDA) and National Resource Conservation Service (NRCS) indicates that the project area primarily consists of Auburn Series soils, but also includes areas of placer diggings and cut and fill (USDA-NRCS 2023). Auburn Series soils are Inceptisols that typically date to the Late Pleistocene (22,000-11,500 years ago), only exhibit minimal development, do not exhibit horizons, and are typical of landscapes that are active (i.e., where erosional processes are active and where sediments are or were recently deposited) (USDA-NRCS 1999). In addition, Inceptisols are derived from the erosion and deposition of Entisols. Entisols are soils that are not fully developed or weakly expressed because they are too young, erosion has removed material faster than soil can develop, or new material is added faster than soil develops (Rapp and Hill 1998).

Seismicity

The major regional geologic feature in the project area is the Foothills Fault System, a major zone of faulting in the basement rock in the western Sierra Nevada. The fault system extends from the Melones Fault Zone on the east to the westernmost exposure of metamorphic rocks west of the Bear Mountain Fault Zone. These faults are not considered to be active and the relative risk of earthquakes in this region is considered to be lower than in other areas of the State.

The Fault Activity Map of California and Adjacent Areas does not identify Holocene and/or Late Quaternary age faults (displacement within the last 700,000 years) within or adjacent to the pipeline alignment. The alignment does not lie within or adjacent to an Alquist–Priolo Earthquake Fault Zone (California Department of Conservation 2023).

Liquefaction

Liquefaction is a phenomenon where loose, saturated, non-cohesive soils such as silts, sands, and gravels undergo a sudden loss of strength during earthquake shaking. Under certain circumstances, seismic ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. Liquefaction is a serious hazard because buildings in areas that experience liquefaction may suddenly subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. In dry soils, seismic shaking may cause soil to consolidate rather than flow, a process known as densification.

Paleontological Resources

Fossil remains of prehistoric plant and animal life could be found in the sedimentary rocks and volcanic rock sedimentary materials that are present throughout Placer County. Sediments associated with the Mehrten Formation in the Roseville area have been found to contain fossils of terrestrial vertebrates. Fossilized animal

remains also may be present in caves associated with the limestone geology that can be found in the central part of the Sierra Nevada foothills.

A review of recent geologic mapping published by the California Geological Survey (CGS) and USGS (Gutierrez 2011; Jennings et al. 2010) indicates that the project area is underlain by Mesozoic-aged (252 to 66 million years ago) metavolcanic and ultramafic rocks. In addition, due to the high temperature/high pressure processes involved in the formation of these rock, this material has little potential to contain significant paleontological resources (Society for Vertebrate Paleontology 2010).

DISCUSSION

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

Surface rupture is an actual cracking or breaking of the ground along a fault during an earthquake. Structures built over an active fault can be torn apart if the ground ruptures. Surface rupture along faults is generally limited to a linear zone a few meters wide. The Alquist-Priolo Act was created to prohibit the location of structures designed for human occupancy across the traces of active faults, thereby reducing the loss of life and property from an earthquake. No Alquist Priolo zones have been established in the project area (California Department of Conservation 2023). Therefore, ground rupture due to faulting is considered unlikely along the pipeline alignment and there is **no impact**.

ii) Strong seismic ground shaking?

Ground shaking occurs as a result of energy released during faulting, which could potentially result in the damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion.

The foothills of the Sierra Nevada are characterized by relatively low risk of seismic activity. Data compiled between 1808 and 1987 show that only 15 earthquakes between a maximum moment magnitude (M) 3.0 and M 4.0 (on the Richter scale) were recorded along the Foothills Fault System between Mariposa and Oroville. Four notable historical earthquakes have been reported in the northern Sierra Nevada. Three seem to have been associated with the northern portion of the Melones Fault Zone near Downieville. The fourth was the M 5.7 Oroville earthquake of August 1, 1975, located about 50 miles north of the proposed project (EDAW/AECOM 2009). Due to the relatively low risk of seismic activity in the local area, the project would not be expected to be exposed to significant seismic ground shaking. Therefore, strong seismic ground shaking is considered unlikely along the pipeline alignment and there is **no impact**.

iii) Seismic-related ground failure, including liquefaction?

The primary factors in determining liquefaction potential are soil type, the level and duration of seismic ground motions, and the depth to groundwater. Sandy, loose, or unconsolidated soils are susceptible to liquefaction

hazards. Liquefaction and other seismically-induced forms of ground movement have historically occurred throughout California during major earthquake events. These phenomena generally consist of lateral movement, flow, or vertical settlement of saturated, unconsolidated soil in response to strong ground motion. Due to the limited seismic activity in the project area and the fact that the project does not include any substantial building structures, the proposed project would not be adversely affected by liquefaction. Therefore, seismic-related ground failure is considered unlikely along the pipeline alignment and there is **no impact**.

iv) Landslides?

The proposed project would not include components that would contribute to landsliding in the local area because the facilities would be located under existing paved roadways and disturbed roadway shoulders. Therefore, people and structures would not be exposed to adverse effects from landslides and **no impact** would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Construction of the proposed project would include the excavation of soil from the pipeline trench and the replacement of that soil, and potentially some imported soil, in the trench. During these trenching activities, the excavated soils would be exposed to wind and water erosion that could transport sediments into local drainages. These contaminant sources could degrade the water quality of receiving water bodies, potentially resulting in a violation of water quality standards. This would be considered a **potentially significant impact**. Mitigation measures have been identified under the Hydrology and Water Quality - X(a) section below that would ensure soil erosion from project construction activities is appropriately controlled. With implementation of the identified mitigation measures, this impact would be considered **less than significant with mitigation incorporated**.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The proposed project would be installed under existing paved roadways. When the roadways were originally constructed, the underlying soils were compacted, graded and paved to ensure their long-term stability. The proposed project would not include any components or characteristics that would undermine the roadways inherent stability. Therefore, the proposed project would not be located on unstable soil or geologic units and would not cause the roadways to become unstable. There would be **no impact**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Expansive soils, also known as shrink-swell soils, refer to the potential of soil to expand when wet and contract when dry. After the wastewater pipeline is placed within the trench, the trench would be backfilled with material that supports the long-term structural integrity of the pipe. The pipe would not be exposed to expansive soils and no impacts associated with expansive soils would be anticipated with project implementation. Therefore, the soils on the site would not be expected to create substantial risks to life or property and there would be **no impact**.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project would not include components that would require the use of septic tanks or alternative wastewater disposal systems, such as restroom facilities. Therefore, there would be **no impact**.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The entire pipeline alignment has been disturbed by roadway construction. Any paleontological resources that may have been previously located along the pipeline alignment have likely been substantially disturbed or destroyed by the original roadway construction. Also, no unique geologic features are located along the pipeline alignment. Therefore, the wastewater pipeline installation within the roadway right-of-way would not cause a substantial adverse change in the significance of a paleontological resource or a unique geologic feature. There would be **no impact**.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Greenhouse gases (GHG) are gases that trap heat in the atmosphere. These gases are emitted by both natural processes and human activities. The accumulation of GHG in the atmosphere regulates the earth's temperature. Without natural GHG, the Earth's surface would be approximately 61 degrees Fahrenheit cooler (IPCC 2007). However, scientific studies have determined that the combustion of fossil fuels (coal, petroleum, natural gas, etc.) for human activities, such as electricity production and vehicle use, has elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The increase in atmospheric concentrations of GHG has resulted in more heat being held within the atmosphere, which contributes to global climate change.

Global Warming Potentials (GWPs) are one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of carbon dioxide, as well as the decay rate of each gas relative to that of carbon dioxide. Common GHG components include water vapor, carbon dioxide, methane, nitrous dioxide, chlorofluorocarbons, hydro-fluorocarbons, perfluorocarbons, sulfur hexafluoride, and ozone.

On October 13, 2016, the Placer County Air Pollution Control District (PCAPCD) adopted CEQA significance thresholds for GHG emissions (PCAPCD 2016). The Bright-line Threshold of 10,000 metric tons (MT) of carbon dioxide equivalent per year (CO_2e/year) threshold for construction and operational phases, and the De Minimis level of 1,100 MT CO_2e/year for operational phases, were used to determine significance. GHG emissions from projects that exceed 10,000 MT CO_2e/year would be deemed to have a cumulatively considerable contribution to global climate change. For a land use project, this level of emissions is equivalent to a project size of approximately 646 single-family dwelling units, or a 323,955 square feet commercial building.

The de minimis level for the operational phases of 1,100 MT CO_2e/year represents an emissions level which can be considered as less than cumulatively considerable and be excluded from the further GHG impact analysis. This level of emissions is equivalent to a project size of approximately 71 single-family units, or a 35,635 square feet commercial building. However, the de minimis level is only applied for land use projects with residential and/or commercial components. A construction-only project such as roadway, pipeline or levee construction is not required to meet the de minimis level (PCAPCD 2017).

