

Initial Study/Mitigated Negative Declaration  
Auburn Ravine Force Main Replacement Project



Prepared for:  
Placer County

November 25, 2019

Initial Study/Mitigated Negative Declaration

## Auburn Ravine Force Main Replacement Project



Prepared for:

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November 25, 2019

# MITIGATED NEGATIVE DECLARATION

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

**1. Title and Short Description of Project:** Auburn Ravine Force Main Replacement Project

The proposed project includes replacing a 5,575-foot long, 12-inch diameter asbestos cement wastewater force main with a new 14-inch high density polyethylene pipeline within the roadway right-of-way of Marguerite Mine Road and Auburn Ravine Road. The pipe currently conveys wastewater from the Auburn Ravine Lift Station to a gravity manhole on the State Route 49 trunk sewer line via Auburn Ravine Road and Marguerite Mine Road. The pipe is proposed to be installed using open trench construction entirely within the existing paved roadway right-of-way. Horizontal directional drilling would be used to cross under two drainages that cross Auburn Ravine Road.

**2. Location of Project:** The proposed project is located within the roadway right-of-way of Marguerite Mine Road and Auburn Ravine Road within the City of Auburn and unincorporated Placer County, California. The pipeline alignment is proposed to extend southeast along Marguerite Mine Road from near the intersection of State Route 49 to the intersection of Auburn Ravine Road. The pipeline alignment would continue east along Auburn Ravine Road to the Auburn Ravine Lift Station located directly east of the Auburn Ravine Road/Appian Way intersection.

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

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

Based on the analysis included in the attached Initial Study, the Auburn Ravine Force Main Replacement Project has the potential to cause adverse environmental impacts. However, with implementation of the following mitigation measures, the impacts associated with the proposed project would remain less than significant.

## Cultural Resources

### Mitigation Measure CUL-1

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

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

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

#### Mitigation Measure CUL-2

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

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

#### Hazardous Materials

##### Mitigation Measure HAZ-1

Prior to initiating construction of the proposed project, the Contractor shall submit a written safety program to Placer County in conformance contract specification Section 01 33 00 (and receive a positive review). This plan shall include (at a minimum):

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

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

### Mitigation Measure HAZ-2

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

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

### Mitigation Measure HAZ-3

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

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

## Hydrology and Water Quality

### Mitigation Measure HYD-1

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

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

## Noise

### Mitigation Measure NOI-1

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

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

## Transportation

### Mitigation Measure TRAN-1

The contractor shall implement the following measures during project construction:

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

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

## Tribal Cultural Resources

### Mitigation Measure TCR-1

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

**Native American Monitoring** - The following mitigation measure is intended to minimize impacts to existing or previously undiscovered Tribal Cultural Resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities. To identify buried archaeological and TCRs at the earliest possible time during project-related earth-disturbing activities, to minimize the potential for destruction of or damage to these previously undiscovered resources, and to ensure respectful treatment and disposition of unearthed/displaced resources, the Department of Public Works staff and/or their construction contractor(s) shall accommodate one Native American Monitor from the UAIC or their representative on the construction site during ground-disturbing activities such as grading or excavation, from a safe distance, and with appropriate personal protective gear. Native American Monitors from cultural affiliated Native American Tribes act as a representative of their Tribal government and shall be informed of the construction schedule, once obtained, and consulted before any ground-disturbing activities begin.

Specifically the monitor shall be allowed to:

- Spot check areas of lesser concern. These areas include the segments of the pipeline identified on plan sheets C-01 through C-04 and C-10 through C-14;
- Monitor as needed in sensitive areas, up to a maximum of eight (8) hours per week. These areas include the segments of the pipeline identified on plan sheets C-05 through C-09;
- If after a week of monitoring has occurred and no resources have been identified, monitoring shall be tapered off and the UAIC will rely on the contractor, who has received worker awareness training, to notify the UAIC promptly if any TCR are identified; and
- If a TCR is identified, the County will consult with the UAIC regarding the potential need for additional monitoring.

