

13

PUBLIC SERVICES AND UTILITIES

The Public Services and Utilities chapter of the Environmental Impact Report (EIR) describes the public service systems and facilities within the project area and the associated potential impacts resulting from the Bohemia Retail project (proposed project). Public services considered in the analysis include water, wastewater, solid waste, gas and electricity/telephone/cable, fire protection and emergency medical services, law enforcement, and library services. Information for this chapter is based upon the *Placer County General Plan (PCGP)*,¹ the *PCGP EIR*,² the *Auburn/Bowman Community Plan (ABCP)*,³ the *Water Study for the Bohemia Retail Project (Water Study)* (See Appendix S)⁴ and the *Sanitary Sewer Study for the Bohemia Retail Project (Sewer Study)* (See Appendix T)⁵ both prepared by Doucet & Associates, Inc., as well as other sources, as cited, within the chapter.

Impacts that have already been identified in the Bohemia Retail Initial Study as having *no* impact, which are related to schools and park and recreation facilities, as well as the need for new on-site sewage systems, are not further addressed in this chapter.

13.1 ENVIRONMENTAL SETTING

The environmental setting section describes the existing services and utilities serving the project area, including the water system, wastewater conveyance and treatment, solid waste, gas and electricity/telephone/cable, fire protection and medical facilities, and law enforcement services for Placer County and the ABCP area.

Water System

Supply

The project area is provided water by the Placer County Water Agency (PCWA). The PCWA was created under its own state legislation adopted in 1957 by the California State Legislature with services in water resource planning and management, retail and wholesale supply of irrigation water and drinking water, and production of hydroelectric energy. PCWA currently supplies up to 125,400 acre-feet annually (AFA) to its service areas, and has access to another 35,500 AFA with a pump station located on the American River. The PCWA Zone 1 (Auburn-Bowman area) has water rights of 292,000 AFA of permanent surface water supply available since 2007. According to the PCGP EIR, the water demand projections for the Auburn-Bowman area in 2010 would be 15,893 AFA.

Conveyance

The site does not include any natural streams or bodies of water except for two north-south flowing canals, one on-site and the other bordering the site boundary: Fiddler Green Canal and Wise Canal, respectively. The smaller of the two canals, Fiddler Green Canal, originates approximately three miles north of the project site at Halsey Afterbay and is managed by PCWA. Wise Canal originates at Rock Creek Reservoir, approximately one and a half miles to the north, and is managed by the Pacific Gas and Electric Company (PG&E). A single on-site bridge crosses over Fiddler Green Canal and two bridges cross over Wise Canal. Both canal systems serve water transport needs for irrigation, domestic purposes, and power generation. The adjacent existing residential area is served by an existing network of 8-inch water lines that connect to the Channel Hill one million gallon storage tank located at Mill Pond Road and Channel Hill Lane, which is approximately 1.4 miles from the project site.

Wastewater Conveyance and Treatment

Conveyance

Placer County wastewater is collected, treated, and disposed of through community systems that include both small and large capacity systems serving extended areas. The Placer County Sewer Maintenance District No. 1 (SMD 1) would serve the proposed project. The existing system flows south on Canal Street to the intersection of Highway 49 (SR 49) where the pipe turns into a 14-inch siphon that changes the flow movement to the north with a gravity system near New Airport Road. The SR 49 siphon is restricted to 3.0 million gallons per day (mgd).

The sewer systems in Canal Street and the Highway 49 siphon have historically encountered problems due to inflow and infiltration during wet weather conditions. In the event the connection to New Airport Road cannot be completed in sufficient time to allow occupancy of the retail building, a temporary connection to Canal Street may be allowed. Although there are no significant impacts associated with this temporary connection, there is an incremental increase in flows at the Highway 49 Siphon. Furthermore, the Bohemia Project is participating in a larger project to ultimately divert some upstream residential flows (aka 275 EDUs from the Residential Diversion), to New Airport Road, downstream of the siphon, which will help the County in alleviating the existing surcharging at the siphon. In the event a temporary connection is needed, the project will be conditioned such that no additional flow beyond what was studied in the EIR will be allowed to Canal Street or from the project area without the future connection to New Airport Road.

The proposed retail project will be responsible for the cost of all on-site sewer conveyance infrastructures that transport only wastewater generated by the project. SMD-1 will be responsible for all sewer conveyance infrastructures that transport only wastewater generated off-site (the connection to Dyer Court). The costs for all sewers (on-site and off-site) that transport combined wastewater flows will be divided between SMD-1 and the proposed retail project on a pro-rata basis based on proportionate flows. The exact proportional values will be determined prior to Improvement Plan approval.

Because the siphon restricts flow, the trunkline downstream of the siphon could be impacted by the bypass and the additional flows. The trunk sewer system will need an extensive analysis in order to identify any upgrades required. The project will be conditioned to complete a Master Sanitary Sewer Study prior to Improvement Plan approval subject to the review and approval of the Engineering and Surveying Department and by the Facility Services Environmental Engineering Division. The Master Sanitary Sewer Study will identify specific pipe segments which will need to be upsized to accommodate the *Existing Conditions Plus Bohemia Project Plus Diversion* (275 EDUs). Those pipe segments identified as requiring upsizing will be sized to accommodate the Ultimate Buildout Condition. Portions of the trunk sewer line to be upsized could possibly be located within the County Right-Of-Way and/or within existing sewer easements. Improvements to the trunk sewer line to accommodate the *Existing Conditions Plus Bohemia Project Plus Diversion* (275 EDUs) could have potential temporary impacts related to grading, erosion, water quality and traffic during construction. However, any potential impacts can be mitigated by requiring Improvement Plans that implement erosion control measures, traffic controls, water quality BMPs, and revegetation of disturbed areas (See Mitigation Measures 12-1(a) through 12-1(c) in Chapter 12, Hydrology and Water Quality).