DISCUSSION

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The project is considered by the PCAPCD CEQA Handbook to be a construction-only pipeline project that is not subject to PCAPCD's significance thresholds. These types of projects are exempt from the impact assessment requirements included in the PCAPCD CEQA Handbook because their impacts are short-term in nature and they generate negligible operational GHG emissions. As such, the project would not be expected to generate substantial greenhouse gas emissions, either directly or indirectly, that may be considered to have a significant impact on the environment. Therefore, this impact would be **less than significant**.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

PCAPCD's approach to developing their screening criteria for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. If a project would generate GHG emissions above the screening criteria level, it would be considered to contribute substantially to a cumulative impact, and would be considered significant. However, the PCAPCD screening criteria assumes that construction projects would generate negligible GHG emissions such that they would be exempt from the identified GHG significance thresholds. It stands to reason that if the project is exempt from the GHG significance thresholds due to its negligible contribution of GHG emission, it would not substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. Thus, the construction and operation of the project is assumed to not generate substantial greenhouse gas emissions, either directly or indirectly, that would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, there would be **no impact**.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excess noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

A computerized database search of various agency lists was conducted for the pipeline alignment to identify any known sites of hazardous material contamination. Search results revealed no known hazardous materials site located within the alignment (California Department of Toxic Substances Control 2023).

The State CEQA Guidelines require that initial studies assess whether a project will emit hazardous air emissions or involve the handling of extremely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (see Sections 21151.2 and 21151.4 of the Public Resources Code; Appendix G of the State CEQA Guidelines). The Rock Creek Elementary School, located at 3050 Bell Road, is the only school located within ¼ mile of the pipeline alignment. The school is located approximately 500 feet from the proposed pipeline alignment.

Safety hazards associated with airports generally are related to construction of tall structures and the creation of wildlife attractants (e.g., wetlands, golf courses, and waste disposal operations) that could interfere with airplane flight paths. The State CEQA Guidelines (Section 21096 of the Public Resources Code) require analysis of airports within 2 nautical miles of a proposed project. The Auburn Municipal Airport is located approximately 0.75 mile east of the project site. Portions of the project site are located within the boundaries of the Auburn Municipal Airport Land Use Compatibility Plan. Specifically, portions of the pipeline alignment are located within Compatibility Zones C1, C2 and D (Placer County Airport Land Use Commission 2014).

The Placer County Office of Emergency Services is responsible for maintaining the County's Local Hazard Mitigation Plan (LHMP). Preparation of the LHMP included a risk assessment to determine the County's vulnerability to hazards, which influenced the development of goals and mitigation actions. Placer County and its incorporated communities have a variety of systems and procedures established to protect its residents and visitors to plan for, avoid, and respond to a hazard event including those associated with floods, earthquakes, drought, levee failures, landslides, and wildfires. This includes Pre-Disaster Public Awareness and Education information, and specific warning and evacuation systems and procedures including information relative to: Warning Systems, ALERT System, dam protocols, evacuation procedures, and sheltering in place (Placer County 2021).

The severity of wildland fires is influenced primarily by vegetation, topography, and weather (temperature, humidity, and wind). The California Department of Forestry and Fire Protection (CAL FIRE) has developed a fire hazard severity scale that considers vegetation, climate, and slope to evaluate the level of wildfire hazard. CAL FIRE designates three levels of Fire Hazard Severity Zones (Moderate, High, and Very High) to indicate the severity of fire hazard in a particular geographical area. Fire hazard zoning is used to indicate both the likelihood for a fire (e.g., prevalence of fuels) and the potential for damage (e.g., proximity to residences). Local fire departments also use these severity zone designations within their jurisdictions. The northern portion of the project alignment, including the segments along Richardson Drive and Joeger Road, are located within a Moderate Fire Hazard Severity (CAL FIRE 2023).

The geology in the project area is known to include ultramafic rock that typically contains naturally occurring asbestos minerals. The California Geological Survey, Special Report 190 (Higgins, C.T., and Clinkenbeard, J.P., 2006) maps the alignment along Highway 49 south of Atwood Road as crossing through an area considered as "Most Likely" to contain naturally occurring asbestos minerals. The remaining length of the alignment is mapped as "Moderately Likely" to contain naturally occurring asbestos minerals.

DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training in safe methods for handling any type of hazardous substance. These strict regulations ensure that potential hazards associated with construction and operational activities do not create a significant hazard to the public.

During project construction, potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used along the pipeline alignment in construction equipment. These substances are commonly used during construction projects and the risk of a spill that would create a significant hazard to the public or environment would be negligible due to the small quantities of hazardous substances used and the short duration of construction. However, a release of hazardous substances from construction equipment due to a leak or spill could adversely affect the environment due to its potential to contaminate surface waters and expose people to health hazards. Although unlikely, this would be considered a **potentially significant impact**. The ongoing use of hazardous materials following project construction would not be anticipated.

In addition, although no contaminated sites were identified along the pipeline route in the state database search, previously undetected contaminants could be discovered in site soils during project construction activities trenching, excavation, or grading operations). Exposure to soil contaminants or other unknown hazardous materials during construction would be considered a **potentially significant impact**.

Mitigation Measure HAZ-1

Prior to initiating construction of the proposed project, the Contractor shall submit a written safety program to Placer County and shall receive a positive review from the County. This plan shall include (at a minimum):

- A fire or medical emergency response access plan.
- A police emergency response access plan.
- An access control plan to its staging and equipment storage areas.
- The name and contact information for the Safety Director/Manager responsible for managing the safety, health and environmental risk factors for the Contractor.
- Typical tailgate safety meeting agenda and frequency.
- Compliance with or exceedance of applicable OSHA requirements.
- New hire safety orientation training.
- Any applicable job specific requirements or permits.
- If requested, Contractor shall provide safety training records for employees working on the project.

Mitigation Measure HAZ-2

Hazardous Materials Contingency Plan (HMCP): The contractor shall prepare and submit to the County a contingency plan for handling hazardous materials, whether found or introduced on site during construction. The plan shall include construction measures as specified in local, state, and federal regulations for hazardous materials, removal of on-site debris, and confirmation of presence of pipelines on site. The plan must include the following measures at a minimum:

- If contaminated soils or other hazardous materials are encountered during any soil moving operation during construction (e.g. trenching, excavation, grading), construction shall be halted and the HMCP implemented.

- Instruct workers on recognition and reporting of materials that may be hazardous.
- Minimize delays by continuing performance of the work in areas not affected by hazardous materials operations.
- Identify and contact subcontractors and licensed personnel qualified to undertake storage, removal, transportation, disposal, and other remedial work required by, and in accordance with, laws and regulations.
- File requests for adjustments to contract time and contract price due to the finding of hazardous materials in the work site in accordance with conditions of the contract.

The implementation of these mitigation measures would reduce this impact to **less than significant with mitigation incorporated**.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Hazardous Materials Handling

Similar to the analysis of question a) above, any handling, transporting, use, or disposal of hazardous or potentially hazardous materials would be required to comply with all applicable federal, state, and local agencies and regulations. Both short-term construction and long-term operation of the project would be required to adhere to the policies and programs set forth by applicable regulatory agencies. This compliance, along with the limited use of hazardous materials during construction, would minimize the potential for the accidental release of hazardous materials into the environment. However, a release of hazardous substances from construction equipment due to a leak or spill could adversely affect the environment and would be considered a **potentially significant impact**.

The implementation of Mitigation Measures HAZ-1 and HAZ-2 would minimize this impact by requiring that safety training be conducted during project construction; by requiring the development of emergency response plans; by identifying a Safety Director/Manager responsible for managing the safety, health and environmental risk factors for the contractor; and by requiring the preparation of a HMCP. With the implementation of these mitigation measures, this impact would be **less than significant with mitigation incorporated**.

Naturally Occurring Asbestos Minerals

The potential for naturally occurring asbestos minerals in the area is high due to the potential presence of ultramafic, serpentinite rock. This rock type is often associated with naturally occurring asbestos minerals (Blackburn Consulting 2019). Construction activities have the potential to disturb these rock types and expose construction works and the public to these minerals. This exposure would be considered a public health hazard that would be considered a **potentially significant impact**.

Mitigation Measure HAZ-3

Due to the potential presence of naturally occurring asbestos minerals along the pipeline alignment, the following measures shall be implemented during soil excavation and handling activities:

- Periodic observations by a geologist familiar with the identification of naturally occurring asbestos minerals shall be conducted as trench excavation progresses. The frequency of observation will be at the discretion of the County. Testing for naturally occurring asbestos minerals shall be conducted on suspect rock, if observed, and as directed by the geologist.
- A dust mitigation plan shall be implemented, in accordance with California Air Resources Board and Placer County Air Pollution Control District requirements, if naturally occurring asbestos minerals is encountered or suspected during grading operations.
- A worker health and safety program shall be implemented if naturally occurring asbestos minerals are encountered during trenching activities. The plan shall comply with all regulatory requirements.

