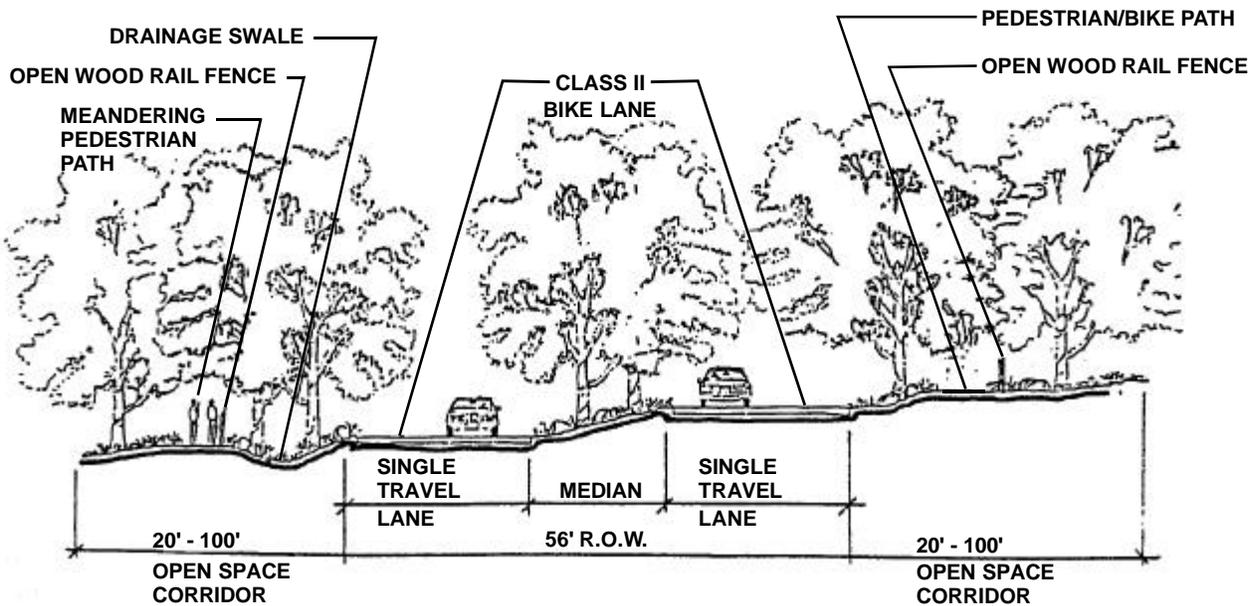


**Bickford Ranch Road  
Entrance Segment**



**Bickford Ranch Road  
Village Center to Heritage Ridge Main Entry**

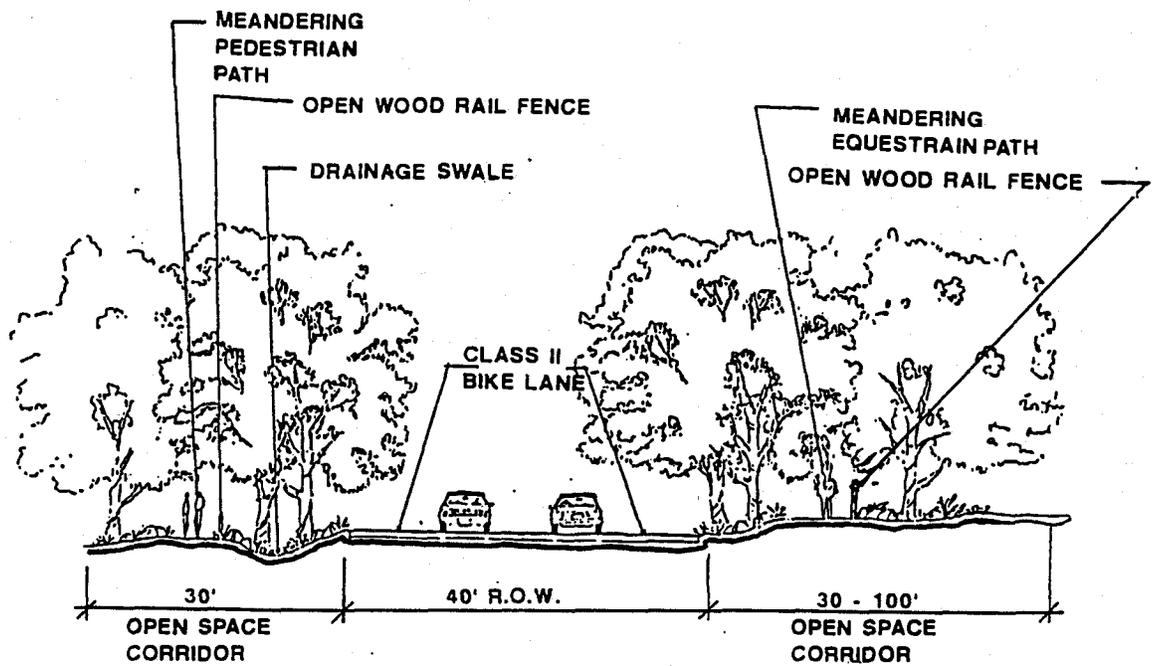
**BICKFORD RANCH ROAD  
DIVIDED ROADWAYS  
(TYPICAL CROSS-SECTIONS)**

2000  
21305-002-043

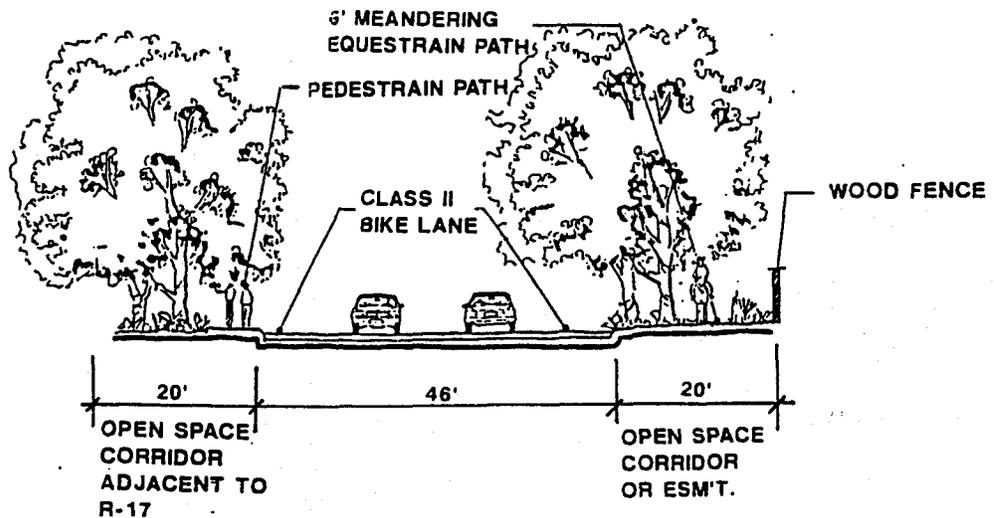
Bickford Ranch Specific Plan EIR  
Placer County, California



FIGURE 3-12



**Bickford Ranch Road  
 Heritage Ridge to Tower Park**



**Bickford Ranch Road  
 South of Tower Park**

**BICKFORD RANCH ROAD  
 UNDIVIDED ROADWAYS  
 (TYPICAL CROSS-SECTIONS)**

SOURCE: Hayes Land Planning, Inc.

1999

Bickford Ranch Specific Plan EIR

Job No. 21305-002-038

Placer County, California



FIGURE 3-13

would be located along the south side of Bickford Ranch Road between the Heritage Ridge main entrance and Clark Tunnel Road. Pedestrian/bicycle access would be permitted to and from Clark Tunnel Road's eastern terminus.

A secondary access from Sierra College Boulevard is proposed approximately 1,000 feet south of SR 193 and is named Lower Ranch Road. This intersection is proposed as a full "T" intersection with left- and right-turn lanes; it would be stop-controlled on the Lower Ranch Road approach to Sierra College Boulevard. Typical cross-sections for Lower Ranch Road are depicted on Figure 3-14.

The southwestern portion of the project site (Neighborhood R-19 consisting of four lots located just north of the railroad tracks) would have access to English Colony Way, which connects to Sierra College Boulevard. The four lots on the western portion of the proposed project (Neighborhood R-20) would have access from the existing Caperton Court to Sierra College Boulevard.

Clark Tunnel Road from SR 193 south to the proposed Bickford Ranch Road would be closed at the property boundary. This portion of Clark Tunnel Road, allowed by an easement, is proposed to be used for pedestrian/equestrian trails, emergency/fire access and a private driveway to an existing residence and one large lot in Bickford Ranch. General vehicular access would not be permitted on this portion of the road. A small segment of Clark Tunnel Road right-of-way that is not part of the Plan area would need to be widened.

The remaining portions of Clark Tunnel Road within the subject site would become Bickford Ranch Road and South Bickford Ranch Road. The existing Clark Tunnel Road at the southern boundary of the site would connect with South Bickford Ranch Road but would be restricted to only emergency/fire vehicles, pedestrians, bicyclist and equestrian access. If the Clark Tunnel Road closure proposal is approved, vehicles from Bickford Ranch would not have access to Clark Tunnel Road leading into the Penryn community or to SR 193.

The public roadways within the project area are Bickford Ranch Road, South Bickford Ranch Road, and Lower Ranch Road. Twenty-one vehicular gated entries are proposed to residential neighborhoods. The locations of gates are shown on Figure 3-11.

### **Local Residential Streets**

In the Heritage Ridge community, Heritage Ridge Drive would be the main travel road. It would include a walkway along one side of the road and a golf cart lane along the other side, and planting areas along the roadway. Typical cross-sections along Heritage Ridge Drive are shown on Figure 3-14.

Bickford Ranch's private, local residential streets would be narrow and rural in character. Local residential streets would provide access within residential neighborhoods. The pattern of local streets would be designed to facilitate easy access within neighborhoods to the Commercial Village, parks, and amenities. Typical local residential street cross sections are shown on Figure 3-15.