The pipe segments to be replaced may include asbestos cement pipe (ACP). A portion of the existing SR 49 trunk sewer line is made of asbestos cement (ACP). ACP is defined under the asbestos National Emission Standard for Hazardous Air Pollutants (NESHAP) as a Category II, non-friable, non-regulated material in its intact state but which may become friable upon removal, demolition and/or disposal. A material that is friable can be crumbled, pulverized, or reduced to powder by pressure. Consequently, if the removal/disposal process renders the ACP friable, it is regulated under the disposal requirements of 40 CFR 61.150. If it remains in its non-friable state, it can be disposed of as conventional construction waste with certain precautions at a Class II landfill (a landfill that accepts hazardous waste). As a result, the County does not support pipe bursting the sections of pipe that are ACP. Most local landfills (including the County's) will not accept non-friable asbestos waste generated within their local communities if, upon handling by the landfill, will become friable. Therefore, the removed ACP will be trucked to the nearest Class II landfill. However, prior to commencing with this work, the selected contractor will need to have a work plan that conforms to the requirements established by the Asbestos National Emission Standard for Hazardous Air Pollutants (NESHAP) and any other State or local requirements. All invert and rim elevations and pipe material (if possible) should be verified to determine feasibility prior to upsizing. Portions of sewer requiring upsizing that are made of ACP will be removed and replaced with larger pipes. Other pipe segments may be pipe burst or a parallel pipe may be considered.

Treatment Capacity

The SMD 1 service area comprises unincorporated county lands north of Auburn along SR 49 including the Auburn airport and the industrial development associated with the airport. The SMD 1 Wastewater Treatment Plant (WWTP) currently serves approximately 7,800 EDUs.⁶ The current permitted capacity is 2.18 mgd on an ADWF basis, and the WWTP has already been exceeding its hydraulic capacity during peak flows. When the WWTP exceeds capacity, biological treatment processes are negatively impacted and treatment is affected. The treatment plant currently has the capacity to serve the proposed project during most of the year. However,

during peak storm events, inflow and infiltration (I/I) to the sewage transmission lines creates additional flow to the wastewater treatment plant. This I/I leads to exceedances of the plant capacity. However, if the I/I in the sewage transmission lines is reduced, the treatment plant would have sufficient capacity to treat sewage flows from the proposed project. Mitigation measures to reduce the I/I in the Highway 49 Trunk line and the Highway 49 sewer shed require the project contribute a fair share portion of the costs of recovering capacity in the Highway 49 Trunk line or by repairing and rehabilitating other sewer lines in the Highway 49 sewer shed to reduce I/I. Recovering capacity in the Highway 49 Sewer Trunk line would ensure that sufficient capacity is available in the trunk line and at the treatment plant to serve the proposed project. Mitigation Measure 13-2(b) requires that the project contribute a fair share portion of the costs for recovering capacity to accommodate the project in the Highway 49 Trunk line. In addition, Placer County is currently evaluating the expansion and improvements to the SMD 1 WWTP.

The Placer County Board of Supervisors (BOS) is anticipated to provide direction on what the solution will be for the SMD-1 Wastewater Treatment Plant (WWTP) capacity issue. The following two alternatives are under consideration:

Alternative 1 – Regionalization

Build a pipeline to transfer North Auburn's wastewater to the City of Lincoln's WWTP. This alternative will likely take about 7 years to complete.

If the BOS selects regionalization, the option for an interim expansion may be available in order to accommodate anticipated growth in the SMD-1 service area before the regionalization facilities are constructed and on line. Based on the planning document prepared by Owen Psomas dated October 19, 2007, the interim expansion would provide approximately 0.3 mgd beyond the existing plant flow.

Alternative 2 - Expansion/Upgrade of SMD-1 WWTP

Construct new wastewater facilities that use modern treatment technology at the existing WWTP site. This alternative will likely take about 3 years to complete.

If the BOS selects the upgrade, the option for an interim expansion is not available. This is due to the fact that the County will need the space to upgrade the facility for the new NPDES requirements and to expand the capacity of the WWTP.

The conditions for each alternative will include the following:

1. Prior to issuance of a sewer permit and building permits for the project, the applicant will obtain a Sewer Will-Serve letter from Sewer Maintenance District No. 1. If capacity is available in the existing WWTP, then a Sewer Will-Serve letter could be issued for available EDUs. Capacity is available on a first-come, first-served basis. Thus, available capacity is not guaranteed for any project; and
2. Pay required connection fees.

Solid Waste

Solid waste collection services in Placer County are provided by private companies under contract to the County. In western Placer County, Auburn Placer Disposal Service provides pickup services for garbage and recyclable materials. The project site is within the service area of Auburn Placer Disposal Service.

Once collected, solid waste is transported to the Western Regional Sanitary Landfill (WRSL) on Athens Road between the cities of Roseville and Lincoln. As stated in the PCGP EIR, the landfill has been expanded to 800 acres and has a total capacity of 18,970,000 tons. In addition, WRSL is restricted not to exceed 900 tons per day. The ABCP is consistent with the Solid Waste Management Plan and does not provide for residential, commercial or industrial growth beyond anticipated by the Solid Waste Plan. The landfill also has a Materials Recovery Facility (MRF), where recyclable materials are sorted out of the incoming waste stream. The MRF was established to assist Placer County in meeting State-mandated recycling goals, as set forth in the Integrated Waste Management Act.