The implementation of these mitigation measures would reduce this impact to **less than significant with mitigation incorporated**.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Rock Creek Elementary School is the only school located within ¼ mile of the proposed project. The school is located approximately 500 feet from the proposed pipeline alignment. Construction equipment would operate within Highway 49 right-of-way within the vicinity of the school. The construction equipment would require the use of potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid in order to operate. These materials would not be expected to be released into the environment due to typical construction activities along the pipeline route. However, an accidental leak or spill of these materials could occur within less than ¼ mile of the Rock Creek Elementary School. In addition, the release of naturally occurring asbestos minerals could occur within ¼ mile of the school if they are located within the excavated soils along Highway 49 in the vicinity of the school. The project would not include any other activities that would emit hazardous emissions or involve the handling of hazardous or acutely hazardous materials, substances, or waste.

Although the accidental release of hazardous emissions within ¼ mile of a school would be unlikely, it would be considered a **potentially significant impact**. The implementation of Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 would minimize these impacts by requiring that safety training be conducted during project construction; by requiring the development of emergency response plans; by identifying a Safety Director/Manager responsible for managing the safety, health and environmental risk factors for the contractor; by requiring the preparation of a HMCP; by requiring periodic observations by a geologist; by requiring testing if suspect naturally occurring asbestos minerals are observed; and by implementing a dust mitigation plan and a worker health and safety program if naturally occurring asbestos minerals are detected. With the implementation of these mitigation measures, these impacts would be **less than significant with mitigation incorporated**.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

According to the California Department of Toxic Substances Control Envirostor website (DTSC 2023), there are no records of contaminated sites within the pipeline alignment. The proposed project would not create a significant hazard to the public or the environment because the pipeline alignment is not included on a list of

hazardous materials sites complied pursuant to Government Code §65962.5. Therefore, **no impact** would occur related to listed hazardous materials sites.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excess noise for people residing or working in the project area?

The nearest public airport to the pipeline alignment is the Auburn Municipal Airport, which is located approximately 0.75 miles east of the pipeline alignment. The project site is located within the boundaries of the Auburn Municipal Airport Land Use Compatibility Plan. Specifically, portions of the alignment are located within Compatibility Zones C1, C2 and D (Placer County Airport Land Use Commission 2014). However, building restrictions included within these compatibility zones are limited to above-ground structures. No limitations are included within these zones for the below-ground installation or operations of wastewater pipelines. Also, although pipeline installation activities would create some temporary construction noise, operations would not generate noise. Therefore, the project would not result in a safety hazard or excess noise for people residing or working in the project area and there would be **no impact**.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project includes construction activities on local roads that would require restricting vehicle traffic to one lane within the construction area. A lane restriction would also be necessary along Highway 49 to accommodate construction activities. Although these lane restrictions would be temporary, they would slow vehicle circulation within the area of the activity. The lane restrictions could also contribute to delayed evacuations if they remained in place during an emergency. This would be considered a **potentially significant impact** during construction activities. The implementation of Mitigation Measure HAZ-1 would minimize this impact by requiring the contractor to develop and implement fire, police and medical emergency response access plans. The implementation of Mitigation Measure TRAN-1 would also minimize this impact by requiring the contractor to have sufficient traffic management resources to maintain safe traffic flow at all times, to ensure that emergency fire, police or medical vehicles are able to access all adjacent areas, and that construction activities do not obstruct or hinder traffic that might be generated during an evacuation. With the implementation of these mitigation measures, this impact would be **less than significant with mitigation incorporated**.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The pipeline alignment is located in an area that is designated as Moderate for fire hazard severity. Although the proposed project would include construction activities within a Moderate fire hazard severity zone, the construction would occur entirely within paved roadway and shoulder right-of-way. The project would not introduce any new structures or uses that would increase fuels in the area or contribute to existing fire hazards. Thus, project implementation would not substantially increase the risk of loss, injury, or death involving wildland fires. This impact would be **less than significant**.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☒	☐	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The proposed project site is located within the northern portion of the Sacramento River Hydrological Region, as defined by the California Department of Water Resources (DWR). The Sacramento River Hydrological Region covers approximately 17.4 million acres (27,200 square miles). Annual precipitation averages 25 inches, 90% of which falls from November through April. Average summer temperatures range from a low of 60˚F to a high of 90˚F, with temperatures in excess of 100˚F being fairly common.

Stormwater runoff pollutants vary with land use, topography, and the amount of impervious surface, as well as the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contains oil, grease, litter, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the “first flush.”

Two creeks cross the pipeline alignment including Rock Creek and a small tributary to Rock Creek. Rock Creek flows west under the Richardson Drive segment of the pipeline alignment (directly south of Dry Creek Road) through two 96-inch corrugated metal pipes. The pipeline is planned to be installed approximately 12 feet below these two corrugated metal pipes using horizontal directional drilling. Rock Creek continues north to Dry Creek, which flows west into Coon Creek, the East Side Canal and the Cross Canal before flowing into the Sacramento River near Verona.

The small tributary to Rock Creek flows from a concrete culvert on the west side of Highway 49 through a 60-inch concrete culvert under the highway. This culvert is located between Education Street and Bell Road and the pipeline is proposed to be installed approximately one foot below this culvert. This tributary continues north through a vegetated area for approximately half a mile on the east side of Highway 49 until it flows into Rock Creek.

In addition, two uncovered water supply canals that connect the Wise Forebay to Rock Creek Lake cross the Highway 49 segment of the pipeline alignment between Live Oak Lane and Holly Vista Way. The more northern of the two canals, which is approximately 12 feet wide at its base and 9 feet deep. Identified as the Lower Wise Canal, this canal crosses Highway 49 directly south of Live Oak Lane. The more southern canal, which is 72-inches wide and is identified as Wise Canal, consists of a box culvert that crosses Highway 49 directly north of Holly Vista Way. The pipeline is planned to be installed between 15 and 16 feet below both of these canals using horizontal directional drilling.

DISCUSSION

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Project construction would include the excavation of soil from the pipeline trench, the placement of excavated soil either in a dump truck or within a soil storage area, and the refilling of the trench once the pipeline is installed. During these trenching activities, the excavated soils would be exposed to wind and water erosion that could transport sediments into local drainages. Also, accidental spills of fluids or fuels from construction vehicles and equipment, or miscellaneous construction materials and debris, could be mobilized and transported off-site in overland flow. These contaminant sources could degrade the water quality of receiving water bodies, potentially degrading surface water quality. This impact would be considered **potentially significant**.

Mitigation Measure HYD-1

To ensure project construction activities do not adversely affect the water quality of local waterways, the following mitigation measures shall be implemented prior to and during construction:

- A storm water pollution prevention plan (SWPPP) shall be prepared for the proposed project with associated best managements practices (BMPs), consistent with Placer County standards. The SWPPP shall be designed to protect water quality pursuant to the requirements of the National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity (Order 99-08-DWQ, as amended). The SWPPP would identify and specify:

- the use of erosion and sediment-control BMPs, including construction techniques that will reduce the potential for erosion, as well as other measures to be implemented during construction;
- the means of waste disposal;
- the implementation of approved local plans, non-stormwater-management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;
- the pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, and other types of materials used for equipment operation;
- spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;
- personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and
- The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.

- Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction. BMPs may include such measures as the following:
  - Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, and sandbag dikes.
- All construction contractors shall retain a copy of the approved SWPPP on the construction site. The SWPPP shall be submitted to the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to NPDES requirements, and completed and implemented before the start of construction activities.

The implementation of this mitigation measure would reduce this impact to **less than significant with mitigation incorporated**.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The proposed project would not include the use of groundwater resources and would have no effect on groundwater supplies. Temporary dewatering activities may be necessary if perched groundwater is encountered during trenching activities. However, the dewatering activities would not be expected to affect long-term groundwater supplies. The wastewater pipeline is proposed to be installed under paved roadways, where it would have no effect on groundwater recharge. Therefore, there would be **no impact**.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Project construction would include the excavation of soil that due to exposure to wind and water erosion, could be transported into local drainages. This would be considered a **potentially significant impact** during construction activities. The implementation of Mitigation Measure HYD-1 would minimize this impact by requiring the contractor to develop and implement a SWPPP and applicable BMPs, which would substantially reduce offsite sediment transport and associated water quality degradation. With the implementation of these mitigation measures, this impact would be **less than significant with mitigation incorporated**.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Project implementation would not physically alter the roadways under which the wastewater pipeline would be installed. Once the pipeline is installed, the excavated trench would be repaved and the roadways would be returned to their pre-existing condition. Therefore, the proposed project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. There would be **no impact**.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or?