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

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

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

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

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

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

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

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

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



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# 1 INTRODUCTION

## 1.1 OVERVIEW

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

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

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

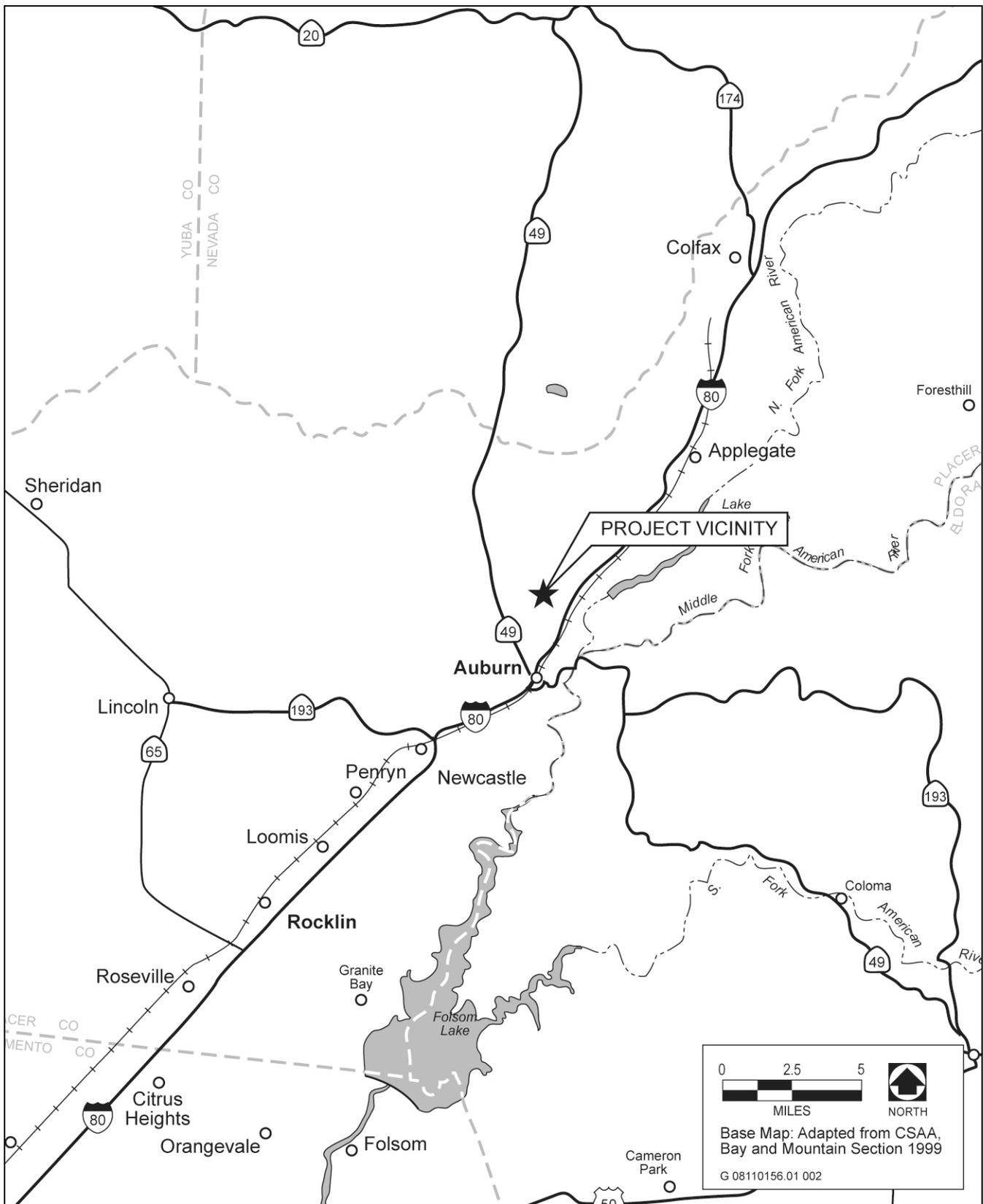
## 1.2 LEAD AGENCY

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

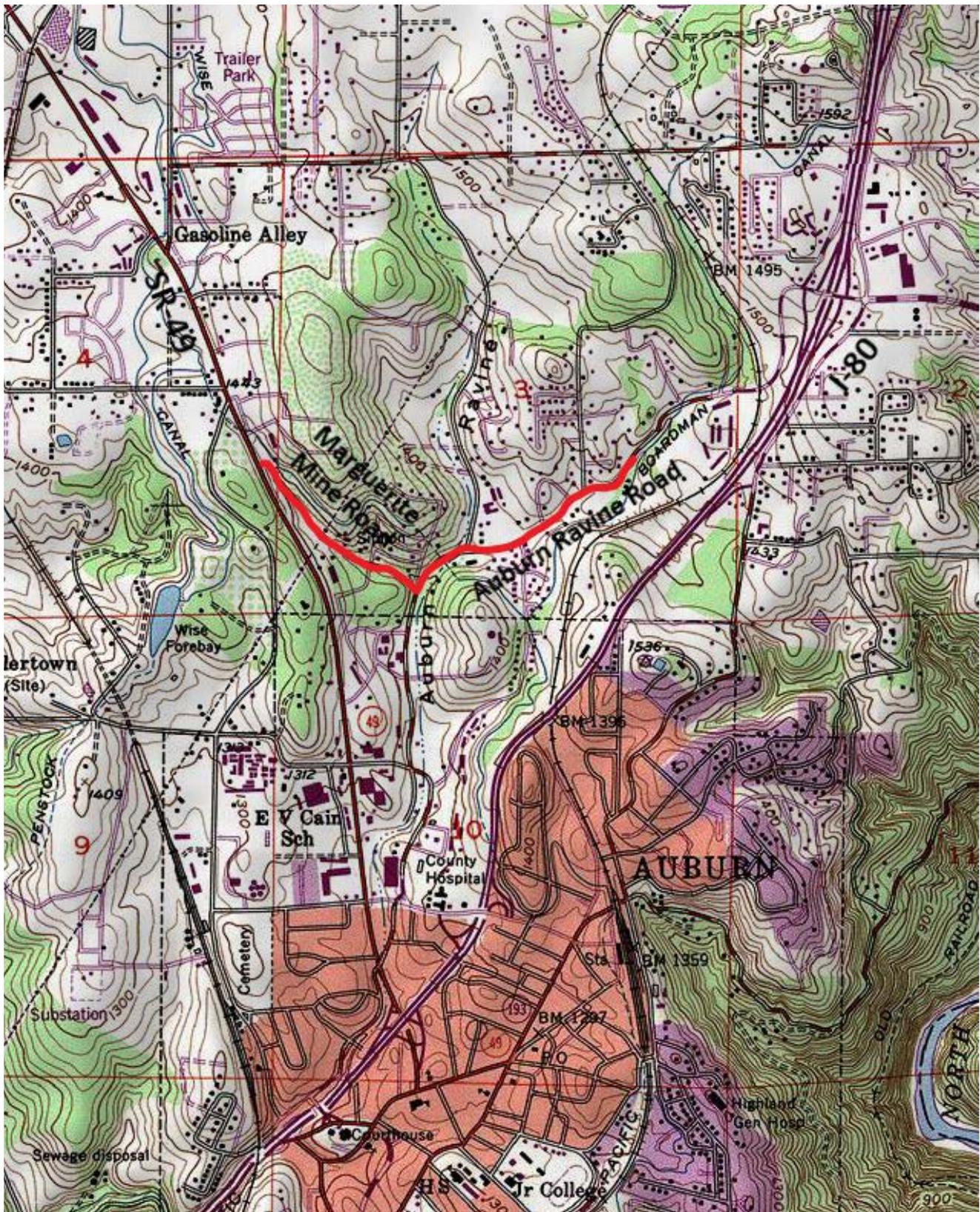
## 1.3 PROJECT LOCATION

The proposed project is located within the roadway right-of-way of Marguerite Mine Road and Auburn Ravine Road within the City of Auburn and unincorporated Placer County, California (Exhibit 1). The pipeline alignment is proposed to extend approximately 5,575 feet southeast along Marguerite Mine Road from near the intersection of State Route 49 (SR-49) to the intersection of Auburn Ravine Road. The pipeline alignment would continue east along Auburn Ravine Road to the Auburn Ravine Lift Station located directly east of the Auburn Ravine Road/Appian Way intersection (Exhibit 2).