Gas and Electricity/Telephone/Cable

PG&E is one of the largest providers of natural gas throughout Placer County. PG&E is a San Francisco based, private company, publicly regulated by the California Public Utilities Commission and provides electricity and natural gas to the majority of Northern California. PG&E has ample resources to meet a wide range of projected growth; however, when the time comes, additional improvements to the facilities may be required to meet future growth demands. PG&E would be the main provider for gas and electricity for the project site. The main transmission facility for PG&E's gas distribution in Auburn is located along SR 65 and Interstate 80.

Pacific Telephone currently serves the community of Auburn-Bowman for all land-line telephone needs and would install underground telephone utilities to the project site. Sonic Cable is the cable television provider for the community of Auburn-Bowman and would provide cable service to the project site.

Fire Protection and Emergency Medical Services

The proposed project is served by Placer County Fire Department/CAL FIRE. Two stations serve the project site: Station #180 at 11760 Atwood Road (approximately one-half mile away from the project site) and Station #10 located at 13760 Lincoln Way (approximately a mile and three quarters away from the project site). The Auburn City Fire Department and Higgins Fire District would provide mutual aid to the project site.

The District has identified a standard response time to help determine the effectiveness of fire and emergency medical services, from the time the call is received to the arrival of the first unit on scene. Policy 4.I.2 of the ABCP states that Placer County shall encourage local fire protection agencies within Placer County to maintain the standard of a four minute response time. According to personal communication with Brad Albertazzi, Captain of the Placer County Fire

Department/CAL FIRE, the stations would be able to provide a two to three minute response time to the project site.⁷ The stations currently have an Insurance Services Organizational (ISO) rating of 4.0 ISO, ratings range from 1 to 10, with 1 being the best.

The Auburn Faith Hospital is the general medical hospital facility within the community of Auburn-Bowman with two additional emergency medical facilities that provide emergency care and clinic services.

It should be noted that numbers presented in the EIR regarding water for fire protection are approximations only, and actual fire flow rates will be determined when the building occupant is identified and the exact type of construction is determined.

Law Enforcement

The Placer County Sheriff's Department (PCSD) provides law enforcement services for the greater Auburn area, community of Applegate, Meadow Vista, and Weimar. The Auburn Justice Center (AJC) located at 2929 Richardson Drive is the main office for Sheriff's operations and is the closest facility to the project site. According to the PCGP, the department is organized into five divisions: patrol services, investigations/coroner, corrections, marshal, and a Tahoe sub-station. The corrections, coroner, and marshal provide services countywide, while the patrol and investigation services also serve unincorporated areas. Patrol and investigation services operate in the Dewitt Center and three-sub stations located in Loomis, Foresthill and near Lake Tahoe. The Sheriff's department employs a total of 347 people in the Auburn/South Placer region, with 181 sworn positions, 161 civilian positions, and 30 reserve officers. According to Policies 4.H.1 and 4.H.2 of the PCGP, Placer County shall strive to maintain staffing ratios of one officer per 1,000 residents in unincorporated areas and a response time for emergency calls of six minutes in urban areas.

13.2 REGULATORY SETTING

Federal Regulations

Clean Water Act (CWA) / National Pollutant Discharge Elimination System Permits (NPDES)

The CWA is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water." The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States. Section 402 of the Act creates the NPDES regulatory program. Point sources must obtain a discharge permit from the proper authority. NPDES permits cover industrial and municipal discharges, discharges from storm

sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds. All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Though not regulated under NPDES, "indirect" discharges are covered by another CWA program, called pretreatment. "Indirect" dischargers send their wastewater into a city sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering surface water. Permit requirements for treatment are expressed as end-of-pipe conditions. This set of numbers reflects levels of three key parameters: (1) biochemical oxygen demand (BOD), (2) total suspended solids (TSS), and (3) pH acid/base balance. These levels can be achieved by well-operated sewage plants employing "secondary" treatment. Primary treatment involves screening and settling, while secondary treatment uses biological treatment in the form of "activated sludge."

National Pretreatment Program

The National Pretreatment Program is a cooperative effort of federal, State, and local regulatory environmental agencies established to protect water quality. The program is designed to reduce the level of pollutants discharged by industry and other non-domestic wastewater sources into municipal sewer systems and thereby reduce the amount of pollutants released into the environment through wastewater. The objectives of the program are to protect the Publicly Owned Treatment Works (POTW) from pollutants that may interfere with plant operation, to prevent pollutants that may pass through untreated from being introduced into the POTW, and to improve opportunities for the POTW to reuse wastewater and sludges that are generated. The term "pretreatment" refers to the requirement that non-domestic sources discharging wastewater to POTWs control their discharges, and meet limits established by EPA, the state or local authority on the amount of pollutants allowed to be discharged. The control of the pollutants may necessitate treatment prior to discharge to the POTW (therefore the term "pretreatment"). Limits may be met by the non-domestic source through pollution prevention techniques (product substitution recycle and reuse of materials) or treatment of the wastewater.

Safe Drinking Water Act (SDWA)

The Federal SDWA, which was enacted in 1974, gives the United States Environmental Protection Agency (EPA) the authority to set standards for contaminants in drinking water supplies. The SDWA was amended in 1986 and amended and reauthorized in 1996. For each of the 83 contaminants listed in the SDWA, the EPA sets a maximum contaminant level or treatment technique for contaminants in drinking water.

State Regulations

Water

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610 – 10656). The Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually shall prepare and adopt an urban water management plan. The Act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act also states that the management of urban water demands and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) manages all water rights and water quality issues in California under the terms of the Porter-Cologne Water Quality Control Act (1969). The California Department of Health Services (DHS) has been granted primary enforcement responsibility for the SDWA (see above). Title 22 of the California Administrative Code establishes DHS authority and stipulates drinking water quality and monitoring standards. These standards are equal to or more stringent than the federal standards.