Project implementation would not physically alter the roadways under which the wastewater pipeline would be installed. Once the pipeline is installed, the excavated trench would be repaved and the roadways would be returned to their pre-existing condition. Therefore, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. There would be **no impact**.

iv) Impede or redirect flood flows?

Project implementation would not physically alter the roadways under which the wastewater pipeline would be installed. Once the pipeline is installed, the excavated trench would be repaved and the roadways would be returned to their pre-existing condition. Therefore, the proposed project would not impede or redirect flood flows. There would be **no impact**.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project site is not located in a flood hazard, tsunami, or seiche zone. Therefore, there would be **no impact**.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Due to the proposed project's limited area of impact, it would not be expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, there would be **no impact**.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The land uses along the proposed pipeline alignment consist of commercial and residential uses within unincorporated Placer County. The pipeline alignment is located within existing roadway rights-of-way.

DISCUSSION

a) Physically divide an established community?

The proposed project would be constructed completely within existing roadway rights-of-way in unincorporated Placer County. This construction activity would be temporary and would not include any components that would physically divide the community. Therefore, there would be **no impact**.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project would be constructed completely within existing roadway rights-of-way. The proposed project would result in temporary construction impacts but would be entirely underground following construction. It would have no adverse effect on applicable land use plans, policies or regulations. Therefore, there would be **no impact**.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Placer County includes many mineral resources. Known mineral resources include gravel, sand, clay, quartz, gold, crushed quarry rock, and decomposed granite. Currently, stone, clay, gold and gravel are extracted within the County. The most common current mining activity in the County is sand and gravel extraction. These operations are located along several streambed and adjacent floodplain deposits throughout the County. No active quarried or mining sites are known to exist in or near the proposed pipeline alignment.

DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The proposed project would include construction within existing roadways and would not result in the loss of known mineral resources of value to the region or residents of the state. No adverse effect on mineral resources would be anticipated. There would be **no impact**.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The pipeline alignment has not been designated as a locally important mineral resource recovery site. Therefore, the proposed project would have no effect on locally important mineral resource recovery sites. There would be **no impact**.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration, and as any pressure variation in air that the human ear can detect.

Because of the ability of the human ear to detect a wide range of sound-pressure fluctuations, sound-pressure levels are expressed in logarithmic units called decibels (dB) to avoid a very large and awkward range in numbers. The sound-pressure level in decibels is calculated by taking the log of the ratio between the actual sound pressure and the reference sound pressure squared. The reference sound pressure is considered the absolute hearing threshold (California Department of Transportation 1998). Use of this logarithmic scale reveals that the total sound from two individual 65-dBA sources is 68 dBA, not 130 dBA (i.e., doubling the source strength increases the sound pressure by 3 dBA).

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure borne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (FTA 2006,

Caltrans 2002). Caltrans has established a recommended standard for vibration levels of 0.2 inches per second PPV (Caltrans 2002).

Construction vibrations can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations result from vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

Placer County

Article 9.36 of the Placer County Code establishes maximum allowable noise exposure levels of stationary sources for sensitive receptors. According to section 9.36.060 of the Placer County Code, it is unlawful for any person at any location to create any sound, or allow the creation of any sound, on property owned, leased, occupied or otherwise controlled by such person that:

- causes the exterior sound level when measured at the property line of any affected sensitive receptor to exceed the ambient sound level by five (5) dBA;
- exceeds an hourly energy-equivalent noise level (L_{eq}) of 55 dB in the daytime (between 7 a.m. to 10 p.m.) or 45 in the nighttime (10 p.m. to 7 a.m.); or
- exceeds a maximum noise level of 70 dB in the daytime (between 7 a.m. and 10 p.m.) or 65 dB in the nighttime (10 p.m. to 7 a.m.).

Section 9.36.030 of the Placer County Code presents a list of noise sources that are exempt from the provisions. Exemption seven states that construction (e.g. construction, alteration or repair activities) between the hours of 6 a.m. and 8 p.m. Monday through Friday, and between the hours of 8 a.m. and 8 p.m. Saturday and Sunday is exempt, provided, however, that all construction equipment is fitted with factory installed muffling devices and that all construction equipment is maintained in good working order.

DISCUSSION

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Implementation of the proposed project would include trench excavation, pipeline installation, trench backfilling, and hauling and deposition of fill materials. The project is estimated to require approximately three months to complete. All construction activities would typically be conducted between the hours of 7:00 a.m. and 6:00 p.m. standard time.

Construction activities typically include a variety of construction equipment including backhoes, excavators, loaders, dump trucks, and compaction equipment. As indicated in Table 3, operational noise levels associated with individual equipment would generate typical noise levels ranging from 76 to 88 dBA at a distance of 50 feet.

Combined on-site construction equipment associated with the proposed project would be expected to include an excavator, a back hoe and haul trucks during trench excavation, pipeline installation and trench backfilling activities. This equipment has the potential to generate collective noise levels up to 89 dB L_{eq} at 50 feet during

operations involving the loudest equipment. Typical operating cycles for these types of construction equipment involve limited periods of full power operation followed by periods of lower power settings.

Noise-sensitive receptors in the vicinity are the residences located along Highway 49, Quartz Drive, Park Drive, Richardson Drive, and Joeger Road. Individual residents would experience elevated noise levels for the limited duration when construction activities are within close proximity to the residences. Although the duration of construction is expected to occur over three months, the exposure to elevated daytime construction noise levels for individual homes in close proximity to the pipeline alignment would be limited to periods of several days.

The occurrence of elevated construction noise during noise-sensitive evening and nighttime hours would be considered a nuisance for local residents due to the potential for sleep disruption. However, most residents located in developed communities recognize that construction activities are inevitable from time to time and that short-term daytime noise impacts associated with construction activities are expected on occasion. This fact is reflected in the Placer County Code, which considers noise levels associated with construction activities to be exempt from the provisions in the Code, provided such activities are limited to the hours of 6 a.m. and 8 p.m. Monday through Friday (between 8 a.m. and 8 p.m. Saturday and Sunday).

Table 3
Construction Equipment Noise Emission Levels

Equipment Type	Typical Noise Level (dB) @ 50 feet
Air Compressor	81
Backhoe	85
Compactor	82
Concrete Pump	82
Concrete Breaker	82
Truck Crane	88
Dozer	87
Generator	78
Grader	85
Front-end Loader	84
Asphalt Paver	88
Pneumatic Tools	85
Water Pump	76
Power Hand Saw	78
Power Shovel	82
Trucks	88

*All equipment fitted with properly maintained and operational noise control device, per manufacturer specifications.

Source: Bolt, Beranek and Newman, FTA 2006.

Project construction noise impacts would be temporary in character, as they would extend over a period of approximately three months, and they would not typically occur in the same area for more than a few days as the construction activities progress along the pipeline route. In addition, the construction would be limited to the required daylight hour timeframes identified in the County code. These limitations are generally considered to be reasonable for purposes of ensuring that temporary noise impacts occur in hours when most people are at work or, if at home, are awake. For these reasons, the project's construction noise impacts would be considered **less than significant**.

CONSTRUCTION-GENERATED TRAFFIC

Project implementation would result in an increase of traffic volumes due to the addition of construction-generated traffic. Construction-generated traffic volumes would be dependent on material requirements and material availability. Construction related traffic would be expected to include the use of dump trucks, haul trucks, and various deliveries of material and equipment occurring throughout the construction period as well as construction worker commuting to and from the site.

Increases in construction traffic attributable to the project would result in a negligible and imperceptible increase in roadway noise. Typically, traffic volumes have to double before the associated increase in noise levels is noticeable along roadways. As a result, project generated construction traffic noise levels would be **less than significant**.

LONG-TERM OPERATIONAL NOISE

The proposed construction activities are short-term in nature (i.e., approximately three months) and the project does not contain long-term operational noise sources. Thus, the proposed project would not result in the exposure of people to long-term operational noise levels exceeding applicable noise standards, and there would be **no impact**.

b) Generation of excessive groundborne vibration or groundborne noise levels?

The proposed project could require blasting activities if hard rock areas cannot be easily excavated with typical construction equipment. Blasting activities have the potential to result in varying degrees of temporary groundborne vibration. Vibration generated by blasting activities spreads through the ground and diminishes in magnitude with increases in distance. Noise sources associated with blasting consist of rock drills and the shot itself. The noise levels generated by the rock drills are dependent on drill type but are predicted to be generally similar to the noise levels generated by construction equipment, as described in Table 3. The number, frequency, and duration of shots required during project construction cannot be determined until large rocks are encountered in the field and an on-site blasting expert determines the most effective means of clearing the rock.

Noise generated by blasting shots is more variable, depending on the amount of charge material used, number of holes, depth of those holes, timing delays, and other factors. Misconceptions regarding what a blast looks and sounds like are common, due in part to the types of explosions frequently seen in movies and other mass media entertainment sources. In reality, blasting shots are designed to transfer the energy of the shot into the ground, rather than venting it into the atmosphere with an accompanying spectacle of flying rocks and debris.