Topography along the pipeline alignment is generally flat to gently sloping along Auburn Ravine Road to moderately sloping on Marguerite Mine Road. Surface elevations vary from a high of 1,439 feet above mean sea



**Exhibit 1 Project Vicinity Map**



**Exhibit 2 Pipeline Alignment Map**

level (msl) near the west end of the alignment on Marguerite Mine Road to 1,300 feet msl near the intersection of Marguerite Mine Road and Auburn Ravine Road (WSC 2019).

## **1.4 PURPOSE OF THIS DOCUMENT**

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

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

## 2 PROPOSED PROJECT DESCRIPTION

### 2.1 PROJECT COMPONENTS

#### 2.1.1 WASTEWATER PIPELINE REPLACEMENT

An existing 6,300-foot long, 12-inch diameter asbestos cement pipe currently conveys wastewater from the Auburn Ravine Lift Station to a gravity manhole on the State Route 49 (SR-49) trunk sewer line via Auburn Ravine Road and Marguerite Mine Road. The western 725 feet of this pipe located along SR-49 has been replaced with polyvinyl chloride (PVC) pipe. However, the remaining 5,575-foot eastern segment, which was constructed in 1959, remains in place. The majority of this segment, approximately 4,900 feet, is located within the City of Auburn and the remaining portion is located in unincorporated Placer County (WSC 2019).

The County identified structural deficiencies in the existing pipeline during recent leak repairs. During the repair, the County crew conducting the work had a difficult time applying a sleeve coupling due to a lack of available competent pipe sections. The sleeve coupling was being installed to stop the leak. Based on concerns regarding the poor condition of the nearly 60-year old pipe, as observed during the leak repair, the County decided to operate the Auburn Ravine Lift Station pumps that supply the force main at reduced speeds to minimize internal pressures that could contribute to further leaks or pipe breakages (WSC 2019). If a large break occurred, it could impact public health and degrade environmental resources due to sanitary sewer outflows.

The County is proposing to replace the existing 12-inch asbestos cement pipe with a 14-inch high-density polyethylene (HDPE) pipe. The increased width is being proposed to account for anticipated working pressures and velocities within the new pipe under current and ultimate buildout conditions. The majority of the replacement pipe is proposed to be installed using open trench construction entirely within the existing paved roadway right-of-way. The trench would be approximately 26-inches wide with an average depth of five feet. Horizontal directional drilling would be used instead of open trench construction for two drainage crossings, as described in further detail below.

All high points along the pipeline would include air relief valves. The current pipeline includes four air relief valves and the replacement pipeline would include six air valves due to additional elevation variations caused by underground utility crossings. These new air relief valves are proposed to be located near the intersection of Auburn Ravine Road and Marguerite Mine Road, similar to the current valve locations. The valves would generally be located outside of the roadway, when possible. Five blow-off valves would be placed at the low points along the alignment and would be located outside of the roadway for maintenance purposes, similar to the current force main valves.

Due to the presence of hard rock at shallow depths along the pipeline alignment, some of the excavated material may not be suitable as backfill material. If this is the case, some imported fill and off hauling of the unsuitable material may be necessary. In addition, because shallow perched groundwater was encountered above weathered rock during geotechnical evaluations for the site, some areas of the pipe trench may require dewatering. The

construction contractor would be responsible for the disposal of any water associated with dewatering activities, consistent with County requirements.

Based on the subsurface soil and rock conditions encountered during geotechnical investigations, heavy trenching equipment (excavator such as a CAT 365C or larger) would be necessary along the majority of the pipeline alignment to excavate to depths greater than three feet. In addition, chiseling and /or blasting may be necessary to facilitate excavation.

### **2.1.2 DRAINAGE CROSSINGS**

The pipeline alignment crosses three drainages along Auburn Ravine Road, including Auburn Ravine directly west of Dairy Road, an unnamed drainage near the intersection of Mikkelsen Drive and an unnamed drainage immediately east of the intersection of Dairy Road. Auburn Ravine crosses under the roadway through two 3-foot by 5-foot corrugated metal pipes (CMP). To install the pipeline under these two CMPs, 4- to 5-foot wide sections of each CMP would be removed and a 12- to 18-inch temporary PVC bypass pipe would be installed in one of the CMPs to allow continuous flow of Auburn Ravine under the road. Sand bags would be placed at the entrance of the CMP containing the bypass pipe. The sand bags would direct Auburn Ravine flows through the bypass pipe while blocking flows through the CMP. Sand bags would also be used to completely block Auburn Ravine flows from passing through the second CMP. Once the new wastewater pipeline is installed under the two removed sections of CMP, the CMP not containing the bypass pipe would be repaired and flows would be restored. The bypass pipe would then be removed from the other CMP and it would be repaired and flows would be restored. The removal and repair of these CMPs would be limited to a couple of days.

The two unnamed drainages located east of Auburn Ravine cross under the roadway via 15- to 20-foot wide concrete culverts with open bottoms. The proposed project includes horizontal directional drilling for these two drainage crossings to avoid disturbance of the creek beds. The two culverts are approximately 250 feet apart, so the installation would be completed with a single drill under both crossings. A bore pit would be constructed on the west side of the culverts and the fused pipe would be pulled through on the east side. The length of the drilling would be approximately 600 feet with the pipe placed a minimum of five feet below the bottom of the culverts. The channel beds are rock lined and are not expected to incise deeper than the life-cycle of the pipeline.