### **Pedestrian, Equestrian, and Bicycle Pathways**

Approximately 40 acres of open space corridors would connect the villages and communities of the proposed project, including approximately 18.5 miles of public pedestrian and equestrian paths or trails. The pedestrian corridors would be constructed using native materials such as compacted decomposed granite. A total of 6.5 miles of public pedestrian corridors would primarily be located along internal streets such as Bickford Ranch Road and Lower Ranch Road (Figure 3-7). A total of 5 miles of equestrian corridors would primarily be located along Bickford Ranch Road, Clark Tunnel Road, Sierra

### 3.0 Project Description

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College Boulevard and Lower Ranch Road, as well as on rural roads in the Meadows (Figure 3-7). Seven miles of public wilderness trails, including equestrian, biking, and hiking activities, are located north of Boulder Ridge. The pedestrian and equestrian paths are also shown on the cross-sections for these roadways (Figures 3-12 through 3-14), as well as on the Circulation Master Plan (Figure 3-11).

Other proposed trails include private pedestrian paths (conventional sidewalks) inside the Heritage Ridge community adjacent to the streets that connect the three entry points to Bickford Ranch Road for a total of 2 miles, and private walkways along residential streets within the Heritage Ridge community. Americans with Disabilities Act requirements for the pedestrian paths will be complied with to the maximum extent possible. However, due to the topographic variations on the project site this may not be possible on all walkways and paths.

Class II bike lanes are proposed along both sides of Bickford Ranch Road and Lower Ranch Road (Figure 3-7). Bikes will not be permitted along the pedestrian trails/paths or the equestrian paths, except where designated a primary trail.

#### **Public Transportation**

At the village commercial site, a portion of the site will include a “Park and Ride Lot” to accommodate car-pooling (Figure 3-5). Approximately 10 parking spaces would be provided. Additionally, the proposed project includes two bus stops with covered benches and with turnouts along Bickford Ranch Road within the Village Commercial Center and near the entrance to the Heritage Ridge Community. The locations of the bus stops are shown on Figure 3-11.

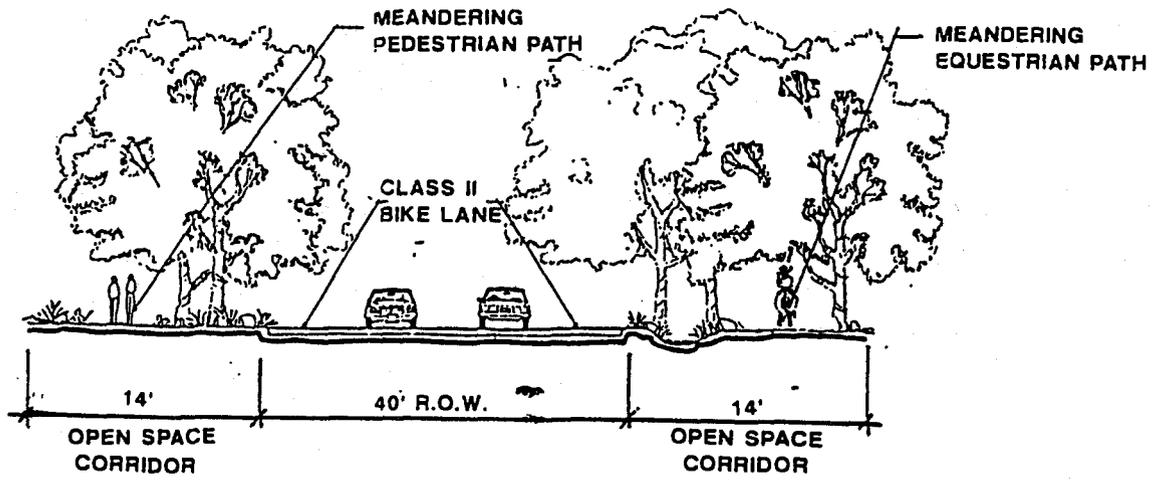
#### **Golf Carts**

In the Heritage Ridge community, electric golf cart travel is accommodated by a network of lanes and paths. Golf carts will be permitted to circulate on private streets with separate golf cart lanes, such as Heritage Ridge Drive, and on designated streets in automobile travel lanes. Golf cart lanes and paths would provide access to the golf course, driving range, clubhouse and Village Commercial Center as well as to residential neighborhoods within this community. To access the Village Commercial Center and driving range, two golf cart crossings of Bickford Ranch Road will be required.

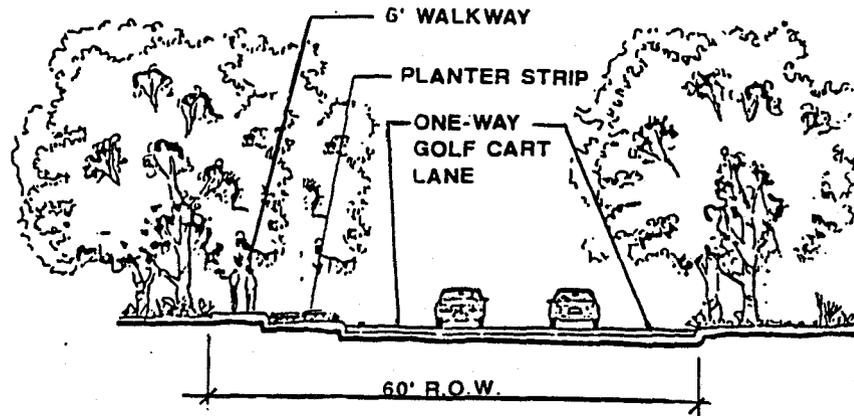
### **3.5.7 Public Facilities and Services Element**

#### **Water Supply**

Water service to the Bickford Ranch project, both domestic potable and raw water, would be provided by Placer County Water Agency (PCWA). The potable water supply pipeline system is depicted on Figure 3-16. The pipeline extension for Bickford Ranch would consist of a 16-inch water pipeline that would connect to an existing 30-inch pipeline in the PCWA water system approximately 1,000 feet north of the intersection of Colwell Road and Swetzer Road. The pipeline would proceed north, following the alignment of Swetzer Road, to English Colony Way. It is anticipated that the PCWA will upgrade this portion of the line to 30 inches to increase the service and reliability to their existing customers. The 16-inch pipeline would then proceed west for a short distance along English Colony to Butler Road. From English Colony Way, the pipeline would follow Butler Road to its most northwesterly point. The pipeline would be constructed within the existing rights-of-way of Swetzer Road, Butler Road, and English Colony Way. From the northwesterly point of Butler Road, the pipeline would be directed northward, along the existing public right-of-way on Plum Tree Lane and then across private property following the driveway in this location until it reaches Antelope Canal. At that point, the pipeline follows the westerly boundary of Bickford Ranch until it terminates at an above-ground storage tank on R-16A on



**Lower Ranch Road**



**Heritage Ridge Drive**

**LOWER RANCH ROAD AND  
HERITAGE RIDGE DRIVE  
(TYPICAL CROSS-SECTIONS)**

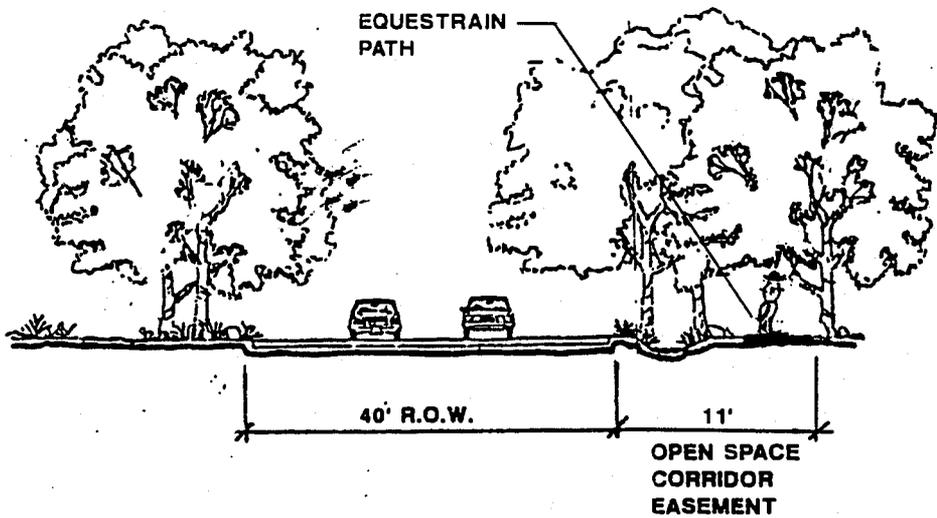
SOURCE: Hayes Land Planning, Inc.

1999  
Job No. 21305-002-038

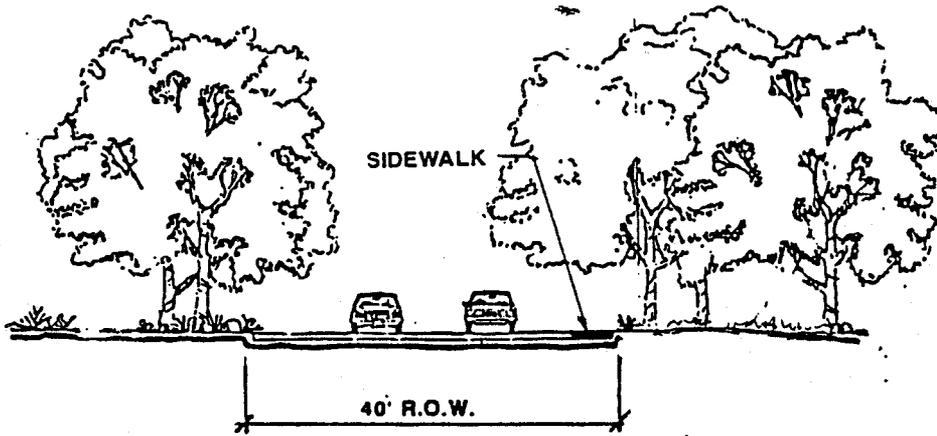
Bickford Ranch Specific Plan EIR  
Placer County, California