With respect to blast-induced vibration, the type, sizes, number, depth and timing delay sequence of the charges, as well as the geology of the surrounding area, are variables that would affect the transmission of vibration beyond the site of the blasting shot. Because of the controlled nature of any required blasting, charges required would likely be relatively small and can be controlled by a blasting expert to minimize vibration and noise. However, if blasting occurs within close proximity to residences, the associated noise and vibrations could be perceived as being excessive by residents. This would be considered a **potentially significant impact.**

Mitigation Measure NOI-1

To ensure blasting activities do not adversely affect local residents, the following mitigation measures shall be implemented during site trenching activities:

- If blasting activities are to occur in conjunction with the trenching activities, the contractor shall conduct the blasting activities in compliance with state and local regulations. The contractor shall obtain a blasting permit from Placer County prior to commencing any on-site blasting activities. The permit application shall include a description of the work to be accomplished and a statement of the necessity for blasting, as opposed to other methods, and safety measures to be implemented such as blast blankets. The contractor shall coordinate any blasting activities with Police and Fire Departments to insure proper site access and traffic control, and public notification including nearby residents and businesses, as determined appropriate by police and fire departments. Blasting specifications and plans shall include a schedule that outlines the time frame in which blasting will occur in order to limit noise and traffic inconvenience. In addition, an on-site blasting expert shall be retained by the site contractor to ensure that the blasting activities, if necessary, result in the minimum offsite noise and vibration levels (i.e., less than 0.2 inches per second PPV).
- Construction blasting activities shall be subject to Placer County Construction Noise Guidelines, including limiting construction-related noise generating activities within or near residential areas to the least noise sensitive daytime hours (conservatively between 7 a.m. and 6 p.m. Monday through Friday).
- For areas of the pipeline alignment that require blasting and are within 100 feet of existing residential structures, the use of alternative construction techniques, such as non-explosive blasting demolition agents (e.g., Dexpan, as identified at www.archerusa.com, or similar), shall be used, if feasible. Blasting shall be used as a last resort within these areas if the alternative techniques are determined to be economically or technically infeasible.

The implementation of these mitigation measures would reduce vibration related to the project's short-term construction blasting and this impact would be considered **less than significant with mitigation incorporated**.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The nearest public airport to the pipeline alignment is the Auburn Municipal Airport, which is located approximately 0.75 mile to the east. The project site is located within the boundaries of the Auburn Municipal Airport Land Use Compatibility Plan. Specifically, portions of the alignment are located within Compatibility Zones C1, C2 and D (Placer County Airport Land Use Commission 2014). However, the proposed project would

not introduce any uses that would be sensitive to airport noise. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with private airstrip or public airport operations. There would be **no impact**.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The project site is located within commercial and residential areas of unincorporated western Placer County. The project is located within the Auburn/Bowman Community Plan area. The Auburn/Bowman Community Plan was approved by the Placer County Board of Supervisors in 1994 and it included planned residential and commercial development that has not been fully built out.

DISCUSSION

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project does not involve the construction of any components (i.e. roads, residential homes) that would directly induce population growth. The proposed project includes the installation of a wastewater pipeline within a roadway right-of-way. This new pipeline would accommodate planned growth identified in the adopted Auburn/Bowman Community Plan by increasing wastewater delivery capacity but would not be expected to induce additional growth beyond what was previously approved in the community plan. Full buildout as identified in the community plan has not yet occurred within the area. In addition, the proposed project would not create new permanent jobs. Therefore, there would be a **less-than-significant impact** on population growth in the area.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed project would not result in the demolition of any homes and does not include any components that would result in the displacement of any homes or create the need for replacement housing. There would be **no impact**.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Public Utilities include fire and police protection, schools, parks, and other public facilities. Fire protection services are provided to the project area by the Placer County Fire Department. The closest fire station to the site is Station No. 180, located at 11645 Atwood Road directly west of Highway 49. Law enforcement services for the project area are provided by the Placer County Sherriff's Department. The main office for the Sheriff's Department is 2929 Richardson Drive in Auburn. The project area is located within the Auburn Union Elementary School District and the Placer Union High School District. The Placer County Department of Parks and Open Space provides recreational services within the project area. The primary existing park use in the project vicinity is the Auburn Regional Park, located directly adjacent to the pipeline alignment along Richardson Drive and Park Drive.

DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services listed above:

The proposed project would not directly increase the population of Placer County. The proposed project would not include any components that would increase the service requirements for the Placer County Fire Department or require additional fire protection facilities be constructed. The project area would continue to be served by the Placer County Sherriff's Department and project implementation would not require an increase in police protection services or the construction of additional police facilities. The proposed project does not include any uses that would increase the demands on local schools or local park facilities. Pipeline installation within the

roadways adjacent to the Auburn Regional Park could constrain access to the parking lots and recreational facilities within the park. However, these access limitations are expected to be short term and would not result in physical impacts to the park facilities. Therefore, the proposed project would not be expected to result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities in Placer County. There would be **no impact**.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The Placer County Department of Parks and Open Space provides recreational services within the project area. The primary existing park use in the project vicinity is the Auburn Regional Park, located directly adjacent to the pipeline alignment along Richardson Drive and Park Drive. Located at 3770 Richardson Drive, the Auburn Regional Park includes green space, a pond area, three baseball/softball fields, four tennis courts, six pickle ball courts, a disc golf course, a basketball court, sand volleyball courts, a childrens' playground, picnic areas, parking areas, and walking/cycling trails.

DISCUSSION

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The project does not include any components that would directly result in an increased use of Auburn Regional Park or other park or recreational facilities in Placer County. Therefore, the proposed project would not be expected to increase the use of parks such that substantial physical deterioration would occur. **No impact** would occur.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The project would not include any recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. As described above, the proposed project would not be expected to increase the use of recreational facilities such that substantial physical deterioration would occur and **no impact** would be expected.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

Regional access to the project area is provided by Highway 49. Local access is provided along the roadways that encompass the pipeline alignment including Quartz Drive, Park Drive, Richardson Drive, Joeger Road and other local connecting roadways in the project vicinity.

The Placer County Transportation Planning Agency (PCTPA) is the state-designated regional transportation planning agency for the county. It makes decisions about the regional transportation system in the county. PCTPA plans and programs the area's federal and state transportation funds. In developing and adopting plans and strategies, PCTPA makes use of these funds and fulfills the requirements of the organization's state designation as the county's regional transportation planning agency. The current transportation planning and programming decisions are stated in the *Final 2040 Regional Transportation Plan* (PCTPA 2019). Highway 49 is the only regionally significant roadway identified along the project alignment by the PCTPA. PCTPA has initiated the planning and engagement effort necessary to prepare the 2050 Regional Transportation Plan update.

Placer County Transit provides bus service within the project vicinity. Route 30, also known as the Highway 49 Route, provides bus service between the Auburn Regional Park and the Auburn Amtrak Station via the Highway 49 corridor. This bus route follows the length of the pipeline alignment with the exception of the northern portion of Richardson Drive north of Dry Creek Road, and the segment of Joeger Road. Buses travel on the Highway 49 Route hourly Monday through Saturday. During the week, the first southbound bus departs at 9:00 and the last one departs at 4:00 pm. The first northbound bus departs at 10:00 am and the last one departs at 7:00 pm (Placer County Transit 2023).

No designated bike lanes are located along the project alignment other than a Class I protected bike lane within the Auburn Regional Park that is completely separated from the adjacent roadways.

DISCUSSION

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Project construction activities would generate new vehicle trips on the local roadway network associated with equipment and materials hauling to and from the pipeline alignment, construction worker transportation to and from the site, and the hauling of equipment and materials within the project area. Construction related traffic would be expected to include the use of dump trucks, haul trucks, and various deliveries of material and equipment occurring throughout the construction period. These trips would represent a minor and temporary increase in traffic volumes on Highway 49, Quartz Drive, Park Drive, Richardson Drive, Joeger Road and other local roads in the project vicinity.

During trench excavation and pipeline placement, daytime road delays would occur along the individual roadway sections. The staging of equipment and pipeline segments within a portion of the roadway prior to its installation would contribute to these traffic delays. The individual pipeline segments would be constructed in sequence so only one road would typically experience delays at a time. The temporary delays on individual roads would divert traffic to other roadways in the local area, which could temporarily increase congestion on these other roadways. However, due to a fairly extensive network of roads in the local area, a variety of alternative routes are available to travel through the area. The temporary disruptions on local roads during the summer construction period for each section of the pipeline would not permanently change their levels of service. Lane closures would not impact these roadways during the commute hours of 7-8:30 am and 4 to 6 pm, as these hours have the highest traffic volumes during the day.

The proposed project would not require any new employees for project operations. Therefore, project operations would not generate any new vehicle trips other than for routine maintenance.