### **2.1.3 CONTRACTOR STAGING LOCATIONS**

Several contractor staging locations have been identified for the proposed project, including:

- **Parking Lot off Marguerite Mine Road:** A small (4 to 5 cars) parking lot is located at the south side of Marguerite Mine Road that appears to be an overflow lot for the Quick Lube service station to the north.
- **APN 054-103-031-000:** This undeveloped parcel is located at the corner of Marguerite Mine Rd and Dorothy Way. Staging could occur within open space along Dorothy Way.
- **Crossroad Church:** The church is located at 1101 Auburn Ravine Rd. If available, the parking lot could be a centralized staging area.

- Auburn Ravine Lift Station and Storage Tank Area: Approximately 0.6 acre are available where the lift station equalization storage tanks are located.

#### **2.1.4 BYPASS FLOWS**

During project construction, the wastewater flows pumped from the Auburn Ravine Lift Station would need to be diverted to accommodate construction activities. The County has coordinated with the City of Auburn to divert the lift station flows to the City's sewer system at a manhole located on Vidal Lane, approximately 75 feet south of Auburn Ravine Road. Approximately 340 feet of bypass pipe would be needed to make this connection. The City's requirements for bypassing flows to the City during the summer construction period are outlined below:

- The County will attenuate the peak flows using onsite storage at the Auburn Ravine Lift Station and will send a maximum of 200 gallons per minute to the City's sewer system.
- The County will be responsible for sanitary sewer overflows along the alignment of the bypass while the bypass is utilized.
- The County shall pay for sewer treatment fees for the bypass period.

### **2.2 REQUIRED PERMITS AND APPROVALS**

The proposed project would require the adoption of this Initial Study/Mitigated Negative Declaration and project approval by Placer County. In addition, encroachment permits would be required from the California Department of Transportation and from the City of Auburn. The permits are for an encroachment within Caltrans right-of-way adjacent to SR-49 and for an encroachment within City of Auburn streets. If blasting is necessary, permits from Placer County and the City of Auburn may be necessary. The project may require permits for the replacement of two sections of corrugated metal pipe that convey Auburn Ravine under Auburn Ravine Road and for horizontal directional drilling activities under two unnamed drainage channels. These permits may include Clean Water Act Section 404 and 401 permits from the U.S. Army Corps of Engineers and Central Valley Regional Water Quality Control Board, respectively, and a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife. The County is consulting with these agencies to clarify the project's permitting requirements.



### 3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	Auburn Ravine Force Main Replacement Project
2. Lead Agency Name and Address:	Placer County Department of Public Works, Environmental Engineering Division 3091 County Center Drive Auburn, CA 95603
3. Contact Person and Phone Number:	Christina Hanson (530) 886-4965
4. Project Location:	Marguerite Mine Road and Auburn Ravine Road City of Auburn and unincorporated Placer County, California
5. Project Sponsor's Name and Address:	Department of Public Works, Environmental Engineering Division 3091 County Center Drive Auburn, CA 95603
6. General Plan Designation:	N/A, public right-of-way
7. Zoning:	N/A, public right-of-way
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)	See the project description included in Section 2 above.
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	The project is located within a residential area of the City of Auburn and unincorporated Placer County. Limited commercial/industrial uses are located along the western end of the proposed pipeline alignment.
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	California Department of Transportation and City of Auburn Encroachment Permits. Potentially Clean Water Act Sections 404 and 401 permits, and a Lake and Streambed Alteration Agreement.
11: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	Yes, the United Auburn Indian Community (UAIC) has requested consultation consistent with Public Resources Code section 21080.3.1 requirements and Placer County has initiated the consultation process with the Tribe.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |                                                      |                                                          |                                                             |
|------------------------------------------------------|----------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture / Forest Resources  | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources              | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology / Soils             | <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Hazards / Hazardous Materials      |
| <input type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning             | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population / Housing            | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                  | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                        | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None                        | <input checked="" type="checkbox"/> None With Mitigation |                                                             |

**DETERMINATION (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Agency

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

### 3.1 AESTHETICS

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

#### AFFECTED ENVIRONMENT

The pipeline alignment extends along Marguerite Mine Road and Auburn Ravine Road within the City of Auburn and unincorporated Placer County. Both roads are characterized by similar aesthetic components. The roadways include a mix of ornamental landscaping and native vegetation with the tree canopy extending across the entire roadway in some areas. Roadway shoulder widths vary along the alignment with some areas containing no shoulders and steep banks or dropoffs. Consistent with a residential area within an incorporated city, views along both sides of the roadways include residential homes and driveways, electrical powerlines, retaining walls, a variety of fence types, traffic signage, curbs and gutters, utility infrastructure, drainage culverts/canals, sloping terrain, and limited commercial/industrial uses.

#### DISCUSSION

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

A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Because the pipeline would not be visible following its installation, it would not block views of any individual scenic vista and would not alter the visual character of the surrounding land uses. Therefore, the project would have **no impact** on scenic vistas.

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

The project site is not located within a state scenic highway and is not visible from a state scenic highway. Although State Route 49 in the project vicinity is an eligible State Scenic Highway, it is not officially designated as such (Caltrans 2011). Therefore, the proposed project would have **no impact** on the scenic resources of a state scenic highway.

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

The proposed pipeline would be located entirely underground following project construction with only a limited number of small air relief and blow-off valves visible above the ground. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the pipeline alignment and its surroundings and **no impact** would occur.

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

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

### 3.2 AGRICULTURAL AND FOREST RESOURCES

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

#### AFFECTED ENVIRONMENT

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

## DISCUSSION

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

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

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

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

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

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

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

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

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

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

### 3.3 AIR QUALITY

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

#### AFFECTED ENVIRONMENT

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

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

#### Criteria Pollutants

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

The largest source of criteria air pollutants in the project vicinity would include any large roadways (e.g., State Route 49 and Interstate 80). The nearest sensitive receptors to the project site are the single-family residences located along both sides of the pipeline alignment.

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

Placer County has been designated nonattainment for the State one-hour ozone, State and federal eight-hour ozone and State PM<sub>10</sub> standards. The County is designated attainment or unclassified for all other ambient air quality standards.