Senate Bill 610/Senate Bill 221

Senate Bill (SB) 610 and SB 221, which took effect January 1, 2002, require, specific information about water availability be presented and considered by land use agencies during the processing of certain land use entitlement applications regarding commercial projects. SB 610 and SB 221 apply to projects that include a proposed commercial office building employing more than 1,000 persons or having more than 250,000 sq/ft of floor space.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995 and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated with the County plan. In order of priority, the plans must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal. In 2002, the unincorporated County had a diversion rate of approximately 58 percent, which exceeded State requirements. Preliminary data for 2003 indicate a diversion rate of 46 percent for the unincorporated County; however, this percentage is subject to change.

Fire Services

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The Code contains specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Local Regulations

Auburn/Bowman Community Plan

The following goals and policies in the ABCP are applicable to the public services and utilities of the proposed project.

Public Facilities

Wastewater

Goal 1 Provide centralized, environmentally sound, and cost-effective wastewater collection, treatment and disposal facilities for urban and suburban development.

Policy 3 The Environmental Health Division and the Public Works Department will work together to identify areas of failing septic systems and in seeing that sewer service is extended to these areas.

Water Supply

Goal 1 Provide for each resident and business in the plan area an adequate, reliable, and safe water supply at a reasonable cost.

Policy 5 Encourage new water system facilities to locate in areas which will result in the least amount of environmental

disturbance as possible. Where environmental disturbance will result, mitigation of impacts should occur.

Public Protection

Goal 1 Provide public protection services which are appropriate for the urban and rural development proposed by the community plan, increasing the level of such services as development occurs.

Policy 2 Adequately finance public protection agencies' needs for facilities expansion, staffing, and equipment to correspond to Plan area growth and development.

13.3 IMPACTS AND MITIGATION MEASURES

Standards of Significance

In accordance with CEQA, the effects of a project are evaluated to determine if they would result in a significant adverse impact on the environment. For the purposes of this Draft EIR, an impact is considered significant if the proposed project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new on-site sewage systems;
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- Require sewer service that may not be available by the area's waste water treatment provider;
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws;
- 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;
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment;
- Increase the demand for additional law enforcement or fire protection services beyond the ability of the existing departments to provide adequate service;
- Increase the total number of students beyond the capacity of local school districts;
- Increase the demand for maintenance of public facilities; or
- Increase the demand for additional governmental services.

Method of Analysis

The following section evaluates the impacts of the proposed project on the existing public services and utilities that would occur if the project as currently proposed went into effect. Impact significance is determined by comparing project conditions to the existing conditions.

As stated earlier, impacts identified as *potentially significant* within the Initial Study are addressed below. All other impacts listed in the Standards of Significance above have already been addressed in the Initial Study and have been identified as having *no impact*.

Project Impacts and Mitigation Measures

13-1 Impacts related to adequate water supply and delivery for the proposed project.