The project could result in delays in transit service within the area, specifically during the single-lane closures on Quartz Drive, Park Drive, Richardson Drive, and Joeger Road. The lengths of the delays would be dependent upon the traffic volumes on these roadways at the time of transit service but would generally be expected to be short term. Lane closures would only occur during the project's construction period, which is expected to be approximately three months. Following construction, the proposed project would have no effect on transit service.

The single-lane closures could slightly delay bicycle trips along the local roadways and would likely reduce the space available on these roadways for bicycle travel. However, these delays would be negligible, particularly if bicyclists are able to pass queuing vehicles. Pedestrian use of the local roadways is limited due to the narrow shoulders. Therefore, the temporary single-lane closures would not be expected to substantially disrupt pedestrian travel in the area.

The proposed project would not be expected to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, this impact would be **less than significant**.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

CEQA Guidelines Section 15064.3(b) applies to land use and transportation projects that would be expected to increase vehicle miles driven during their operations. For construction activities, CEQA Guidelines Section 15064.3(b)(3) allows a qualitative analysis to be conducted. The proposed project would result in a temporary increase in vehicle miles traveled during construction due to worker trips to the site, the delivery of materials, and trips generated by construction vehicles on the site. However, once the pipeline is buried and becomes operational, it would no longer generate vehicle trips. The temporary increase in vehicle mileage travelled during construction would not be expected to increase vehicle miles travelled over the long term and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). Therefore, this impact would be **less than significant**.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project does not include any components that would alter the geometric design of the affected roadways. Therefore, there would be **no impact**.

d) Result in inadequate emergency access?

During trench excavation and pipeline placement, daytime road delays would occur along Quartz Drive, Park Drive, Richardson Drive, and Joeger Road that would require restricting vehicle traffic to one lane within the construction area. One of the lanes of Highway 49 would also be restricted temporarily during pipeline installation. The individual pipeline segments would be constructed in sequence so only one road would typically experience delays at a time. The temporary delays on the local roads would divert traffic to other roadways in the local area, which could temporarily increase congestion on these other roadways. Although the lane restrictions would be temporary, they would slow vehicle circulation within the area of the activity. Lane restrictions could also contribute to emergency vehicle access delays if long vehicle queues form on the roadways. Although the local area includes a network of roads that could be used as alternative routes for emergency vehicles, any delays in emergency vehicle access during construction activities would be considered a **potentially significant impact**.

Mitigation Measure TRAN-1

The contractor shall implement the following measures during project construction:

- The contractor shall provide adequate traffic management resources, such as protective devices, flag persons, and police assistance for traffic control, to maintain safe traffic flow on local streets affected by pipeline construction at all times.
- The contractor shall identify traffic hazards created by construction, such as rough road or potholes, freshly paved locations, and minimize total traffic and vehicle speed through such hazards.
- The contractor shall ensure that traffic safety hazards, such as uncovered or unfilled open trenches, will not be left in roadways during periods of time when construction personnel are not present, such as nighttime and weekends.

- The contractor shall repair all roads adequately per Placer County requirements after construction to ensure that traffic can move in the same manner as before construction.
- At all times during construction, the contractor shall ensure that emergency fire, police or medical vehicles are able to access all adjacent areas. Additionally, construction equipment or activities must not obstruct or hinder traffic that might be generated during an evacuation.
- Contractor shall comply with the requirements of the Caltrans Encroachment Permit.
- Residents shall have access to their homes at all times.

The implementation of this mitigation measure would minimize this impact by requiring the contractor to have sufficient traffic management resources to maintain safe traffic flow at all times, to ensure that emergency fire, police or medical vehicles are able to access all adjacent areas, and that construction activities do not obstruct or hinder traffic that might be generated during an evacuation. The implementation of Mitigation Measure HAZ-1 would also minimize this impact by requiring the contractor to develop and implement fire, police and medical emergency response access plans. The implementation of these mitigation measures would reduce this impact to **less than significant with mitigation incorporated**.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources. Would the project:				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

Tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: 1) included or determined to be eligible for inclusion in the California Register of Historic Resources (CRHR); or 2) included in a local register of historical resources. Tribal cultural resources are also resources determined by the lead agency (i.e., Placer County), in its discretion and supported by substantial evidence, to be significant. In making this determination, the lead agency is required to consider the significance of the resource to a California Native American tribe.

Upon receiving notice about the project from the County, the United Auburn Indian Community (UAIC) identified a tribal cultural resource in the project area and requested to consult with the County regarding the project's potential effects on tribal cultural resources consistent with the requirements of Assembly Bill 52. The County initiated this consultation during the preparation of this Initial Study including meeting with tribal representatives on April 2, 2023 at the County's offices to discuss the approach to assessing potential tribal cultural resources. In addition, UAIC representatives were invited to attend the cultural field survey conducted for the project. Based on input from UAIC, the County included the use of ground penetrating radar in culturally sensitive areas identified by UAIC when conducting the field survey effort.

The UAIC is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Indians and are traditionally and culturally affiliated with the project area. The Tribe possesses the expertise concerning tribal

cultural resources in the area and are contemporary stewards of their culture and the landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe's goal to ensure the preservation and continuance of their cultural heritage for current and future generations.

The identification of Tribal Cultural Resources (TCR) for this project by UAIC included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas or oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previous recorded indigenous resources identified through the CHRIS North Central Information Center (NCIC) as well as historic resources and survey data. Based on UAIC's research, one TCR was identified in the project area.

Additionally, the CRHR includes resources listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP). Pursuant to Public Resources Code, Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Demolition, replacement, substantial alteration, and relocation of historic properties are actions that would change the significance of an historic resource (California Code of Regulations, Title 14, 15064.5).

DISCUSSION

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

The roadway alignments do not include any resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Any surficial historic resources that may have been previously located along the pipeline alignment have been destroyed by the original grading and paving of the roadways and the installation of utilities under the roadways. The pipeline installation would disturb a narrow corridor along the project roadways associated with the necessary trenching activities. Due to the lack of existing historic resources and the relatively small footprint of excavation activities, the proposed project would not be expected to cause a substantial adverse change in the significance of resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. However, there is always the possibility that resources are located within the soils underlying the roadways and that trenching activities could damage or destroy these previously undiscovered resources. The disturbance of previously undiscovered resources during project construction would be considered a **potentially significant impact**.

The implementation of Mitigation Measures TCR-1, TCR-2 and TCR-3 identified below would reduce this impact to **less than significant with mitigation incorporated.**

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The County entered into consultation with UAIC consistent with the requirements of AB 52. Through this consultation process, the Tribe identified the project area as potentially containing significant tribal cultural resources/belongings. During the consultation process, the UAIC was provided with background information such as project site maps and a project description in support of consultation and provided an opportunity to review the project site. Based on their review, the UAIC identified a sensitive area along the pipeline alignment that has the potential to include tribal cultural resources/belongings and that would warrant tribal monitoring during construction. UAIC determined that the segments to the north and south of this sensitive area are not expected to contain resources that would require monitoring. The disturbance of tribal cultural resources/belongings considered significant to UAIC during project construction would be considered a **potentially significant impact**.

County staff worked closely with UAIC during the consultation process to develop mitigation measures that would reduce potential impacts on tribal cultural resources to less-than-significant levels. These mitigation measures have been incorporated into this Initial Study and are identified below. Following the finalization of these mitigation measures just prior to the public release of this Initial Study, the AB 52 consultation process between the County and UAIC was concluded.

Mitigation Measure TCR-1

The following mitigation measure shall be implemented during project construction activities:

- Prior to initiating project construction, Placer County shall prepare a Tribal Cultural Resources Monitoring, Discovery & Treatment Plan that would be implemented in the event of an unanticipated discovery. The Plan will include a description of the area to be monitored, the regulatory setting, the previous research and consultation conducted, the cultural resource sensitivity of the project area, specific monitoring procedures, measures to be implemented in the event of an unanticipated discovery, reporting requirements, and responsible personnel.

- If potential historic, archaeological artifacts or Native American tribal cultural resources including midden soil, cultural belongings, chipped stone, exotic rock (non-native), or unusual amounts of baked clay, shell or bone are uncovered during any on-site construction activities, all work must immediately stop in the area. Work shall pause within 100 feet of the find, or a lesser agreed upon distance depending upon the type of discovery, regardless of whether the construction is being actively monitored by a representative from the culturally-affiliated Native American Tribe, cultural resources specialist, or professional archaeologist. Following discovery and prior to resuming work, representatives from culturally-affiliated Native American Tribes will make recommendations for further evaluation and treatment, as appropriate.

- In the event that historic, archaeological artifacts or Native American cultural deposits, isolates or belongings found to be ineligible for inclusion in the California Historic Register of Historical Resources are identified within the project area, culturally appropriate treatment and disposition shall be determined

following coordination with the culturally-affiliated Native American Tribe. Culturally appropriate treatment may be, but is not limited to, processing materials in a lab for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community does not generally consider curation of Tribal Cultural Resources to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.