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

- ▶ construction-generated criteria air pollutant or precursor emissions would exceed the PCAPCD-recommended threshold of 82 pounds per day (lb/day) for reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), or particulate matter less than or equal to 10 microns in diameter (PM<sub>10</sub>);
- ▶ long-term operational (regional) criteria air pollutant or precursor emissions would exceed the PCAPCD-recommended threshold of 82 lb/day for ROG, NO<sub>x</sub>, PM<sub>10</sub>; or
- ▶ long-term operational local mobile-source CO emissions would exceed 550 lbs per day.

### **Toxic Air Contaminants**

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

## **DISCUSSION**

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

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

permits for stationary sources of air pollution. The PCAPCD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations. Air quality plans applicable to the proposed project are discussed below.

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

- **Rule 202-Visible Emissions.** A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated as number 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.
- **Rule 205-Nuisances.** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause to have a natural tendency to cause injury or damage to business or property.
- **Rule 217-Cutback and Emulsified Asphalt Paving Materials.** A person shall not manufacture for sale nor use for paving, road construction or road maintenance any: rapid cure cutback asphalt; slow cure cutback asphalt containing organic compounds which evaporate at 500°F or lower as determined by current American Society for Testing and Materials (ASTM) Method D402; medium cure cutback asphalt except as provided in Section 1.2; or emulsified asphalt containing organic compounds which evaporate at 500°F or lower as determined by current ASTM Method D244, in excess of 3% by volume.
- **Rule 228-Fugitive Dust:**
- **Visible Emissions Not Allowed Beyond the Boundary Line:** A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area (including disturbance as a result of the raising and/or keeping of animals or by vehicle use), such that the presence of such dust remains visible in the atmosphere beyond the boundary line of the emission source.
- **Visible Emissions from Active Operations:** In addition to the requirements of Rule 202, Visible Emissions, a person shall not cause or allow fugitive dust generated by active operations, an open storage pile, or a disturbed surface area, such that the fugitive dust is of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke as dark or darker in shade as that designated as number 2 on the Ringelmann Chart, as published by the United States Bureau of Mines.
- **Concentration Limit:** A person shall not cause or allow PM<sub>10</sub> levels to exceed 50 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) (24-hour average) when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other EPA-approved equivalent method for PM<sub>10</sub> monitoring.

- **Track-Out onto Paved Public Roadways:** Visible roadway dust as a result of active operations, spillage from transport trucks, and the track-out of bulk material onto public paved roadways shall be minimized and removed.
  - The track-out of bulk material onto public paved roadways as a result of operations, or erosion, shall be minimized by the use of track-out and erosion control, minimization, and preventative measures, and removed within one hour from adjacent streets such material anytime track-out extends for a cumulative distance of greater than 50 feet onto any paved public road during active operations.
  - All visible roadway dust tracked out upon public paved roadways as a result of active operations shall be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. Wet sweeping or a High Efficiency Particulate Air (HEPA) filter-equipped vacuum device shall be used for roadway dust removal.
  - Any material tracked out, or carried by erosion, and cleanup water shall be prevented from entering waterways or stormwater inlets as required to comply with water quality control requirements.
- **Minimum Dust Control Requirements:** The following dust mitigation measures are to be initiated at the start and maintained throughout the duration of the construction or grading activity, including any construction or grading for road construction or maintenance.
  - Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered.
  - The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.
  - Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
  - Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.
  - Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt, from being released or tracked offsite.
  - When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.
  - No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either covered with tarps; or wetted and loaded such that the material does not touch the front, back, or sides

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

- **Wind-Driven Fugitive Dust Control:** A person shall take action(s), such as surface stabilization, establishment of a vegetative cover, or paving, to minimize wind-driven dust from inactive disturbed surface areas.
- **Rule 501-General Permit Requirements.** Any person operating an article, machine, equipment or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer (APCO). Stationary sources subject to the requirements of Rule 507, Federal Operating Permit Program, must also obtain a Title V permit pursuant to the requirements and procedures of that rule.

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

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

Construction emissions are described as “short term” or temporary in duration and have the potential to represent a significant impact with respect to air quality, especially fugitive PM<sub>10</sub> dust emissions. Fugitive dust emissions are primarily associated with soil excavation activities and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. ROG and NO<sub>x</sub> emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Construction activities associated with pipeline installation activities would result in the temporary generation of ROG, NO<sub>x</sub>, and PM<sub>10</sub> emissions from construction equipment during site preparation, the application of asphalt overlays, cleanup and other miscellaneous construction activities, and from material transport to the site and construction worker commute trips. The trenching necessary to install the wastewater replace pipeline within the roadways would also generate PM<sub>10</sub> emissions through the initial soil excavation, wind disturbance of soil stockpiles, and the backfilling of the soil in the trench following the pipeline installation. The total area of soil disturbance associated with construction activities is not anticipated to exceed a maximum of one acre on any given day. Based on this assumption, the estimated daily volume of ROG, NO<sub>x</sub>, PM<sub>10</sub> and CO emissions from construction activities has been identified in Table 1. The project would not be expected to generate emissions during operation of the wastewater pipeline.

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

<b>Table 1</b>				
<b>Estimated Maximum Daily Short-term Construction-Generated Emissions</b>				
Source	ROG (lb/day)	NO <sub>x</sub> (lb/day)	PM <sub>10</sub> (lb/day)	CO (lb/day)
Total Unmitigated Construction Emissions <sup>1</sup>	5	51.6	3.1	23.25
PCAPCD Significance Threshold	82	82	82	550
Exceed Threshold?	No	No	No	No
<sup>1</sup> Emissions estimates based on CalEEMod computer modeling and assuming a maximum total disturbance area per day of less than one acre. Source: Data calculated by Douglas Environmental 2019.				