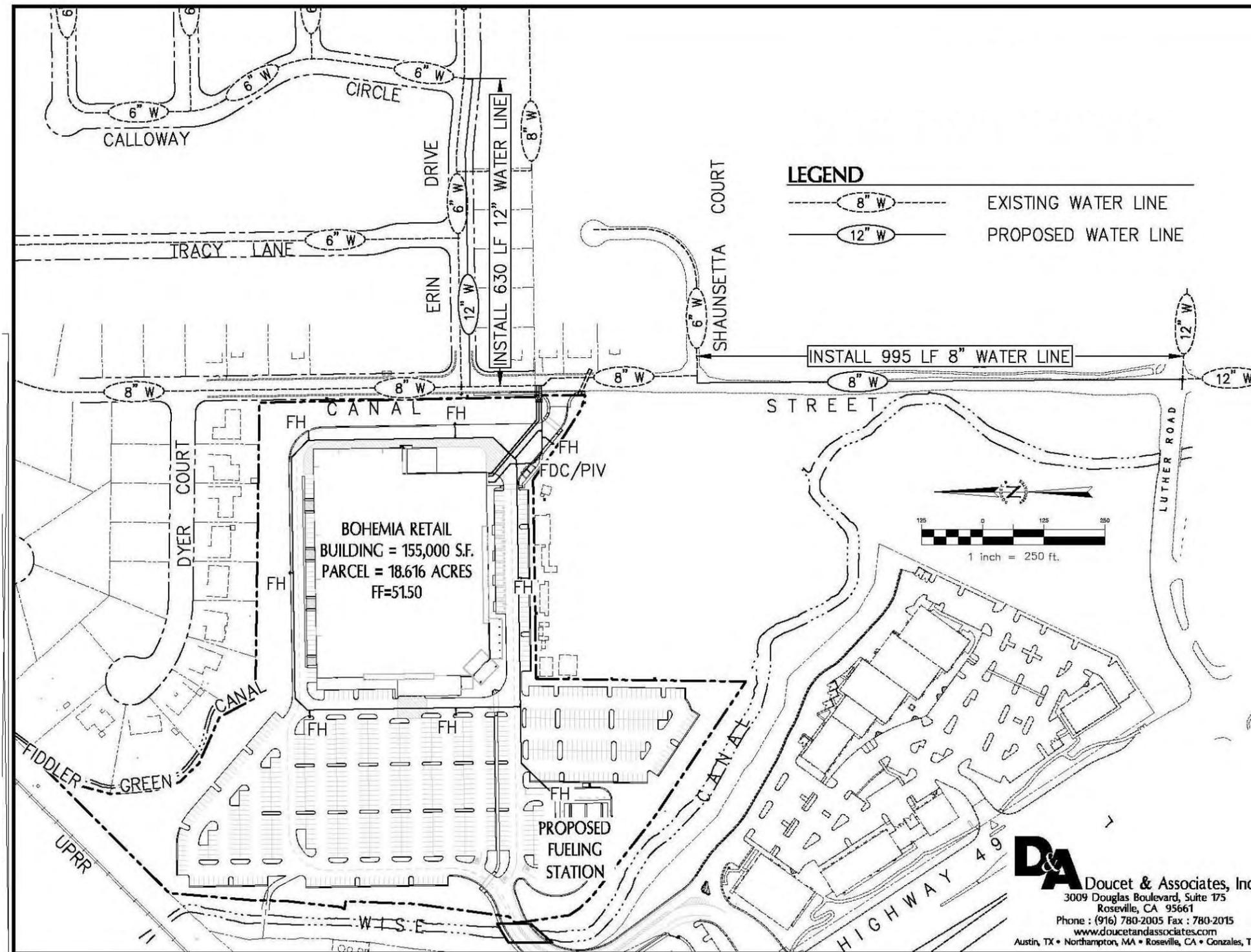
Supply

Water would be supplied for the proposed project by PCWA. PCWA currently supplies up to 125,400 AFA to its service areas with an additional 35,500 AFA from an existing pump station on the American River and owns approximately 292,000 AFA of permanent surface water rights. According to the Water Study, the existing system would be adequate to supply domestic and landscape water to the project site. State-mandated water conservation measures, including ultra low-flow toilets and taps, water-conserving plumbing, and other required conservation measures would be utilized, as required in the County's standards, to reduce the amount of water used. As a result, expansion of existing or construction of new water facilities, or new entitlements to serve the proposed development would not be necessary.

Conveyance

The adjacent existing residential area is served by an existing network of 8-inch water lines that connect to the Channel Hill 1-million gallon storage tank located at Mill Pond Road and Channel Hill Lane. The project includes construction of an on-site 10-inch looped fire system, which would connect to existing and proposed 8-inch water lines along Canal Street and then to the existing 12-inch main in Luther Road via Canal Street (See Figure 13-1, Proposed On-Site Water Improvements). The 12-inch water line in Luther Road is connected to the Channel Hill storage tank. Approximately eight fire hydrants will be constructed as part of the project's fire system to meet minimum spacing requirements. Using the Uniform Fire Code, the fire flow requirement for the project was estimated to be 8,000 gallons per minute (gpm). According to the Water Study, given that the building will be sprinklered, the fire flow requirement for the project can be reduced from 8,000 gpm to 4,000 gpm (See Figure 13-2a, Off-Site Fire Flow Improvements).

Figure 13-2a
Off-Site Fire Flow Improvements



The PCWA Board of Directors (Board) received a memorandum dated March 20, 2009 from the project applicant requesting that the Board relax its fire flow velocity criterion for the proposed project. The memorandum was presented to the Board showing that upon implementation of additional off-site improvements, the requested 4,000 gpm fire flow could be achieved for the project with some minor variations in pipe velocity. According to a letter from PCWA dated April 21, 2009, PCWA determined that it would have enough flexibility in applying the velocity criteria for the project given the limited water system growth expected past the subject location and due to the fact that the Agency has a future parallel 12-inch diameter pipeline planned on Luther Road.⁸ As discussed with PCWA and reiterated in its April 21, 2009 letter to the applicant, necessary off-site improvements associated with meeting the required 4,000 gpm fire flow are as follows (See Figure 13-2b, Off-Site Fire Flow Improvements):