**DAMES & MOORE**  
A DAMES & MOORE GROUP COMPANY

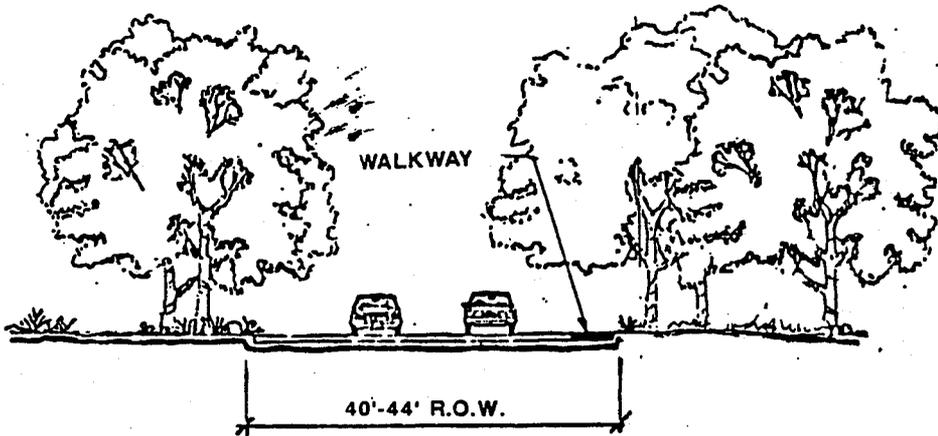
FIGURE 3-14



**Rural Residential Street**



**Ridge Residential Street**



**Heritage Ridge Residential Street**

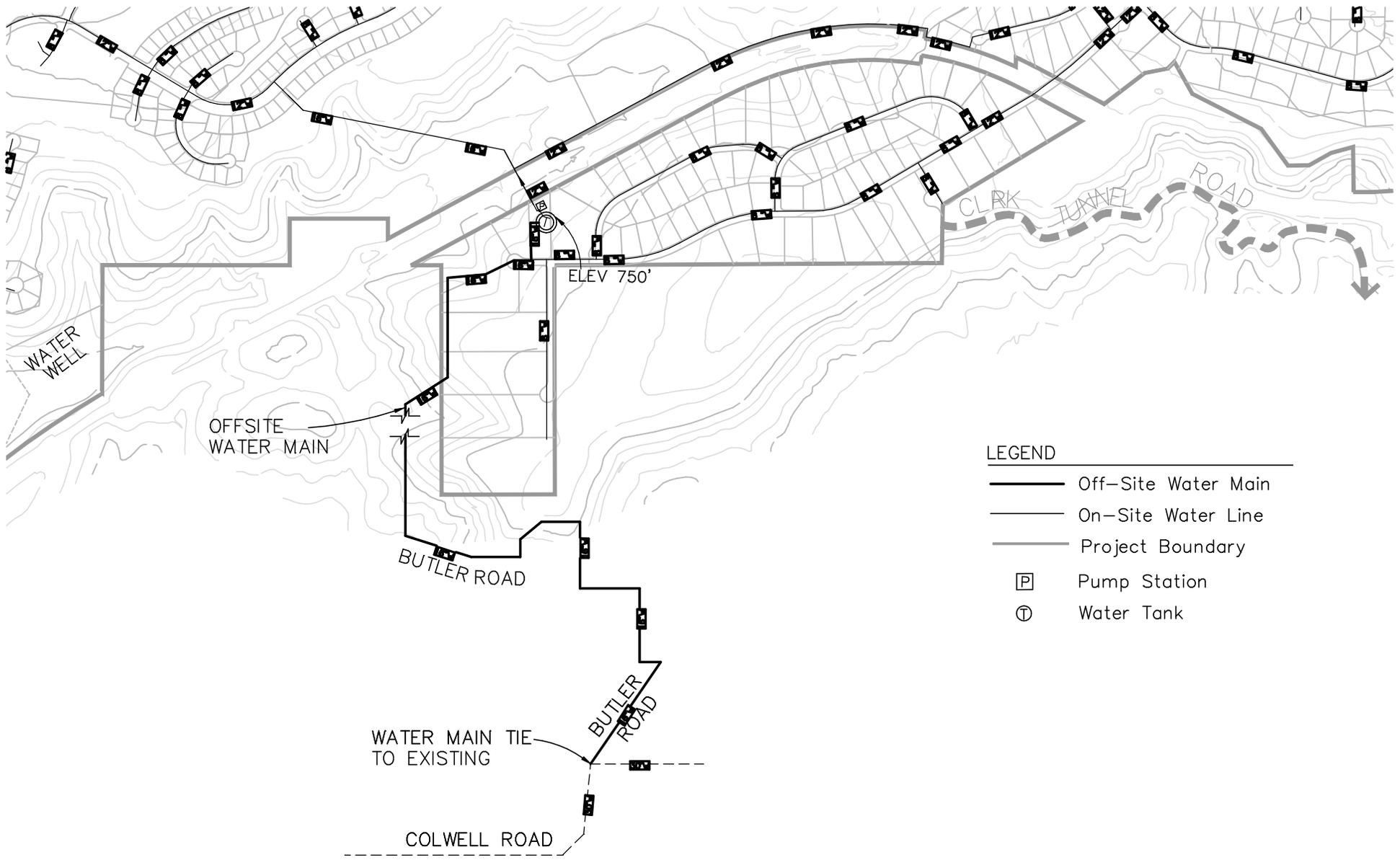
**RESIDENTIAL STREETS  
(TYPICAL CROSS-SECTIONS)**

SOURCE: Hayes Land Planning, Inc.

1999  
Job No. 21305-002-038

Bickford Ranch Specific Plan EIR  
Placer County, California





**LEGEND**

- Off-Site Water Main
- On-Site Water Line
- Project Boundary
- Ⓟ Pump Station
- Ⓢ Water Tank

SOURCES: Hayes Land Planning, Inc. & GW Consulting Engineers

**BICKFORD RANCH**



**OFF-SITE WATER FACILITIES**

1999 Bickford Ranch Specific Plan EIR  
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FIGURE 3-16

the easterly portion of the site. The water tank would be approximately 100 feet in diameter and 25 to 30 feet high. It would be painted in an earth tone color and constructed of steel. There would be two pump stations, one located at the tank and the other one at the southwest corner of lot 25 Ridge 18B.

The new water pipeline and storage reservoir will be owned by PCWA. Backup emergency power will be provided to serve the water delivery system. The pumps would have backup power supplies to ensure adequate water pressure during power outages. Water lines from the tank would generally follow the alignment of the Plan street system. Water lines to neighborhoods above the storage tank would be pressurized and neighborhoods below it would require pressure reduction stations. On-site water pipelines would range from 6 to 16 inches. The proposed On-Site Water Plan is shown on Figure 3-17.

Due to geographic, parcel size, soil capability, and economic constraints, the project would also include approximately 12 individual domestic water wells, on lots located in R-10, R-19, R-20, and the Bitterroot parcel at the corners of SR 193 and Sierra College Boulevard. All domestic wells would be installed on lots proposed as Rural Residential with lot sizes of 5 to 10 acres.

Raw water would be the primary source of water for irrigating the golf course and large landscaped areas. The source of raw water would be PCWA's Caperton and Antelope canals. The Bickford Ranch has existing contracts for 221 miners inches of water from the Antelope Canal (100 mi) and the Caperton Canal (121 mi). This raw water will be used for irrigation of the golf course, landscaped areas, and irrigation water for parcels one acre and larger. This is sufficient to meet anticipated demands for raw water.

Caperton Canal would be modified and relocated in those areas where residential and street development is proposed. Proposed modifications include an inverted siphon between Ridge 11 and 12 (a 48-inch pipe with inlet and outlet structures); piped encasement of the canal between Ridges 7 and 9 in areas where gravity flow is possible (a 48-inch pipe located in or adjacent to proposed roadways with an inlet structure, access manholes and an outlet structure); reconstruction of a portion of the canal as an open canal within the Village Residential Center area; and reinforcement of portions of the existing canal along its existing alignment, all as depicted on Figure 3-18.

As a separate project, PCWA is planning improvements to Antelope Canal. Currently, the canal terminates just above the Clover Valley Reservoir and then flows in a natural creek into the reservoir. The improvements would include eliminating the use of the natural creek and replacing the connection with an underground pipeline. A new reservoir would be constructed to store raw water, as an integral part of PCWA's Antelope Canal facilities. These improvements are depicted on Figure 3-18. Water from this reservoir would be used for irrigating the proposed project's golf course and landscaped areas.

## **Wastewater**

The topography of the Bickford Ranch allows for most of the project to be served with gravity flow sewer pipelines ranging in size from 6 to 18 inches in diameter. However, some areas would require a combination of individual lot pump stations and a neighborhood lift station. Force mains would be either four or six inches in diameter. Also, it will be necessary to install lift stations in several villages on the south side adjacent to the railroad tracks. All of the pump stations would discharge to the primary gravity flow sewer line that runs from near the tower at elevation  $\pm 900$  feet to Sierra College Boulevard and SR 193 at elevation  $\pm 250$  feet (Figure 3-19).

The City of Lincoln would provide wastewater treatment service to the Bickford Ranch project. Construction of improvements to the City's existing wastewater treatment plant is scheduled for completion in September 1999. Upon completion of improvements to the existing wastewater treatment