**c) Expose sensitive receptors to substantial pollutant concentrations?**

Construction activities along the pipeline alignment would result in short-term emissions of diesel exhaust from on-site heavy-duty construction equipment. Particulate exhaust emitted from diesel-fueled engines (diesel PM) was identified as a TAC by the California Air Resources Board in 1998. The dose to which receptors are exposed (a function of construction and duration of exposure) is a primary factor used to determine health risk (i.e. potential exposure to TAC emission levels that exceed applicable standards). Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the state Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (EDAW 2007). In addition, since diesel PM is known to be highly dispersive, emissions would diffuse rapidly from the source, thus resulting in lower concentrations to which receptors could be exposed. Thus, because the use of mobilized equipment would be temporary (approximately 0.4% of the exposure period) and would combine with the dispersive properties of diesel PM, short-term construction activities would not result in exposure of sensitive receptors to substantial pollutant concentrations. Therefore, this impact would be **less than significant**.

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

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

### 3.4 BIOLOGICAL RESOURCES

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

#### AFFECTED ENVIRONMENT

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

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

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

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

Three existing drainages, including Auburn Ravine and two unnamed drainages, are located along the pipeline alignment crossing under the Auburn Ravine Road. Auburn Ravine passes through two corrugated metal pipes directly west of Dairy Road. The first unnamed drainage passes through an open-bottom concrete culvert located approximately 250 feet east of the Auburn Ravine Road/Dairy Road intersection. The second unnamed drainage passes through an open-bottom concrete culvert directly east of the Auburn Ravine Road/Mikkelsen Drive intersection. The channel bottoms are devoid of vegetation and consist of large rocky materials.

## DISCUSSION

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

The pipeline alignment is located entirely within the paved roadway right-of-way of Marguerite Mine Road and Auburn Ravine Road. The paved areas of these roadways do not contain habitat for any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations. As discussed in further detail in response to question "b" below, the project alignment would cross three drainages that pass under Auburn Ravine Road. Auburn Ravine flows through two 3-foot by 5-foot CMPs. Small sections of these CMPs (4 to 5 feet wide) within the roadway would be replaced and flows would be maintained using a 12- to 18-inch temporary PVC bypass pipe during the repairs. Therefore, no habitat would be disturbed and no disruption of flow would occur in Auburn Ravine. For the two unnamed drainages, the new pipe would be installed under the drainages without any disturbance to the soil beds through the use of horizontal directional drilling techniques. Therefore, project implementation would not adversely affect any species either directly or through habitat modifications. There would be **no impact**.

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

The pipeline alignment does not contain any riparian habitat or sensitive natural communities as identified by the California Department of Fish and Wildlife or the USFWS. The alignment does cross three drainages including Auburn Ravine directly west of Dairy Road, an unnamed drainage near the intersection of Mikkelsen Drive and an unnamed drainage immediately east of the intersection of Dairy Road. Auburn Ravine crosses under the roadway through two 3-foot by 5-foot corrugated metal pipes (CMP). To install the pipeline under these two CMPs, 4- to 5-foot wide sections of each CMP would be removed and a 12- to 18-inch temporary PVC bypass

pipe would be installed in one of the CMPs to allow continuous flow of Auburn Ravine under the road. Sand bags would be placed at the entrance of the CMP containing the bypass pipe. The sand bags would direct Auburn Ravine flows through the bypass pipe while blocking flows through the CMP. Sand bags would also be used to completely block Auburn Ravine flows from passing through the second CMP. Once the new wastewater pipeline is installed under the two removed sections of CMP, the CMP not containing the bypass pipe would be repaired and flows would be restored. The bypass pipe would then be removed from the other CMP and it would be repaired and flows would be restored. The removal and repair of these CMPs would be limited to a couple of days. Because Auburn Ravine flows would be maintained throughout the construction period, no disruption of flow would occur in Auburn Ravine and no adverse effect on riparian habitat or other sensitive natural communities would occur.

The two unnamed drainages flow through open-bottomed concrete culverts under Auburn Ravine Road. Although these drainages provide aquatic habitat in the form of the rocky channel bed, they do not include any riparian vegetation. The proposed project includes the use of horizontal directional drilling to cross under these two drainages. Through this drilling process, a hole of approximately the size of the replacement pipe, which is proposed to have a diameter of 14 inches, would be drilled under the bottom of both drainage channels and the pipe would be pulled through the hole. Because the two culverts are approximately 250 feet apart, the installation would be completed with a single drill under both crossings. The length of the drilling would be approximately 600 feet and the top of the pipe would be placed a minimum of five feet under the bottom of both drainage channels. With the use of horizontal directional drilling, no surface excavation would be necessary within the drainage culverts and no disturbance to these two unnamed drainages would be anticipated. Therefore, the impacts would be **less than significant**.

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

As discussed in response to question b) above, the pipeline alignment crosses three existing drainages. With the use of horizontal directional drilling, the pipeline would be installed a minimum of five feet under the two unnamed drainages and no surface disturbance would occur. For Auburn Ravine, the project would include removing and replacing small sections within the roadway of the two CMPs that this drainage flows through and installing the new wastewater pipeline within an excavated area under the two CMPs. Flows in Auburn Ravine would be maintained by directing them through a bypass pipe during the CMP repairs and wastewater pipe placement. The replacement of the two CMP sections and installation of the wastewater pipeline would not result in the direct removal, filling or hydrological interruption of any federally-protected wetlands and this impact would be **less than significant**.

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

As discussed in response to question b) above, the pipeline alignment crosses three existing drainage. With the use of horizontal directional drilling, the pipeline would be installed a minimum of five feet under the two unnamed drainages and no surface disturbance would occur. For Auburn Ravine, the project would include removing and replacing small sections within the roadway of the two CMPs that this drainage flows through and installing the new wastewater pipeline within an excavated area under the two CMPs. Flows in Auburn Ravine

would be maintained by directing them through a bypass pipe during the CMP repairs and wastewater pipe placement. Because flow would be maintained at all times throughout the proposed CMP repairs, the construction would not be expected to interfere substantially with the movement of any native resident or migratory fish species in Auburn Ravine. In addition, the project site is not located within a migratory wildlife corridor and vehicle traffic currently limits wildlife movement. For these reasons, project implementation would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, this impact would be **less than significant**.

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

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

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

The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any such plan and there would be **no impact**.