Mitigation Measure TCR-2

The following mitigation measure is intended to minimize impacts to existing or previously undiscovered Tribal Cultural Resources (TCRs), archaeological, or cultural belongings during a project's ground disturbing activities. The following mitigation measure shall be implemented during project construction activities:

Tribal Monitoring - To identify buried archaeological and TCRs at the earliest possible time during project-related earth-disturbing activities, to minimize the potential for destruction of or damage to these previously undiscovered resources, and to ensure respectful treatment and disposition of unearthed/displaced resources, the Department of Public Works staff and/or their construction contractor(s) shall hire one Tribal Monitor from the UAIC or their representative on the designated locations on the construction site during ground-disturbing activities, not including above-ground activities such as pavement removal, but including trenching, excavation, and grading of sub-grade materials. Monitoring activities shall occur from a safe distance and with appropriate personal protective gear. Should a discovery be made, more than one Tribal Monitor may be required per the Discovery Plan. Native American Monitors from culturally affiliated Native American Tribes act as a representative of their Tribal government and shall be informed of the construction schedule, once obtained, and consulted before any ground-disturbing activities begin.

Specifically the monitor shall:

- Spot check areas of lesser concern. These areas include the segments of the pipeline identified on plan sheets C-041 through C-048 and C-051 through C-094; specifically Stationing 0+00 through 37+00 and Stationing 39+00 through 223+00;

- Monitor as needed in sensitive areas. This area includes the segment of the pipeline identified on plan sheets C-049 through C-050; specifically Stationing 37+00 through 39+00;

- If no resources have been identified after a week of monitoring, the monitoring shall be tapered off and the UAIC will rely on the contractor, who has received worker awareness training, to notify the UAIC promptly if any TCRs are identified; and

- If a TCR is identified, the County will consult with the UAIC regarding the potential need for additional monitoring.

In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on a Tribal Monitor log. The total time commitment of the Tribal Monitor will vary depending on the intensity and location of construction and the sensitivity of the area, including the number of finds.

Native American Monitors or their Representatives have the authority to request that work be temporarily stopped, diverted, or slowed within 100 feet of the direct impact area if sites or objects of significance are identified. Only a Native American Monitor or Representative from a culturally-affiliated tribe can recommend appropriate treatment and final disposition of TCRs.

Mitigation Measure TCR-3

The following mitigation measure shall be implemented during project construction activities:

Tribal Cultural Resource Awareness Training - The following mitigation measure is intended to address the cultural sensitivity of the project area by including a Tribal Cultural Resource Awareness Training for relevant project personnel and construction workers.

Prior to initiation of construction, all construction crew members, consultants, and other personnel involved in project implementation shall receive project-specific TCR awareness training. The training shall be conducted in coordination with qualified cultural resource specialists and representatives from culturally-affiliated Native American Tribes. The training will emphasize the requirement for confidentiality and culturally-appropriate, respectful treatment of any find of significance to culturally-affiliated Native Americans Tribes.

As a component of the training, a brochure will be distributed to all personnel associated with project implementation. At a minimum, the brochure shall discuss the following topics in clear and straightforward language:

- Field indicators of potential archaeological or cultural resources (i.e., what to look for; for example: archaeological artifacts, cultural belongings, exotic or non-native rock, unusually large amounts of shell or bone, significant soil color variation, etc.);
- Regulations governing archaeological resources and tribal cultural resources;
- Consequences of disregarding or violating laws protecting archaeological or tribal cultural resources/belongings; and
- Steps to take if a worker encounters a possible resource.

The training shall include project-specific guidance for on-site personnel including resources that have the potential to be located on the project site, when to stop work, and who to contact if potential archaeological or TCRs are identified.

The training shall also direct work to stop and contact with the County Coroner and the Native American Heritage Commission (NAHC) to occur immediately in the event that potential human remains are identified. NAHC will assign a Most Likely Descendant if the remains are determined by the Coroner to be Native American in origin.

The implementation of these mitigation measures would reduce potential impacts to tribal cultural resources to **less than significant with mitigation incorporated**.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The Placer County Water Agency (PCWA), which was created under State legislation adopted in 1957 by the California Legislature, provides water service to the project area. PCWA carries out a broad range of responsibilities, including water resource planning and management, retail and wholesale supply of irrigation water and drinking water, and production of hydroelectric energy. PCWA operates an extensive water distribution system that includes 165 miles of canals, ditches, flumes and several small reservoirs.

Placer County operates and maintains nine separate sanitary sewer systems within Placer County, all of which derive their operating revenue from sewer user fees. Sewer Maintenance District 1 (SMD 1) is one of these nine and is governed by the County Board of Supervisors. The SMD 1 system includes wastewater collection, treatment, and disposal facilities that provide municipal sewage service to unincorporated portions of the county in North Auburn, and to the Auburn Airport Industrial Park, which is under the jurisdiction of the City of Auburn. Within the SMD 1 service area, wastewater is collected in buried pipelines and delivered to the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) by way of the Mid-Western Placer Regional Pump Station on Joeger Road. Located in the western portion of the City of Lincoln, the WWTRF accepts wastewater flow from SMD 1 subject to a Joint Exercise of Powers Agreement established between the City and County for

this purpose. The SMD 1 service area has 115 miles of pipe and approximately 8,300 equivalent dwelling units (EDUs) connected (Placer County 2022).

Solid waste generated in the project area is disposed of at the Western Regional Sanitary Landfill, which is managed by the Western Placer Waste Management Authority (WPWMA). WPWMA approved the Renewable Placer Waste Action Plan in 2022, which included a substantial increase in landfill disposal capacity. The Western Regional Landfill had a total capacity of 36.3 million cubic yards, which was increased by approximately 50 million cubic yards with the approval of the Renewable Placer Waste Action Plan. This approved expansion increased the landfill's remaining site life by an additional 52 years (WPWMA 2022).

DISCUSSION

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

The project is being proposed to improve the wastewater conveyance capacity within the SMD 1 service area. The wastewater that would flow through the new force main would be delivered to the WWTRF. The WWTRF has a capacity rating of 5.9 million gallons of wastewater per day (mgd) with flexible expansion capability up to 25 to 30 mgd. The dry weather capacity of the plant is 5.9 million gallons per day (MGD). The average flow in 2022 was 5.0 MGD (City of Lincoln 2023). The WWTRF has sufficient capacity with expansion capabilities to accommodate planned growth within the service area and the proposed project would improve the system's wastewater conveyance capacity.

In addition, the project would not increase the demand for water or alter any stormwater drainage facilities and would not require the relocation of any electric, natural gas or telecommunication facilities due to the construction activities, as these facilities would be identified and avoided during the project design phase. Therefore, there would be **no impact**.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The proposed project would require the use of water for construction purposes but would have no effect on long-term water supplies following the installation of the pipeline. Therefore, there would be **no impact**.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

As described in response to question "a" above, the project is being proposed to improve the wastewater conveyance capacity within the SMD 1 service area and the WWTRF has sufficient capacity with expansion capabilities to accommodate planned growth within the service area. Therefore, the project would not be expected to cause any wastewater capacity deficiencies and there would be **no impact**.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Project construction would not be expected to generate significant volumes of solid waste. Negligible volumes of debris would be generated during project construction that would be delivered to the Material Recovery Facility (MRF) at the Western Regional Sanitary Landfill. Much of this debris could be recovered at the MRF facility before the remaining materials are deposited in the landfill. Because the remaining materials disposed in the landfill would be negligible, the proposed project would not generate solid waste in excess of State or local standards or in excess of the landfill's remaining capacity and would not otherwise impair the attainment of solid waste reduction goals. Therefore, there would be **no impact**.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Because project construction would not be expected to generate significant volumes of solid waste, the project would not be expected to conflict with any solid waste statutes or regulations. There would be **no impact**.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire. Would the project:				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The Placer County Office of Emergency Services is responsible for maintaining the County's Local Hazard Mitigation Plan (LHMP). Preparation of the LHMP included a risk assessment to determine the County's vulnerability to hazards, which influenced the development of goals and mitigation actions. Placer County and its incorporated communities have a variety of systems and procedures established to protect its residents and visitors to plan for, avoid, and respond to a hazard event including those associated with floods, earthquakes, drought, levee failures, landslides, and wildfires. This includes Pre-Disaster Public Awareness and Education information, and specific warning and evacuation systems and procedures include information relative to: Warning Systems, ALERT System, dam protocols, evacuation procedures, and sheltering in place (Placer County 2021).