### 3.0 Project Description

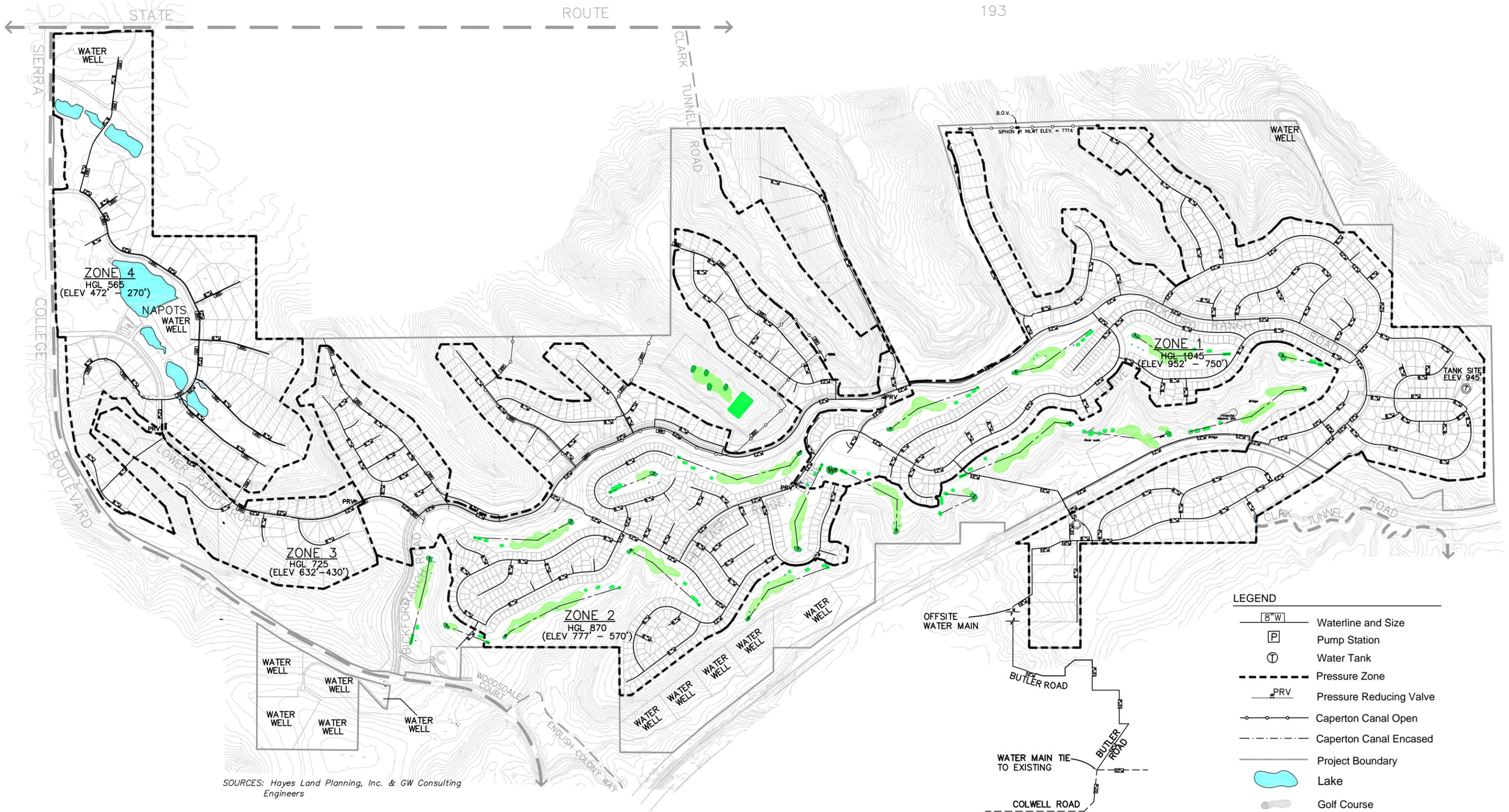
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plant, the City will have capacity to provide wastewater treatment and disposal service to the Bickford Ranch project for up to 0.20 mgd, or approximately 790 dwelling units. To provide wastewater treatment service outside the City Limits, the City has adopted an Amendment to the Public Facilities Element of the City's General Plan. All necessary agreements for the City of Lincoln to provide wastewater treatment service outside the City Limits would be executed with the County of Placer after approval of the Bickford Ranch project. A new wastewater treatment plant is under design and is scheduled to be on line by 2001 with a treatment capacity of 2.6 million gallons per day (mgd) and increase to 4.6 mgd by 2004 (EIP Associates, 1997). The City will provide wastewater treatment and disposal service to the entire Bickford Ranch project – approximately 0.5 mgd – at the new wastewater treatment plant beginning in approximately 2003.

Sewage will be transported from the Bickford project to the City of Lincoln by an off-site sewage pipeline. The proposed project requires a 12-inch sewer main to carry wastewater from the site to an existing sewer main. However, depending on the timing of other potential regional sewer improvement projects, the portions of the off-site sewer to be constructed by the Applicant may be designed to meet size requirements for a future regional sewer system pipeline (Figure 3-20). A Joint Powers Authority (JPA) has been formed among the County, the cities of Lincoln and Auburn, the South Placer Municipal Utility District, and the Newcastle Sanitary District for the purpose of designing and constructing a regional sewer system. Should the JPA be successful in the design and funding of this construction, it is anticipated that the project would be reimbursed for a pro-rata share of the construction of the line. The sewer line will follow special sewer easements or follow street alignments. The pipeline will be approximately 48 inches in size and will begin at the northwest corner of the Bickford Ranch project and follow along the south side of SR 193 to Lincoln. The pipeline will be constructed along the alignment of a detour road, which Caltrans will construct as part of its SR 193 realignment improvement project. Caltrans has agreed to allow the pipeline construction outside of the paved roadway of SR 193, but within the ultimate right-of-way through the encroachment permit process. The pipeline installation within the detour road will occur after Caltrans has completed the SR 193 realignment improvements and prior to the demolition by Caltrans of the detour road paving. The environmental impacts of this alignment have been addressed as part of the Caltrans SR 193 improvement project.

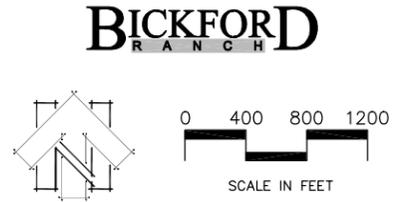
At the proposed Ferrari Ranch Road intersection with SR 193, east of Auburn Ravine, the pipeline will proceed southerly, following the alignment of Ferrari Ranch Road to SR 65. The environmental impacts of the Ferrari Ranch Road alignment were analyzed in the Environmental Impact Report for the revised Twelve Bridges Specific Plan (SCH #97022074). At SR 65, installation of the 48-inch pipeline will stop. The Bickford Ranch facility will continue as a 12-inch pipeline along the easterly side of the SR 65 right-of-way, connecting to a 30-inch pipeline currently under construction. The 30-inch pipeline is being constructed to serve the Del Webb portion of the revised Twelve Bridges project and other City of Lincoln areas north and east of the Del Webb project. The 30-inch pipeline will connect to a 33-inch pipeline, a sewage pump station, and a 12-inch force main, which transports the sewage to the existing City of Lincoln wastewater treatment plant. The 33-inch pipeline, the sewage pump station and the 12-inch force main are also being constructed and are located on the Lincoln Crossing project west of SR 65. These facilities were addressed in the Environmental Impact Report for the revised Twelve Bridges Specific Plan.

In the event the 30-inch pipeline reaches capacity before the regional sewer system pipeline is constructed, the proposed project will include construction of a 48-inch pipeline across SR 65 and along the alignment of the proposed Westlake Boulevard roadway in the Lincoln Crossing project. That pipeline will connect to a pipeline flowing to the new wastewater treatment plant. The environmental impacts of that alignment have been analyzed in the Environmental Impact Report for the Lincoln Crossing project.



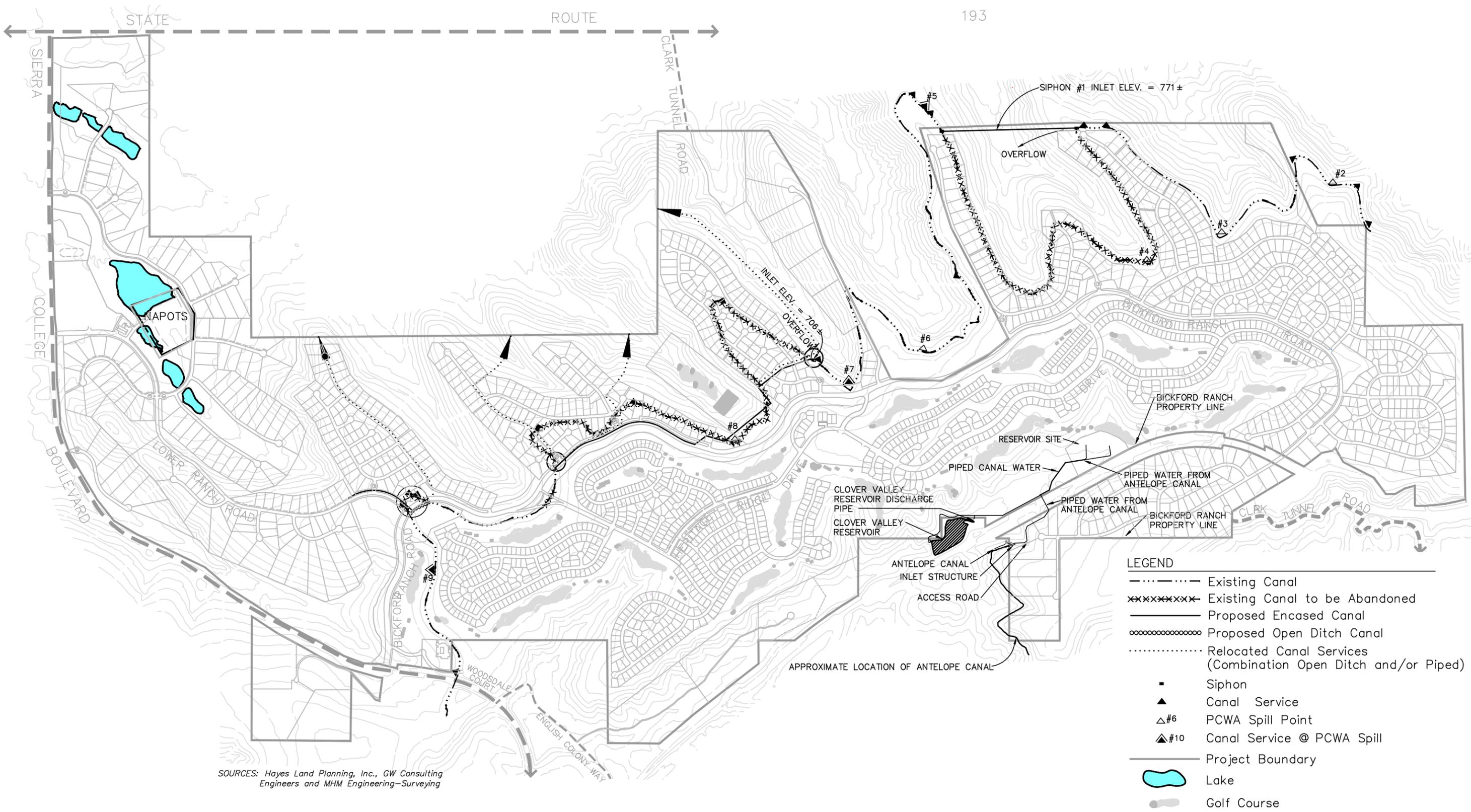
SOURCES: Hayes Land Planning, Inc. & GW Consulting Engineers

NOTE: 1 THIS LAYOUT IS APPROXIMATE FOR WATER DISTRIBUTION SYSTEM. FINAL ALIGNMENT AND DESIGN WILL BE SUBJECT TO PCWA APPROVAL.  
 2 PRESSURE ZONES ARE BASED ON EXISTING TOPOGRAPHY.