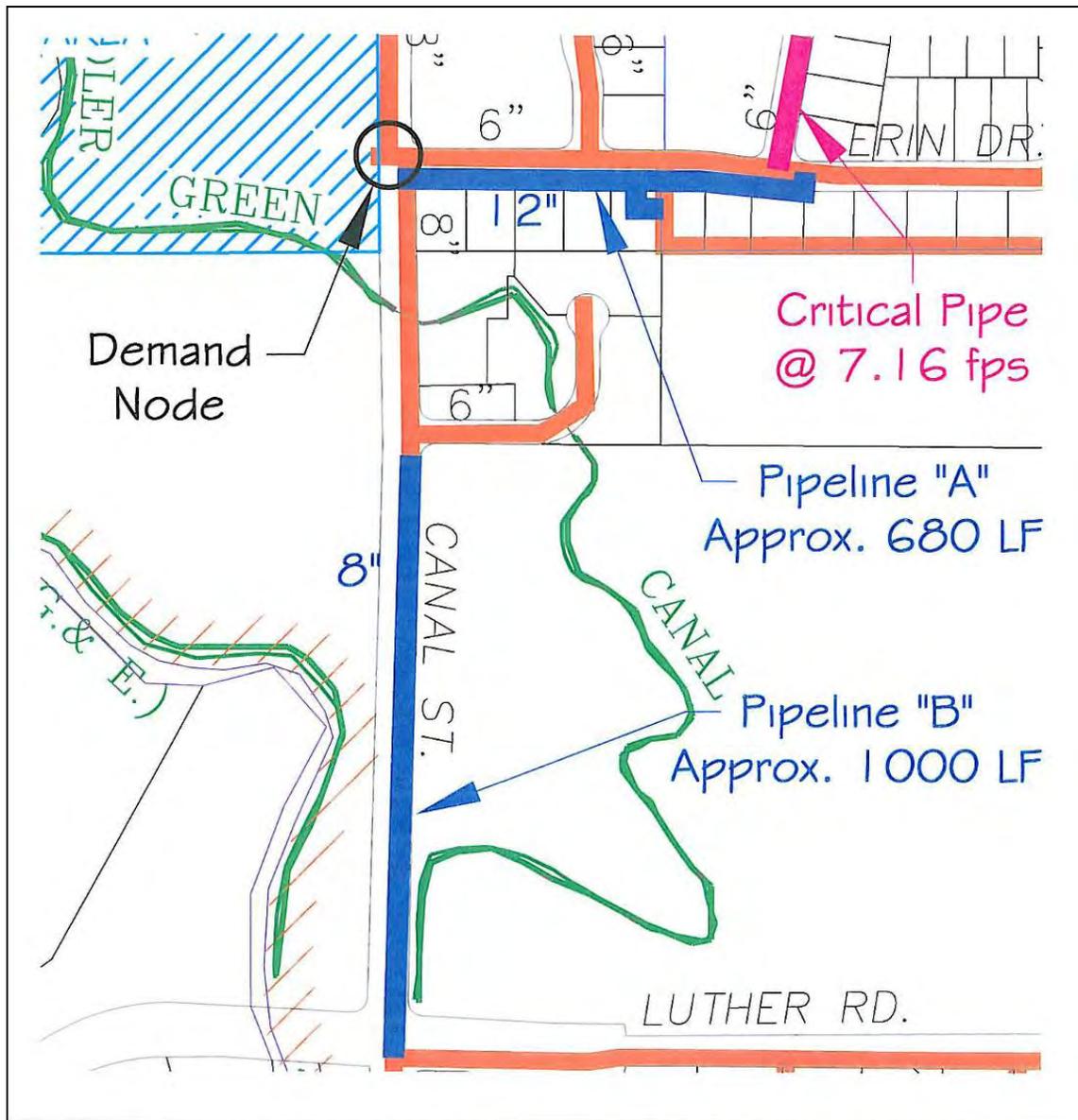
1. Interconnect the eight-inch pipe in Canal Street with a 12-inch pipe in Luther Road, with approximately 1,000 linear feet of eight-inch pipe. The 12-inch water line in Luther Road is connected to the Channel Hill storage tank.
2. Add approximately 650 linear feet of a 12-inch pipe in Erin Drive east of Canal Street.

It is important to note that these off-site improvements would be wholly within the existing paved public right-of-way. In addition, it should be noted that numbers presented in the EIR regarding fire protection are approximations only, and actual fire flow rates will be determined when the building occupant is identified and the exact type of construction is determined.

Conclusion

As stated above, there is adequate water supply to serve the project site. With proper on- and off-site improvements and minor variations in pipe velocity, the proposed project would have adequate fire flow and water conveyance. Additional water lines would allow more water to be delivered from additional lines that reduces the velocity in all of the lines. However, the project applicant has not received a will-serve letter from PCWA ensuring that adequate water supply would be made available to serve the project; therefore, a *potentially significant* impact would result.

Figure 13-2b
Off-Site Fire Flow Improvements



OFFSITE IMPROVEMENTS
(Addition of pipelines "A" & "B")

4,000 gpm (Fire Flow + Domestic Max Day Demand) is available under 7 fps criterion.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

13-1 Prior to approval of Improvement Plans, the project applicant shall receive a water availability letter from PCWA confirming adequate water supply and system service capacity exists to serve the proposed project. In addition, the project applicant shall submit water system improvement plans for review and approval by PCWA. Prior to the County's approval of the Improvement Plans, the applicant shall obtain approval from PCWA. The project applicant shall fund and construct all necessary water system improvements needed for the project and comply with PCWA requirements and standards.

13-2 Impacts related to increased demand for wastewater disposal.

As discussed above, the project will be required to connect to New Airport Road due to the capacity restrictions at the SR 49 siphon. As part of this project, Placer County is requesting the applicant to accept 275 EDUs from an upstream shed located northeast of the project (See Figure 3-6 for the area being diverted) and direct flows through the site to an existing sewer line in New Airport Road in order to bypass the SR 49 siphon. Construction of the proposed extension to New Airport Road requires easements from Pacific, Gas and Electric Company (PG&E) and Union Pacific Rail Road (UPRR) to cross Wise Canal and the railroad tracks, respectively. If the easements are not obtained and the connection to New Airport Road cannot be completed in sufficient time to allow occupancy of the retail building, a temporary connection to Canal Street may be allowed, as analyzed in the Sewer Study (See Appendix T). However, the temporary connection would be limited to the flows from the retail project that are addressed in the proposed project's sewer study and will be abandoned once the connection to New Airport Road is available. In the event the temporary connection is needed, the applicant will be required to construct the entire portions of the alignment to New Airport Road that they have access to at the time of construction of project improvements of the retail project and complete the alignment once all easements are procured.

The proposed retail project will be responsible for the cost of all on-site sewer conveyance infrastructures that transport only wastewater generated by the project. SMD-1 will be responsible for all sewer conveyance infrastructures that transport only wastewater generated from off-site (the connection to Dyer Court). The costs for all sewers (on-site and off-site) that transport combined wastewater flows will be divided between SMD-1 and the proposed project on a pro-rata basis based on proportionate flows. The exact proportional values will be determined prior to Improvement Plan approval.