### 3.5 CULTURAL RESOURCES

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

#### AFFECTED ENVIRONMENT

The Auburn area and the surrounding region are known to contain numerous remains associated with early Native American occupation and historic-era activities. Ethnographically, the project area is situated within the traditional territory of the Nisenan (sometimes referred to as the Southern Maidu). The Nisenan territory included the drainages of the Yuba, Bear, and American rivers, and the lower drainages of the Feather River, extending from the crest of the Sierra Nevada to the banks of the Sacramento River. Aside from early Spanish explorers and probable trappers and traders from the Hudson Bay Company, the Sierra Nevada foothill region and Sacramento Valleys were virtually unsettled by Euro-Americans prior to the Gold Rush.

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

#### Historic and Unique Archaeological Resources

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

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

Under CEQA Guidelines Section 15064.5, an “historical resource” includes: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified in a historical

resource survey meeting the requirements in Section 5024.1(g) of the Public Resources Code; and (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines is historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the determination is supported by substantial evidence in light of the whole record; or a resource determined by a lead agency to be “historical,” as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

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

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

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

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

The entire pipeline alignment has been disturbed by the construction of Marguerite Mine Road and Auburn Ravine Road. Any historic resources that may have been previously located along the pipeline alignment have likely been substantially disturbed or destroyed by the original roadway construction. Therefore, the replacement of the wastewater pipeline within the roadway right-of-way would not cause a substantial adverse change in the significance of a historical resource and there would be **no impact**.

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

Based on the prior site disturbance associated with roadway construction, as discussed in response to question a) above, no archaeological resources are expected to be located along the pipeline alignment. However, there is always the possibility that archaeological resources are located within the soils underlying the roadways and that trenching activities could damage or destroy these previously undiscovered archaeological resources. The

disturbance of archaeological resources during project construction would be considered a **potentially significant impact**.

#### Mitigation Measure CUL-1

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

- If potential Native American prehistoric, historic, archaeological or cultural resources including midden soil, artifacts, chipped stone, exotic rock (non-native), or unusual amounts of baked clay, shell or bone are uncovered during any on-site construction activities, all work must immediately stop in the area. Work shall cease within 100 feet of the find regardless of whether the construction is being actively monitored by a cultural resources specialist, professional archaeologist, or representative from the culturally-affiliated Native American Tribe. Following discovery, representatives from culturally-affiliated Native American Tribes will make recommendations for further evaluation and treatment, as appropriate.
- In the event that Native American prehistoric, historic, archaeological or cultural deposits or isolates found to be ineligible for inclusion in the California Historic Register of Historical Resources are identified within the project area, culturally appropriate treatment and disposition shall be determined following coordination with the culturally-affiliated Native American Tribe. Culturally appropriate treatment may be, but is not limited to, processing materials in a lab for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community does not generally consider curation of Tribal Cultural Resources to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.

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

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

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

#### Mitigation Measure CUL-2

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

- If articulated or disarticulated human remains are discovered during construction activities, all work shall cease with 100 feet of the find and the County Coroner shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will be contacted and will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials. Following a review of the find and consultation with the Native American Tribe and appropriate experts, if necessary, the

authority to proceed may be accompanied by the addition of development requirements or special conditions that provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. Work in the area of the cultural resource discovery may only proceed after authorization is granted by the Placer County Department of Public Works, Environmental Engineering Division following coordination with tribal representatives and cultural resource experts, if necessary, as appropriate.

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

### 3.6 ENERGY

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

#### AFFECTED ENVIRONMENT

Electrical energy is used to pump wastewater from the Auburn Ravine Lift Station through the existing wastewater pipeline under Auburn Ravine Road and Marguerite Mine Road.

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

The proposed pipeline would be installed using construction techniques that are consistent with industry standards and that would not be considered wasteful, inefficient, or requiring the unnecessary consumption of energy resources. During construction, the wastewater flows pumped from the Auburn Ravine Lift Station would need to be diverted to the City of Auburn’s sewer system to accommodate construction activities. The diverted wastewater would be pumped through approximately 340 feet of bypass pipe to a manhole located on Vidal Lane, approximately 75 feet south of Auburn Ravine Road. The use of electricity would be necessary to power these wastewater pumps. Because this pumping would be necessary to ensure wastewater generated during the approximately two-month construction period is safely diverted, it would not be considered a wasteful, inefficient, or unnecessary consumption of energy. Following construction, the pipeline operations would require generally the same energy demands as associated with the current pipeline. Therefore, there would be **no impact**.

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

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

### 3.7 GEOLOGY AND SOILS

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

#### AFFECTED ENVIRONMENT

##### Geology

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

The pipeline alignment is immediately underlain by metavolcanic rock and ultramafic rock formations. The rock is soft to very hard, depending on actual composition and degree of weathering, and typically moderately to intensely fractured (Blackburn Consulting 2019).

### **Seismicity**

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

The Fault Activity Map of California and Adjacent Areas does not identify Holocene and/or Late Quaternary age faults (displacement within the last 700,000 years) within or adjacent to the pipeline alignment. The nearest Quaternary age fault is the Foothills Fault, Dewitt Section, located approximately 0.37 miles west of Marguerite Mine Road. The alignment does not lie within or adjacent to an Alquist–Priolo Earthquake Fault Zone (Blackburn Consulting 2019).

### **Site Soils**

The soils along the pipeline alignment generally consist of loose to medium dense to dense clayey gravel, clayey gravel with sand, clayey sand with gravel, and poorly graded sand. Underlying the native soils, the materials consisted of decomposed to slightly weathered, intensely to moderately fractured rock (Blackburn Consulting 2019).

### **Liquefaction**

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

### **Paleontological Resources**

Fossil remains of prehistoric plant and animal life could be found in the sedimentary rocks and volcanic rock sedimentary materials that are present throughout Placer County. Sediments associated with the Mehrten Formation in the Roseville area have been found to contain fossils of terrestrial vertebrates. Fossilized animal remains also may be present in caves associated with the limestone geology that can be found in the central part of the Sierra Nevada foothills. No inventory or other information source exists that characterizes the extent, sensitivity, or significance of paleontological resources in Placer County.