**PRELIMINARY ON-SITE WATER PLAN**

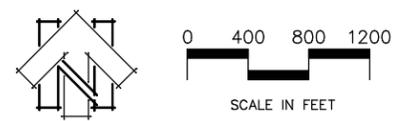
2000 Bickford Ranch Specific Plan EIR  
 21305-002-043 Placer County, California  
**DAMES & MOORE** FIGURE 3-17



SOURCES: Hayes Land Planning, Inc., GW Consulting Engineers and MHM Engineering-Surveying

**BICKFORD RANCH**

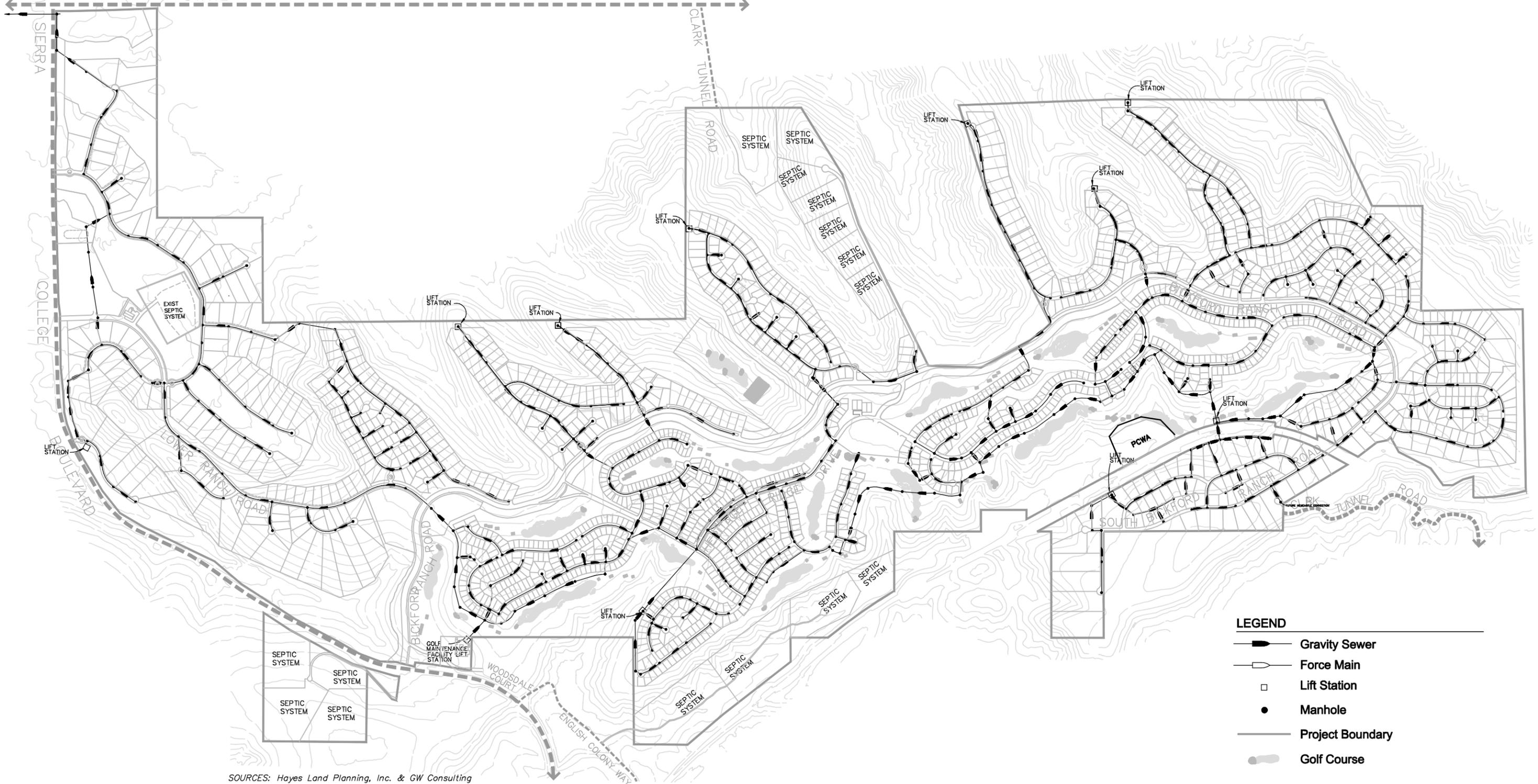
**PROPOSED CANAL IMPROVEMENTS**



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FIGURE 3-18

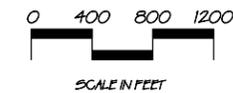
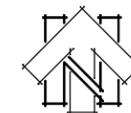


SOURCES: Hayes Land Planning, Inc. & GW Consulting Engineers

LEGEND

- Gravity Sewer
- Force Main
- Lift Station
- Manhole
- Project Boundary
- Golf Course

BICKFORD RANCH



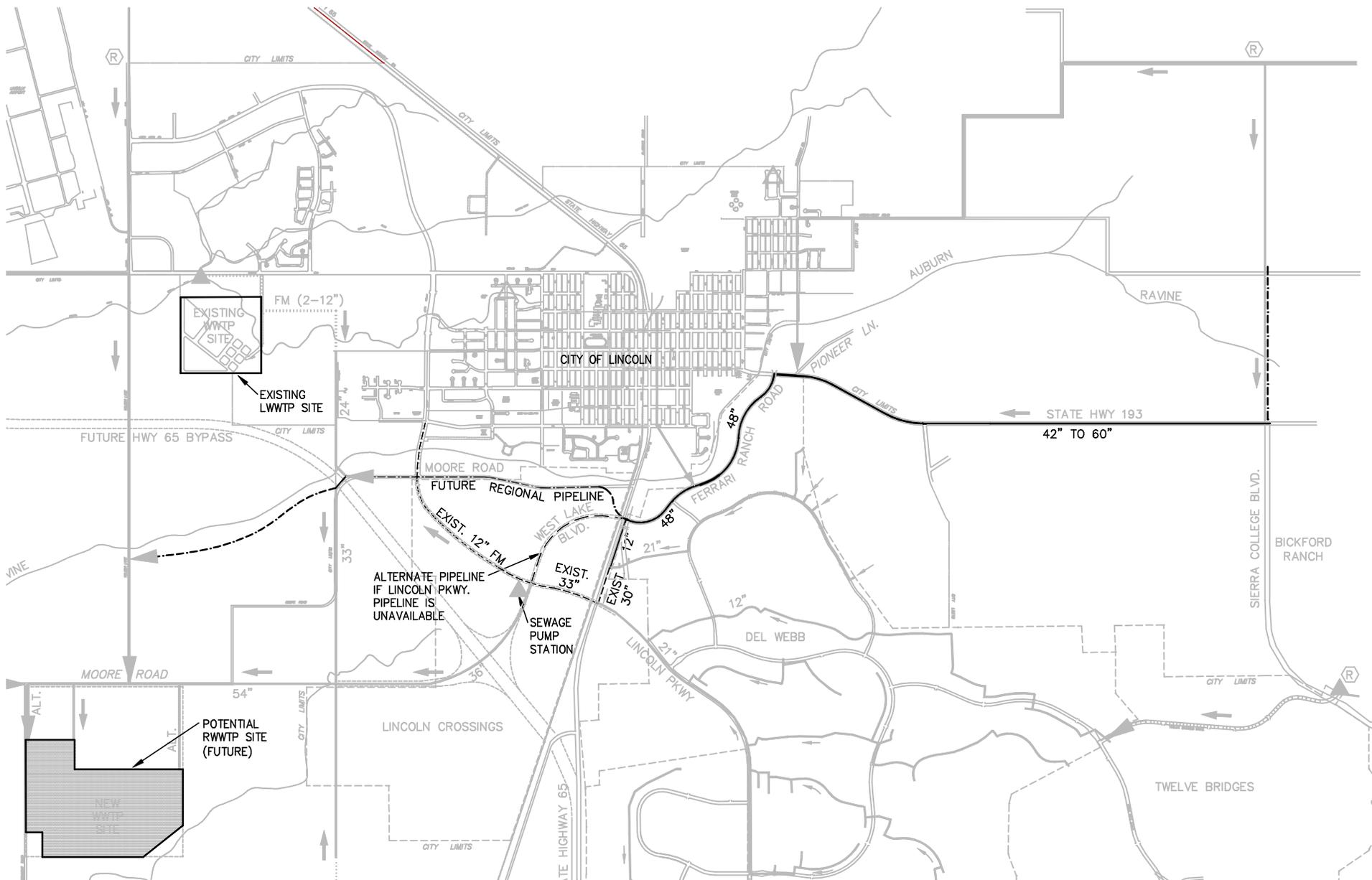
PRELIMINARY ON-SITE SEWER PLAN

1999  
Job No. 21305-002-038

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Placer County, California



FIGURE 3-19

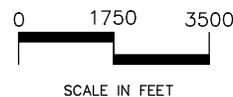
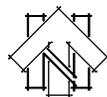


SOURCE: MHM Engineering-Surveying

**LEGEND**

-  PROPOSED PIPELINE
-  EXISTING PIPELINE
-  FUTURE REGIONAL PIPELINE
-  ALTERNATE PIPELINE

**BICKFORD RANCH**



PRELIMINARY  
OFF-SITE SEWER FACILITIES

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FIGURE 3-20

Project and site constraints, including topography, soil conditions, parcel size, and economic factors, would require septic systems on 18 lots. These properties would include all of the lots in R-19 and R-20, seven lots in R-10.

### **Drainage / Flood Control**

Due to natural topographic relief, the proposed project would utilize the existing watershed boundaries and each developed area would drain according to existing conditions. Some increase in runoff due to the project would be anticipated. Site runoff would continue down slope to the ravines that remain as open space.