Because the siphon restricts flow, the trunkline downstream of the siphon could be impacted by the bypass and the additional flows. The trunk sewer system will need an extensive analysis in order to identify any upgrades required. The project will be

conditioned to complete a Master Sanitary Sewer Study prior to Improvement Plan approval subject to the review and approval of the Engineering and Surveying Department and by the Facility Services Environmental Engineering Division. The Master Sanitary Sewer Study will identify specific pipe segments which will need to be upsized to accommodate the *Existing Conditions Plus Bohemia Project Plus Diversion* (275 EDUs). Those pipe segments identified as requiring upsizing will be sized to accommodate the Ultimate Buildout Condition. Portions of the trunk sewer line to be upsized could possibly be located within the County Right-Of-Way and/or within existing sewer easements. Improvements to the trunk sewer line to accommodate the *Existing Conditions Plus Bohemia Project Plus Diversion* (275 EDUs) could have potential temporary impacts related to grading, erosion, water quality and traffic during construction. However, any potential impacts can be mitigated by requiring Improvement Plans that implement erosion control measures, traffic controls, water quality BMPs, and revegetation of disturbed areas (See Mitigation Measures 12-1(a) through 12-1(c) in Chapter 12, Hydrology and Water Quality).

Treatment Capacity

As discussed above, the project Conditions of Approval for either of the WWTP alternatives would include the following:

- Prior to issuance of a sewer permit and building permits for the project, the applicant will obtain a Sewer Will-Serve letter from Sewer Maintenance District No. 1. If capacity is available in the existing WWTP, then a Sewer Will-Serve letter could be issued for available EDUs. Capacity is available on a first-come, first-served basis. Thus, available capacity is not guaranteed for any project; and
- The applicant will pay the required connection fees.

Conclusion

Because the proposed project would create increased demand for wastewater disposal and would require the construction of new wastewater infrastructure, a ***potentially significant*** impact would result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- 13-2(a) *Prior to Improvement Plan approval, the applicant shall submit with the Improvement Plans a final Master Sanitary Sewer Study prepared by a registered California Civil Engineer which depicts future extension of public sewer to serve the project and diversion of the Country Club Estates Residential Diversion (275 EDUs) to an existing line located on New Airport Road, subject to approval by the Engineering and Surveying Department and Facility Services Environmental Engineering Division.*

This is to allow the flows to be diverted around the Highway 49 siphon. This study, at minimum, shall provide pipe sizing for pipe segments of the Highway 49 trunk sewer line which may potentially need to be upsized prior to the Bohemia Retail Project and/or the Residential Diversion diverting flows to the New Airport Road sewer line. The applicant shall be required to complete the following:

- 1. Design the sewer alignment to divert flows to an existing line located on New Airport Road to accommodate the flows from the 275 EDUs of the Residential Diversion from the existing system located to the northeast of the property in order to bypass the Highway 49 siphon.*
- 2. Construct the sewer alignment to New Airport Road and procure the required easements from PG&E and UPRR. The applicant will construct the entire alignment to New Airport Road for all portions that they have access to at the time of construction of the Bohemia Retail Project. Paved access is required to all sewer manholes and will be shown on the Improvement Plans for review and approval by the Engineering and Surveying Department and the Facility Services Environmental Engineering Division. As a portion of the alignment is off-site, any exceptions to this requirement are subject to the review and approval by the Engineering and Surveying Department and the Facility Services Environmental Engineering Division.*
- 3. In the event the connection of the sewer to New Airport Road is not completed in time to connect the project due to a delay in acquiring the required easements from PG&E and UPRR, the applicant may construct a temporary connection to Canal Street to be utilized by the proposed retail project and must be abandoned when the connection to New Airport Road is available. The project will construct the sewer alignment to New Airport Road as described in Part 2 above and will provide a valve in the line which may be accessed at the time the New Airport Road connection is complete in order to divert the flows from the proposed retail project and the 275 EDUs from the Residential Diversion. The placement of the valve and alignment of the sewer line are subject to approval by the Facility Services Environmental Engineering Division.*
- 4. In the event there are segments of pipeline which must be upsized in the Highway 49 trunk line from downstream of the siphon to the SMD-1 Wastewater Treatment Plant in order to accommodate the diversion of the 275 EDUs from the Residential diversion, the project will construct the sewer alignment to New Airport Road as*

*described in Part 2 above and will provide a valve in the line which may be accessed at the time the New Airport Road connection is complete **and** the Highway 49 trunk line segments of pipeline have been upsized to accommodate the diversion of the 275 EDUs from the Residential Diversion. The placement of the valve and alignment of the sewer line are subject to approval by the Facility Services Environmental Engineering Division.*

13-2(b) *The applicant shall implement an off-site mitigation program to offset the project's increase in peak wet weather flow from their project. The off-site mitigation program shall be coordinated and approved by the Placer County Facility Services Environmental Engineering Division. The off-site mitigation program will replace and/or rehabilitate sewer infrastructure to, in effect, create capacity within the existing system equivalent to this project's peak wet weather flows as determined by the Environmental Engineering Division.*

In lieu of implementing an off-site mitigation program, the applicant may pay a fee of four thousand dollars (\$4,000.00) per EDU (the "Mitigation Fee") prior to sewer improvement plan approval as a temporary measure pending further studies and adoption by the Board of Supervisors of a Sewer Maintenance District No.1 mitigation fee (the "Mitigation Fee"). The Mitigation Fee is intended as an estimate of those funds necessary to offset the project's peak wet weather flows. The Environmental Engineering Division will use this money to reduce inflow and infiltration within the existing Sewer Maintenance District No. 1 by replacement, and/or rehabilitation of existing sewer infrastructure. In the event the Board of Supervisors adopts the Mitigating Fee by December 31, 2010 and the adopted Mitigation Fee is less than the \$4,000.00 per EDU Fee, Developer shall be entitled to a refund of the difference if the Developer submits a request in writing therefore by June 30, 2011.