The severity of wildland fires is influenced primarily by vegetation, topography, and weather (temperature, humidity, and wind). The California Department of Forestry and Fire Protection (CAL FIRE) has developed a fire hazard severity scale that considers vegetation, climate, and slope to evaluate the level of wildfire hazard. CAL FIRE designates three levels of Fire Hazard Severity Zones (Moderate, High, and Very High) to indicate the severity of fire hazard in a particular geographical area. Fire hazard zoning is used to indicate both the likelihood for a fire (e.g., prevalence of fuels) and the potential for damage (e.g., proximity to residences). Local fire departments also use these severity zone designations within their jurisdictions. The northern portion of the project alignment, including the segments along Richardson Drive and Joeger Road, are located within a Moderate Fire Hazard Severity (CAL FIRE 2023).

DISCUSSION

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

The project includes construction activities on local roads that would require restricting vehicle traffic to one lane within the construction area. A lane restriction would also be necessary along Highway 49 to accommodate construction activities. Although these lane restrictions would be temporary, they would slow vehicle circulation within the area of the activity. The lane restrictions could also contribute to delayed evacuations if they remained in place during an emergency. This would be considered a **potentially significant impact** during construction activities. The implementation of Mitigation Measure HAZ-1 would minimize this impact by requiring the contractor to develop and implement fire, police and medical emergency response access plans. The implementation of Mitigation Measure TRAN-1 would also minimize this impact by requiring the contractor to have sufficient traffic management resources to maintain safe traffic flow at all times, to ensure that emergency fire, police or medical vehicles are able to access all adjacent areas, and that construction activities do not obstruct or hinder traffic that might be generated during an evacuation. With the implementation of these mitigation measures, this impact would be **less than significant with mitigation incorporated**.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The proposed project would not include any occupants that could be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The project is limited to the installation of a wastewater pipeline within roadway rights-of-way. Therefore, there would be **no impact**.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The proposed project would not require the installation of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The project is limited to the installation of a wastewater pipeline within roadway rights-of-way. Therefore, there would be **no impact**.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The proposed project does not include any physical changes that would be expected to expose people or structures to downslope or downstream flooding or landsliding, as a result of runoff, post-fire slope instability, or drainage changes. The proposed project is limited to the installation of a wastewater pipeline within roadway rights-of-way. Therefore, there would be **no impact**.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Authority: Public Resources Code Sections 21083, 21083.5.
Reference: Government Code Sections 65088.4.
Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Based on the information and analysis provided in the questions above, project implementation would not substantially degrade the quality of the environment and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of California history or prehistory. Also, based on the ability of the identified mitigation measures to reduce potential impacts to less-than-significant levels, the proposed project's impacts would be considered **less than significant with mitigation incorporated**.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Project implementation would result in less-than-significant environmental impacts with implementation of the identified mitigation measures. The impacts associated with the proposed project are anticipated to be localized at the project site and would not be expected to combine with other projects to cause cumulatively considerable environmental impacts. Given the limited impacts anticipated with project implementation, the proposed project would not be expected to cause cumulatively considerable impacts. This impact is **less than significant with mitigation incorporated**.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

As discussed in this Initial Study, project implementation would result in less-than-significant environmental impacts with implementation of the identified mitigation measures. Therefore, the proposed project would not be expected to cause substantial adverse effects on human beings, either directly or indirectly. This impact is **less than significant with mitigation incorporated**.

4 REFERENCES

AECOM. April 2011. *Initial Study/Mitigated Negative Declaration, Sewer Maintenance District 1 Wastewater Treatment Plan Upgrade and Expansion*. Prepared for Placer County.

California Department of Conservation. 2023. *The California Seismic Hazards Program*. https://www.conservation.ca.gov/cgs/sh. Accessed: June 16, 2023.

California Department of Forestry and Fire Protection (CAL FIRE). 2023 (June 15). *High Fire Severity Zones Map*. https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/ Accessed: June 22, 2023.

California Department of Toxic Substances Control (DTSC). 2023. Envirostor database. https://www.envirostor.dtsc.ca.gov/public/. Accessed: June 12, 2023.

California Department of Transportation (Caltrans). 2019. *California Scenic Highway Mapping System*. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed: June 18, 2023.

———. 1998 (October). *Traffic Noise Analysis Protocol: Technical Noise Supplement*. Sacramento, CA.

———. 2002. *Transportation Related Earthborne Vibrations*. Sacramento, CA.

City of Lincoln. 2023. https://www.lincolnca.gov/en/living-here/wastewater.aspx#Do-we-have-a-sewer-system-management-plan. Accessed June 22, 2023.

EDAW/AECOM. March 3, 2009. *Initial Study/Mitigated Negative Declaration Sierra Ridge Pipeline Extension Project*. Prepared for Placer County Water Agency.

EDAW, Inc. December 6, 2007. *Draft Environmental Impact Report for the Rocklin Crossings Project*. Prepared for the City of Rocklin.

Federal Transit Administration (FTA). 2006 (May). *Transit Noise and Vibration Impact Assessment*. Washington, D.C.

Gutierrez, Carlos L. 2011. Preliminary Geologic Map of the Sacramento 30’ x 60’ Quadrangle, California. Department of Conservation, California Geological Survey, Sacramento, CA.

Higgins, C.T., and Clinkenbeard, J.P. 2006. *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California; California Geological Survey, Special Report 190*. https://www.conservation.ca.gov/cgs/documents/publications/special-reports/SR_190-Asbestos-Report.pdf. Accessed June 18, 2023.

Hornor. Jody and Rick Hornor. 2007. *The Golden Highway, Highway 49, Volume 1, North and Volume 2. South*. 19th Century Books, Pilot Hill, California.

Intergovernmental Panel on Climate Change (IPCC). 2007. *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*. [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)], Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

Jennings, Charles W., Carlos Gutierrez, William Bryant, George Saucedo, and Chris Wills. 2010. Geologic Map California. California Geologic Data Map Series. Department of Conservation, California Geological Survey, Sacramento, CA.

Meyer, Jack, and Jeffrey S. Rosenthal. 2008 (April). *A Geoarchaeological Overview and Assessment of Caltrans District 3: Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways*. Submitted to Scott A. Williams, Associate Environmental Planner, Office of Environmental Management, California Department of Transportation, North Region, District 3, 703 B Street, Marysville, CA 95901-0911. Far Western Archaeological Research Group, Davis, CA.

Natural Investigations. 2023 (July). *Cultural Resources Assessment for the Highway 49 Sewer Capacity Retrofit Project, Placer County, California*. Prepared for Douglas Environmental

Placer County. 2022. *Sewer System Management Plan Update*. https://www.placer.ca.gov/DocumentCenter/View/2574/Volume-3---Sewer-Maintenance-District-1--North-Auburn-PDF. Accessed June 3, 2023.

———. 2021 (June). *Placer County 2021 Local Hazard Mitigation Plan Update*. https://www.placer.ca.gov/DocumentCenter/View/55467/Placer-County-LHMP-Update-Complete?bidId=. Accessed June 3, 2023.

Placer County Air Pollution Control District (PCAPCD). 2016 (October 13). *Review of Land Use Projects under CEQA*. https://placerair.org/1804/CEQA-Review-Policy. Accessed June 8, 2023.

———. 2017. *2017 CEQA Handbook*. https://placerair.org/1801/CEQA-Handbook. Accessed June 8, 2023.

Placer County Airport Land Use Commission. February 26, 2014. *Auburn Municipal Land Use Compatibility Plan*. http://pctpa.net/aluc/auburn/. Accessed: May 12, 2023.

Placer County Transit. 2023. https://placercountytransit.com/ Accessed May 16, 2023.

Placer County Transportation Planning Agency (PCTPA). 2019 (November 21). *Final 2040 Regional Transportation Plan.* https://www.pctpa.net/regional-transportation-plan-documents.

Rapp, George, Jr. and Christopher L. Hill .1998. *Geoarchaeology*. Yale University Press, New Haven and London.

Stantec Consulting Services Inc. 2022 (January 21). *Placer County Highway 49 Sewer Capacity Retrofit Project Preliminary Design Report*. Prepared for Placer County Department of Public Works.

Society for Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontological Resources. Society of Vertebrate Paleontology. http://vertpaleo.org/The-Society/Governance-Documents.aspx.

United States Department of Agriculture (USDA) and National Resource Conservation Service (NRCS). 1999. *Soil Taxonomy: A Basic System of Soil Classification for Making and Interpreting Soil Surveys, Second Edition. U.S. Government Printing Office, Washington, D.C.*

———. 2023. *Soil Service Geographic Database*. Accessed June 2023.

Western Placer Waste Management Authority (WPWMA). 2022 (October 20). *Renewable Placer: Waste Action Plan Final Environmental Impact Report*. https://wpwma.ca.gov/wp-content/uploads/2023/05/WasteActionPlan_FinalEIR.pdf

Working Group on California Earthquake Probabilities (WGCEP). 2008. *The Uniform California Earthquake Rupture Forecast*, Version 2 (UCERF 2): 2007 – 2036. U. S. Geological Survey Open File Report 2007-1437.