Seven detention basins (ponds) and seven lakes planned to reduce off-site drainage will be sized in accordance with the Placer County Stormwater Management Manual, as shown on Figure 3-21, Preliminary On-Site Drainage Plan. The detention basins would be constructed as berms across ravines or as excavated structures designed to drain by gravity. All detention basins would include restricted low flow outlets and a high flow outlet or weir at some higher elevation. They will normally be dry, except when high flow events are detained. The lakes would have a low flow outlet for the base flow fed by water from Caperton Canal and a high flow outlet to meter peak storm flows. The lakes would be designed with sufficient freeboard to accommodate storm runoff detention.

Runoff volume would increase with the proposed project due to an increase in impermeable surface area on the project site. An increase in runoff volume flowing into Clover Valley Creek, a part of the Dry Creek Watershed, is not expected to increase the potential, frequency nor magnitude of downstream flooding. However, portions of the site discharge into Auburn Ravine upstream of the City of Lincoln and subsequently flow through portions of Sutter County which experience flooding. Any increase in runoff volume within the Auburn Ravine watershed would be controversial. Therefore, the Applicant proposes to participate in a regional retention facility being constructed by the City of Lincoln. In the event that the regional retention facility to be constructed by the City of Lincoln is delayed, runoff volume can be retained in the proposed lakes sufficient (68 acre-feet) to allow the first phase of construction to go forward.

Within individual subdivisions, storm drain improvements would vary slightly. In the Heritage Ridge neighborhoods, storm water would be collected in street curb and gutters, drain inlets and an underground piped system; pipes would generally follow the street alignment, with manholes spaced in accordance with Placer County standards. In the Ridge neighborhoods, the storm drain system would be similar to the Heritage Ridge system; storm drains would be designed to collect runoff from streets and a few interior lots. In the Meadows neighborhoods, ungraded lots would follow natural drainage patterns; street runoff would be collected in roadside ditches and would be directed to the nearest natural drainage swale.

Commercial areas, maintenance yards, and the fire station site would utilize an underground pipe system to collect storm water runoff; components of this system would likely include drop inlets, pipes, grit and oil separation facilities. The project will comply with County requirements to detain any flow in excess of 90% of existing flow through the use of detention ponds for peak flow mitigation. Parks and recreation areas would be constructed so as to maintain existing drainage patterns; some drop inlets and underground piping may be required in parking areas.

### **Public Schools**

The Plan Area is served by three school districts for grades K-8: the Western Placer Unified School District, the Penryn Elementary School District and the Loomis Union School District. The Western

### 3.0 Project Description

---

Placer Unified School District and the Placer Union High School District serve the Plan Area for grades 9-12.

It is projected that the Plan Area will generate a total of 462 K-8 students and a total of 237 9-12 students at buildout. These student generation figures are based on the current land plan, which includes a total of 1,003 non age-restricted units. Residential occupancy in the Plan Area is anticipated to begin in the year 2000. The first phases of construction are expected to occur in the western part of the Plan Area, which is within the Loomis Union School District. Project buildout and full residential occupancy is dependent on market conditions. The preliminary estimate of full occupancy is anticipated to occur around the year 2007.

A 15.09 gross acre site (10.76 net acres) for a future school has been identified in the northwest portion of the project site. This site is shown on Figure 3-4, Master Lotting Diagram, and overlays the M-1 residential area lots 4 through 10 in the Meadows community and Natural Open Space lot 69. The school reservation site would be located adjacent to an expanded Bickford Ranch Park (see Section 2.2, below). The gate on the unnamed street bordering the western edge of the site near Sierra College Boulevard has been eliminated to provide through access, and gates have instead been placed at the entrances to cul-de-sacs along the roadway. New gate locations are shown on Figure 3-11, Circulation Master Plan. The environmental effects of a school at this location are analyzed in this Response to Comments document.

The Applicant would follow provisions of Government Code §66480, which states that the applicable school district (the district in which the school site is located) shall be required to enter into a binding agreement with the Applicant at the time of approval of either the large lot tentative or small lot tentative map, whichever occurs first, and to acquire the reserved area within two years after the completion and acceptance of all improvements of the large lot tentative or small lot tentative map, whichever occurs first, unless such period of time for acquisition is extended by mutual agreement.

If this agreement is not executed, the school reservation site would revert to the seven lots in the configuration noted on Figure 3-4.

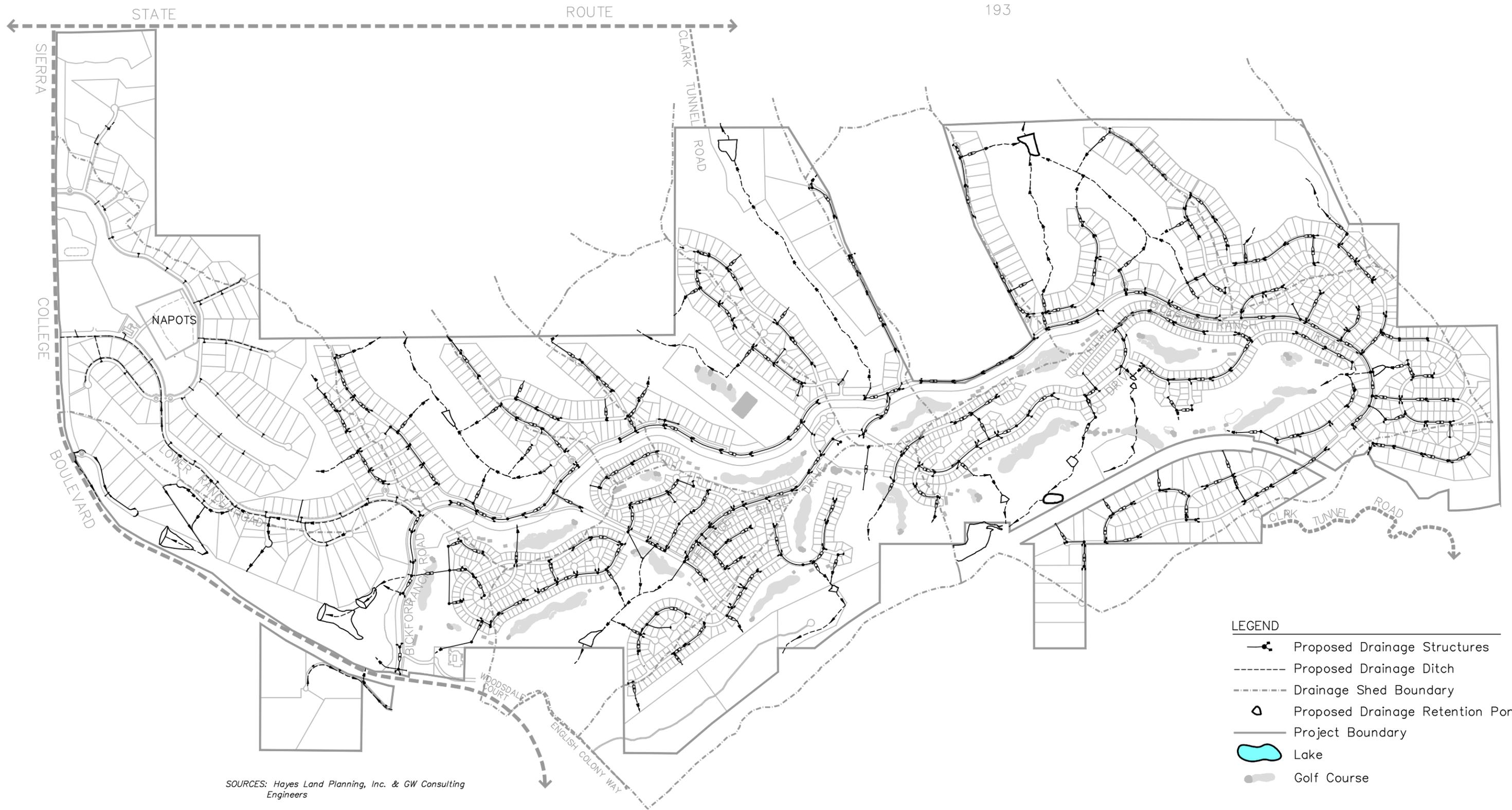
#### **Law Enforcement**

The project is served by both the Placer County Sheriff's Department and the California Highway Patrol (CHP). General law enforcement services will be provided by the Sheriff's Department. Traffic related enforcement services will be provided by the CHP.

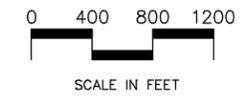
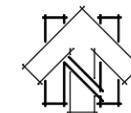
#### **Fire Protection**

Three fire protection entities have responsibility for servicing the Plan Area. The California Department of Forestry and Fire Protection (CDF) has wildland fire protection responsibility for the entire project. The Penryn Fire Protection District provides the structural fire control and emergency services responsibility for the eastern third of the project. The Placer County Fire Department, which is managed by the California Department of Forestry and Fire Protection for Placer County, has responsibility for the remainder of the Plan Area.

A 1.0-acre site for a fire station is proposed at the southeast corner of Bickford Ranch Park, on Lower Ranch Road (Figure 3-3). This station site would be constructed and partially equipped by the Applicant. It would provide fire protection for the proposed project as well as other areas as designated by Placer County at such time that sufficient capital improvement and Operation and Maintenance revenues are available through supplemental tax assessments.



**BICKFORD**  
RANCH



PRELIMINARY  
ON-SITE DRAINAGE PLAN

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FIGURE 3-21

Within the project area, fire hydrants will be provided at not more than every 500 feet along all roadways fronting residential and commercial development. Additional fire hydrants may be required to provide fire protection to open spaces.

### **Solid Waste**

No solid waste disposal facilities are proposed as part of the proposed project. It is proposed that solid waste would be picked up by Auburn Placer Disposal Services and taken to the Western Regional Sanitary Landfill for disposal.

### **Libraries**

No libraries are proposed as part of the proposed project. County library facilities available to serve the project residents are located in Rocklin, Loomis and Granite Bay.

### **County Services**

Placer County would provide services associated with the following: health and welfare, municipal services such as planning and building departments, tax collection, assessor's office, the judicial system, County administration, etc. Ambulance and hospital services will be provided by Sutter Hospital in Roseville. A mail facility will be provided on site.

### **Natural Gas**

Natural gas would be provided by Pacific Gas & Electric Company via an off-site line extension from the City of Lincoln at East Street along SR 193, to enter the Plan Area at Lower Ranch Road. A backbone gas feeder system (single six-inch plastic feeder main) would run along Bickford Ranch Road and Lower Ranch Road, generally following the sewer alignment. All gas pipe distribution pressure is planned for 60 psi; no on-site regulator station would be required.