13-3 Impacts related to increased demand for solid waste disposal.

The WRSL serves the Auburn-Foothills which includes the proposed project. The landfill has been expanded to 800 acres and has a total capacity of 18,970,000 tons. The life expectancy of the landfill is projected to extend to year 2036 with the State recycling programs. The solid waste generation table in the PCGP EIR predicted that the WRSL in 2010 would have a disposal of 200,151 tons which is less than two percent of total capacity. Therefore, the WRSL would be able to support the solid waste disposal that would be necessary for the proposed project. The project is consistent with the commercial and industrial land use designations for the project site identified in the ABCP; therefore, the amount of refuse that would be generated by the project has been anticipated for the site in the ABCP and such planning documents are used by service providers such as WRSL to plan for adequate facilities. The ABCP is consistent with the projections contained within the Placer County Solid Waste Management Plan and would

not create residential, commercial, or industrial growth beyond that anticipated by the Placer County Solid Waste Management Plan. Therefore, impacts related to increased demand for solid waste disposal services would be *less-than-significant*. It should be noted, however, that as a project Condition of Approval, the project applicant will be required to provide a “will-serve” letter or other communication from Auburn Placer Disposal Service indicating that Auburn Placer Disposal Service is aware of the project and will be able to provide adequate waste disposal services. In addition, Auburn Placer Disposal Service will need to review plans for solid waste enclosure specifications and approach.

Mitigation Measure(s)

None required.

13-4 Impacts related to the provision of adequate gas and electricity, cable, and telephone services for the proposed project.

PG&E is the provider for natural gas and electric for the proposed project. Based on the PCGP, PG&E does not anticipate significant constraints to their ability to accommodate growth within the service area; where additional facilities are warranted, services could be expanded. Therefore, the project would be able to extend the existing gas and electric infrastructure to connect to and serve the proposed project.

Installation of cable and telephone would be provided for the project site by Sonic Cable and Pacific Telephone. Each project applicant would be responsible for funding the extension of existing utilities in order to receive needed services. Upon extension of the infrastructure, the telephone and cable service providers would be able to provide services to the new development; therefore, the impact to gas and electricity and cable and telephone services for the proposed project would be *less-than-significant*. It should be noted, however, that as a project Condition of Approval, the project applicant will be required to provide a “will-serve” letter or other communication from PG&E indicating that PG&E is aware of the project and will be able to provide adequate gas and electricity services.

Mitigation Measure(s)

None required.

13-5 Impacts related to the provision of adequate fire protection and emergency medical services for the proposed project.

Policy 4.I.2 of the ABCP states that Placer County shall encourage local fire protection agencies within Placer County to maintain the standard of a four minute response time. Fire protection services for the project would be provided by Station #180 and Station #10, both located within two miles of the project site. According to personal communication with Brad Albertazzi, Captain of the Placer County Fire Department/CAL FIRE, the stations would maintain a response time to the project site of two to three minutes.

Commercial uses typically do not generate the same volume of fire protection and emergency medical service calls as residential uses. The proposed project could slightly increase the demand for emergency medical services. Mutual aid for the County Fire Department/CAL FIRE is provided by the Auburn City Fire Department and Higgins Fire District.

The project would result in an increase in demand for fire protection and emergency services, which could adversely affect the ability of Placer County Fire Department/CAL FIRE to provide these services throughout their service boundaries. Because the Placer County Fire Department/CAL FIRE has not provided a will-serve letter stating that the existing fire protection services are adequate to serve the project site, a *potentially significant* impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

13-5 *Prior to Improvement Plan approval, the project applicant shall obtain a “will-serve” letter from the Placer County Fire Department/CAL FIRE. The “will-serve” letter shall be submitted to the Placer County Planning Department. All needs for fire protection, water location of hydrants, and facilities shall be addressed to District standards and indicated on the plans to be submitted.*

13-6 Impacts related to the provision of adequate law enforcement services for the proposed project.

The proposed project is located within the jurisdiction of and would be provided services by the Placer County Sheriff. Placer County has adopted a public safety policy that includes the provision of capital facilities and personnel sufficient to maintain an officer/population ratio of one deputy per 1,000 residents. However, the proposed project includes the development of a retail center and would not introduce additional residents to the project area. According to the will-serve letter from the Placer County Sheriff's Department, their ability to handle law enforcement needs generated by the proposed project would be dependent on the Board of Supervisors authorizing funding needs. Therefore, without the additional personnel and equipment, impacts related to law enforcement services would be *potentially significant*.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

13-6 *Prior to the approval of Improvement Plans, the applicant shall provide the DRC with proof of notification (in the form of a written notice or letter) of the proposed project to the Placer County Sherriff's Office.*

Endnotes

¹ Placer County. *Countywide General Plan Policy*. August 16, 1994.

² Placer County. *Countywide General Plan EIR*. October 1993.

³ Placer County. *Auburn/Bowman Community Plan*. 1994 (updated 1999).

⁴ Doucet & Associates, Inc. *Water Study for Bohemia Retail Project*. May 26, 2009.

⁵ Doucet & Associates, Inc. *Sanitary Sewer Study for Bohemia Retail Project*. May 21, 2009.

⁶ U.S. Environmental Protection Agency. *Placer County SMD 1 Pretreatment Performance Evaluation*. November 2003.

⁷ Albertazzi, Brad. Captain of the Placer County Fire Department/CAL FIRE. Personal Communication. April 14, 2009.

⁸ Martin, Brian C. "*Development of Bohemia Lumber Mill Site – Fire Flow Capacity*." Placer County Water Agency. April 21, 2009.