### **Electricity**

It is anticipated that electricity would be provided by Pacific Gas & Electric Company via an existing 12 kV three phase overhead distribution circuit along Sierra College Blvd. A backbone feeder system would be installed along Lower Ranch Road. All on-site electric lines would be undergrounded. No substations would be required.

### **Telephone**

Telephone service is expected to be provided by Pacific Bell. It is proposed that the existing telephone exchange boundary (which runs north/south through approximately the middle of the site) be moved east in order to consolidate the entire project in the Lincoln Exchange.

### **Cable Television**

It is anticipated that Starstream Communications or another private cable company would serve the project area. In the event that Starstream Communications serves the project, it is anticipated that it would do so with a new fiber line extending overhead on existing utility poles from its Central Office on Del Mar. The line would extend north on Sierra College Blvd and enter the project site underground at Lower Ranch Road. Eventually the system would tie in with the head end and tower located at the east end of the site.

#### **Internet Connection**

Each lot within the Plan Area will be wired for a high-speed internet connection.

#### **3.5.8 Landscape Design**

The Bickford Ranch Design Guidelines (1999) express the desired character of future development. The guidelines address architectural elements and landscaping to establish a consistent theme throughout the development. The landscaping design element establishes guidelines for each Plan Area for the type of plant and tree materials, irrigation requirements and design concepts that can be utilized. The overall goals of the Design Guidelines are to ensure that the project area will be landscaped in a manner that enhances the existing native features and natural vegetation of the site, maintains the overall rural character of the project area and results in a landscaping design that provides variety among the Plan Areas while maintaining overall consistency in the landscaping design and theme of the project area. The Design Guidelines discuss the following:

- Plant Communities and Palettes
- Landscape Materials
- Landscape Guidelines for:
  - Streetscapes, Intersections, Community Entrances
  - Transition Areas and Buffers
  - Private Yards
  - Village Commercial Center
  - Bickford Ranch Park
  - Tower Park
  - Heritage Ridge Community
- Irrigation
- Site Furnishings
- Water Features
- Fences and Walls
- Signage Guidelines
- Lighting Guidelines
- Outdoor Storage, Including Utility Equipment
- Architectural, Including Architectural Concept, Building Materials, Color, and Roof Form

#### **3.5.9 Development Standards**

The Specific Plan includes as an appendix Development Standards which are intended as a stand-alone regulatory document to regulate the location, design and development of the land uses within the project area. The purpose of the Development Standards is to ensure that development within the project area is consistent with the Specific Plan policies and goals, as well as ensuring that development complies with the applicable Placer County Zoning and Subdivision Ordinances. The Development Standards include the following categories:

- Site Development and Grading – The Master Grading Plan for Bickford Ranch is designed to reduce the potential impacts on sensitive habitat and natural open space adjacent to developed areas and to maintain the natural character of the area by incorporating existing drainage ways and landforms to the extent possible. Control measures to minimize impacts to oak trees and the potential for erosion will be employed. Specific grading guidelines have been developed for individual lots, Meadows and Ridges areas, Heritage Ridge area, terraces and transition areas.

- Safety Standards - Residential security will be promoted by the use of architectural and urban design elements that create defensible spaces, such as increased lighting, low-level landscaping, entrance ways facing main access ways and communal entrances for multi-family residences. All residential areas will be designed to provide adequate emergency access for vehicles and personnel and development plans will be reviewed by the California Department of Forestry, the Placer County Fire Department and/or the Penryn Fire Department during design review.
- Noise Standards – All residential areas will be located away from or screened from noise generators. A detailed noise analysis will be conducted to determine if noise attenuation barriers should be constructed along Sierra College Boulevard, SR 193, and the Union Pacific Railroad.
- Drainage Standards – Storm water runoff in the project area will be channeled in natural or natural-appearing drainage ways and detention ponds that allow for groundwater recharge.
- Parking Lot Standards – Off-street parking requirements will be consistent with the County’s Zoning Ordinance. Shared parking will be available in commercial areas, and other areas as appropriate, to reduce the required number of parking spaces. Loading areas must be accessible from public streets but not be viewed from any public street. Outside storage will not be permitted in parking or loading areas.
- Park & Ride – A 0.5-acre park-and-ride lot will be located at the Village Commercial site. This facility will be incorporated into the overall parking lot design for the commercial site.

### 3.5.10 Implementation

#### Administrative Issues

The Specific Plan describes the methods of administering and amending the plan, including unit transfers. Specific agreements between the Applicant and the County are set forth in a Development Agreement that will be subject to approval by the Board of Supervisors.

#### Financing

The proposed methods of financing all public infrastructure is described in a Public Facilities Plan and a Public Facilities Financing Plan. Major infrastructure and facilities required for development would be funded through a combination of public and private funding. Infrastructure costs are estimated at \$56.3 million and public facility costs are estimated at \$14.4 million, for a total of \$70.7 million. Three financing sources will be used to fund major infrastructure and facilities costs: Placer County development impact fee programs, a Mello-Roos Community Facilities District, and developer funding. Of the \$70.7 million required for major infrastructure and facilities, \$34.8 million is estimated to be funded through existing fee programs, \$13.7 million through Community Facilities District, and \$22.2 million through developer funding, subject to reimbursement agreements with the County, as appropriate. In addition, developer funding will finance all costs associated with in-tract infrastructure costs such as interior roads, street frontage improvements, local water distribution lines, sewer laterals and storm drains. As costs change over time, the amount of funding from each funding mechanism will be adjusted.

Land would be granted by the Applicant to the County for parks, trails, open space preserves and public street rights-of-way.

## Maintenance of Common Facilities

Water facilities, both off-site and on-site, will be dedicated to and maintained by the Placer County Water Agency. The City of Lincoln will operate and maintain the off-site wastewater treatment plant system. Placer County or the Joint Powers Authority will maintain the off-site sewer transmission system. The on-site sewer system will be maintained by Placer County. It is proposed that a Community Services Area (CSA) be created to fund operations and maintenance of public on-site facilities such as parks, open space, lakes, preservation easements, trails, public roadways, lighting and storm drainage. Homeowners Associations are proposed to fund maintenance of private facilities.

### 3.5.11 Construction Phasing and Project Implementation

#### Phasing

Because the proposed project includes a wide range of housing types, including six different residential densities ranging from 10-acre to 5,000-square-foot lots, the projected completion of the residential development is between six and eight years following project approval, subject to economic conditions. The development of the proposed project would generally occur from the western edge of the property and gradually move eastward. The first construction phases would thus involve the area along Sierra College Boulevard to Heritage Ridge and would include the golf course.

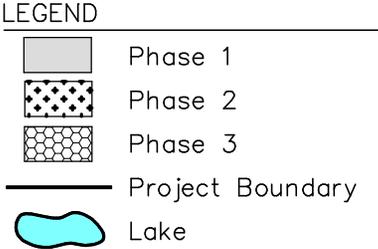
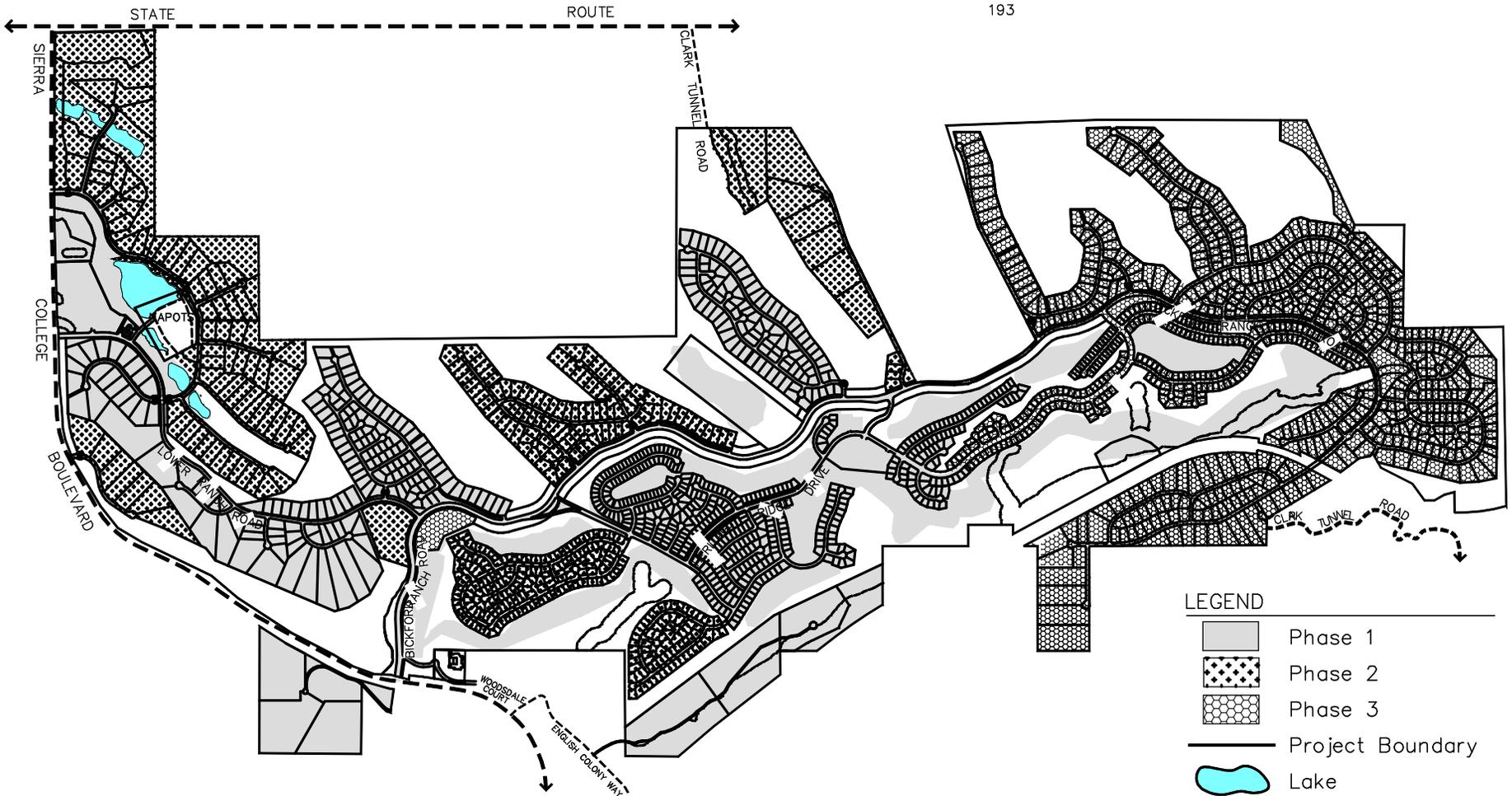
The proposed project would be divided into three major phases. Figure 3-22 illustrates the anticipated phasing plan for the proposed project. The development at this time is planned for three general phases. The phases are:

#### Phase 1

- Golf Course Holes 1-18 and the Driving Range;
- Bickford Ranch Road from Sierra College Boulevard to the Clubhouse;
- Lower Ranch Road from Sierra College Boulevard to Bickford Ranch Road;
- Off-site water to the storage tank, the storage tank and the necessary waterlines to serve the 1<sup>st</sup> phase of construction;
- Off-site sewer transmission from SR 193 and Sierra College Boulevard to Ferrari Ranch Road, then down SR 65 to a connection with Del Webb's 30 inch line;
- Sewer from the Clubhouse to Sierra College Boulevard/SR 193;
- Fire Station site, infrastructure, facility and apparatus in order to serve the development;
- Residential areas H-22, H-23, H-24, H-26, H-27, H-28, and H-29;
- Residential areas R-6, R-7, R-9, R-19, R-20; M-4 and M-5;
- Bickford Ranch Park;
- Meadow area immediately adjacent to Lower Ranch Road;
- All infrastructure necessary to serve the above areas;
- Pedestrian and equestrian trails within the Phase 1 area;
- Lake construction.

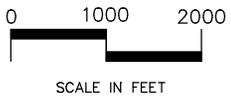
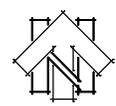
#### Phase 2

- Remainder of the Meadow areas;
- Residential areas H-21 and H-25;
- Residential areas R-8, R-10, M-1, M-2, and M-3;
- All infrastructure necessary to serve the above areas;



SOURCE: Hayes Land Planning, Inc.

**BICKFORD RANCH**



**PROJECT PHASING**

1999 Bickford Ranch Specific Plan EIR  
 Job No. 21305-002-038 Placer County, California



FIGURE 3-22

- Equestrian/hiking trails within Natural Open Space (N.O.S.)
- Pedestrian and equestrian trails within the Phase 2 area.

### Phase 3

- Residential areas H-30, H-31, H-32, and H-33;
- Residential areas R-11, R-12, R-13, R-14, R-15, R-16, R-17 and R-18;
- Recreation Center;
- Village Center;
- Tower Park;
- All infrastructure necessary to serve the above areas;
- Pedestrian and equestrian trails within the Phase 3 area.

The highest level of construction activity would occur during a combination of activities associated with mass grading, road construction, and vertical construction. The maximum level of construction activity that would occur if all of these activities were occurring simultaneously is estimated in Table 3-4 below. It is anticipated that these types of equipment and approximate number of workers will be utilized over a 6 to 15 month period based on 8-10 hour days. This activity is anticipated to begin in 2001. The maximum number of construction workers on the site in any given day is estimated to be 132.

**Table 3-4  
Typical Equipment List  
On-Site Construction**

Type of Equipment	Estimated Maximum Number of Units Working Simultaneously	Estimated Maximum Number of Workers on Site Simultaneously
D10 Bulldozers	18	18
631 Scrapers	72	72
Water Trucks	18	18
Blades	6	12
825 Compactors	6	6
Pickup Trucks	6	6

The off-site water and sewer pipelines would be constructed during Phase 1. The maximum level of construction activity that would be associated with each of these project components is estimated in Table 3-5 below. This activity is anticipated to begin in 2001. The maximum number of construction workers at each off-site project component is estimated to be 18.

**Table 3-5  
Typical Equipment List  
Off-Site Construction**

<b>Type of Equipment</b>	<b>Estimated Maximum Number of Units Working Simultaneously</b>	<b>Estimated Maximum Number of Workers on Site Simultaneously</b>
Cat 235 Excavators	2	2
Loaders	2	2
Trucks (material haulers)	2	2
Trucks (pipe layers)	2	8
Compactors	2	2
Road Graders	1	1
Pickup Trucks	1	1

The remainder of the site improvement construction activity would occur year round, weather permitting, pursuant to the conditions of an approved erosion control plan. The amounts of equipment would vary with the construction task being performed: grading, undergrounding or streetwork. The types of equipment would include scrapers, compactors, graders and water trucks for grading; excavators, backhoes, compactors, and water trucks for underground construction; and motor graders, paddlewheels, compactors, water trucks, concrete trucks, paving machines and rollers for streetwork.

Vertical construction would likely commence immediately after the initial mass grading for each phase, and would continue throughout the year, weather permitting. Equipment utilized would be typical of production housing construction activities

**3.6 REQUIRED PERMITS AND APPROVALS**

Placer County is the Lead Agency for the proposed project. Following staff analysis and public review of the environmental document, the Bickford Ranch Specific Plan application will be considered by the Planning Commission. The Planning Commission will consider the EIR, Specific Plan, Vesting Large and Small Lot Tentative Subdivision Maps, as well as the Development Agreement. Map approval by the Planning Commission will be subject to approval of the Specific Plan by the Board of Supervisors. The Bond Screening Committee and the Board of Supervisors will consider the proposed Community Facilities District. The Planning Commission will provide comments and a recommendation for final action on the Final EIR, Specific Plan and Development Agreement to the Board of Supervisors. The Board of Supervisors is the approving authority for the proposed project.

As part of implementation of the proposed project, several other permits and approvals would be necessary prior to construction. Both the County actions and other permits and approvals are listed below, and the relevant agencies listed in the review process are identified. In addition to these requirements, environmental review and consultation requirements related to federal, state, or other local laws or guidance applicable to individual environmental resources are described in the Regulatory Setting section of Chapters 4 through 15.

- Placer County will consider the following actions prior to implementation of the plan and development of the project site:

- (1) Certification of an EIR and adoption of a Mitigation Monitoring and Reporting Plan.
- (2) Adoption of a Specific Plan including adoption by ordinance of certain standards unique to the project.
- (3) Approval of Vesting Large Lot Tentative Subdivision Maps to divide 18 existing assessor parcels totaling  $\pm 1,955$  acres into 72 parcels ranging in size from 1 to 178 acres including large residential parcels, a golf driving range parcel, 15 public and private open space parcels, a village commercial parcel and two park parcels.
- (4) Approval of Vesting Small Lot Tentative Subdivision Maps to divide 34 residential large lot parcels totaling  $\pm 1,100$  acres to 1,950 residential lots of which: 33 lots are Rural Estate ranging in size from 3 acres to 10 acres, 145 lots are Rural Residential ranging in size from 1 acre to 3 acres, 521 lots are Estate Residential ranging in size from 0.3 acres to 1.0 acre, 304 lots are Low Density Residential ranging in size from 7,000 square feet to 15,000 square feet, 371 lots are Medium Low Density Residential ranging in size from 6,000 square feet to 10,000 square feet and 567 lots are Medium Density Residential ranging in size from 5,000 square feet to 7,400 square feet.
- (5) Approval of Minor Boundary Line adjustment between adjacent Property Owners.
- (6) Approval of proposed Community Facilities District by the Board of Supervisors based on the recommended actions of the County's Bond Screening Committee.
- (7) Approval of restricting vehicular access on a portion of Clark Tunnel Road.
- (8) Approval of abandonment of Clark Tunnel Road within portions of the project boundaries.
- (9) Exception, under California Code of Regulations, Title 14, Chapter 7, Sections 1270.07-.08 to Section 1276.01(a) setback requirements for certain sideyard setbacks in the "RR" category.
- (10) Approval of Development Agreement.

■ Potential School District Boundary Change

An agreement among the Loomis, Penryn, and Placer Union School Districts to revise the school district boundaries within the Plan area may occur.

■ 404 Permit (U.S. Army Corps of Engineers and U.S. Environmental Protection Agency [EPA])

The U.S. Army Corps of Engineers regulates the placement of fill or dredged materials that affect waters of the United States, which include stream courses and jurisdictional wetlands. The Corps regulates these activities under the authority of Section 404 of the Clean Water Act and the EPA has commenting and veto authority on Corps decisions. The Corps would regulate development in the study area that affects jurisdictional wetlands. The anticipated permit is expected to be a Nationwide Permit.

### 3.0 Project Description

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- Water Quality Certification (State Water Resources Control Board)

Construction of the proposed project has the potential to directly or indirectly affect “waters and wetlands of the United States.” A water quality certification is required by the State Water Resources Control Board. Water or wetland disturbance may result in a discharge to Clover Valley Creek.

- Streambed Alteration Agreement (California Department of Fish and Game [CDFG])

Construction of the proposed project would require a Section 1603 Streambed Alteration Agreement from CDFG to evaluate the potential for impact to aquatic habitat. CDFG has jurisdiction over construction activities affecting streambeds and banks and work within the 100-year floodplain. This is an agreement reached between the Applicant and CDFG regarding methods to avoid or minimize aquatic or wetland losses in accordance with CDFG policies.

- Water and Wastewater Service District Plan Approvals (State Department of Water Resources)

The proposed project is not part of the any water or wastewater service district plan. Therefore, the proposed project would need to be added to the service districts. This would entail revising the service district plans and submitting them to the State Department of Water Resources for review. The state would allow several agencies, including the Regional Water Quality Control Board and the State Public Utilities Commission, to review and comment on the changes to the plans.

- Storm Water Discharge Permit (State Water Resources Control Board)

Construction of the proposed project would involve clearing, grading, and excavation activities that would result in the disturbance of five acres or more of land. As such, the proposed project would require a State Water Resources Control Board permit for storm water discharge. The permit process would include identification of Best management Practices (BMPs) to control pollutants in storm water discharges both during construction and after construction is completed. BMPs for the proposed project would include perimeter controls, diversion channels, sedimentation collection systems, soil stabilization, and storm water detention lakes.

Any environmental problems relating to hazardous waste detected on the proposed project site may require oversight by the appropriate governmental agency (e.g., Department of Toxic Substances Control, Placer County Department of Environmental Health, Regional Water Quality Control Board, etc.).