## DISCUSSION

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

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

### ii) **Strong seismic ground shaking?**

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

The foothills of the Sierra Nevada are characterized by relatively low risk of seismic activity. Data compiled between 1808 and 1987 show that only 15 earthquakes between a maximum moment magnitude (M) 3.0 and M 4.0 (on the Richter scale) were recorded along the Foothills Fault System between Mariposa and Oroville. Four notable historical earthquakes have been reported in the northern Sierra Nevada. Three seem to have been associated with the northern portion of the Melones Fault Zone near Downieville. The fourth was the M 5.7 Oroville earthquake of August 14, 1975, located about 50 miles north of the proposed project (EDAW/AECOM 2009). Due to the relatively low risk of seismic activity in the local area, the project would not be expected to be exposed to significant seismic ground shaking. Therefore, strong seismic ground shaking is considered unlikely along the pipeline alignment and there is **no impact**.

### iii) **Seismic-related ground failure, including liquefaction?**

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

**iv) Landslides?**

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

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

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

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

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

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

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

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

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

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

The entire pipeline alignment has been disturbed by the construction of Marguerite Mine Road and Auburn Ravine Road. Any paleontological resources that may have been previously located along the pipeline alignment

have likely been substantially disturbed or destroyed by the original roadway construction. Therefore, the replacement of the wastewater pipeline within the roadway right-of-way would not cause a substantial adverse change in the significance of a historical resource. Therefore, there would be **no impact**.

### 3.8 GREENHOUSE GAS EMISSIONS

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

#### AFFECTED ENVIRONMENT

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

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

On October 13, 2016, the Placer County Air Pollution Control District (PCAPCD) adopted CEQA significance thresholds for GHG emissions as shown below. The Bright-line Threshold of 10,000 metric tons (MT) of carbon dioxide equivalent per year (CO<sub>2</sub>e/year) threshold for construction and operational phases, and the De Minimis level of 1,100 MT CO<sub>2</sub>e/year for operational phases, were used to determine significance. GHG emissions from projects that exceed 10,000 MT CO<sub>2</sub>e/year would be deemed to have a cumulatively considerable contribution to global climate change. For a land use project, this level of emissions is equivalent to a project size of approximately 646 single-family dwelling units, or a 323,955 square feet commercial building.

The De Minimis Level for the operational phases of 1,100 MT CO<sub>2</sub>e/year represents an emissions level which can be considered as less than cumulatively considerable and be excluded from the further GHG impact analysis. This level of emissions is equivalent to a project size of approximately 71 single-family units, or a 35,635 square feet commercial building.

#### PCAPCD CEQA Thresholds for GHG Emissions

- 1) Bright-line Threshold of 10,000 metric tons of CO<sub>2</sub>e/year for the construction and operational phases of land use projects as well as the stationary source projects
- 2) Efficiency Matrix for the operational phase of land use development projects when emissions exceed the De Minimis Level, and
- 3) De Minimis Level for the operational phases of 1,100 metric tons of CO<sub>2</sub>e/year.

## DISCUSSION

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

Implementation of the proposed project would not exceed the PCAPCD's screening criteria for greenhouse gas emissions. The construction activities are estimated to generate less than 100 MT of CO<sub>2</sub>e total and pipeline operation would not be expected to generate measurable GHG emissions. Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, that may be considered to have a significant impact on the environment. Therefore, this impact would be **less than significant**.

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

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

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

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

#### AFFECTED ENVIRONMENT

A computerized database search of various agency lists was conducted for the pipeline alignment to identify any known sites of hazardous material contamination. Search results revealed no known hazardous materials site located within the alignment.

The State CEQA Guidelines require that initial studies and environmental impact reports assess whether a project will emit hazardous air emissions or involve the handling of extremely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (see Sections 21151.2 and 21151.4 of the Public Resources Code; Appendix G of the State CEQA Guidelines). The Legacy Christian School, a kindergarten through eighth-grade private school established in 2019, is the only school located within ¼ mile of the pipeline alignment. The school is located at 1101 Auburn Ravine Road.

Safety hazards associated with airports generally are related to construction of tall structures and the creation of wildlife attractants (e.g., wetlands, golf courses, and waste disposal operations) that could interfere with airplane flight paths. The State CEQA Guidelines (Section 21096 of the Public Resources Code) require analysis of airports within 2 nautical miles of a proposed project. The Auburn Municipal Airport is located approximately 2.5 miles north of the project site. The project site is not located within the boundaries of the Auburn Municipal Airport Land Use Compatibility Plan (Placer County Airport Land Use Commission 2014).

The Placer County Office of Emergency Services is responsible for maintaining the County's Local Hazard Mitigation Plan (LHMP). Preparation of the LHMP included a risk assessment to determine the County's vulnerability to hazards, which influenced the development of goals and mitigation actions. Placer County and its incorporated communities have a variety of systems and procedures established to protect its residents and visitors to plan for, avoid, and respond to a hazard event including those associated with floods and wildfires. This includes Pre-Disaster Public Awareness and Education information, and specific warning and evacuation systems and procedures include information relative to: Warning Systems, ALERT System, dam protocols, evacuation procedures, and sheltering in place (Placer County 2016).

In addition, the City of Auburn Emergency Operations Plan (EOP) addresses the planned response to emergencies associated with disasters, technological incidents, or other dangerous conditions created by either man or nature. It provides an overview of operational concepts, identifies components of the City emergency management organization, and describes the overall responsibilities of local, state, and federal entities. The Emergency Operations Plan includes: Terrorism Contingency Plan, Airport Response Plan, Hazardous Materials Response Plan, Wildfire Response Plan, Community Wildfire Protection Plan, Greater Auburn Area Fire Safe Council Strategic Fire Safe Plan, I-80 Transportation Infrastructure Contingency Plan, Heat Emergency Plan, Wastewater Treatment Plant Emergency Response Plan, and Stormwater Pollution Prevention Plan (Placer County 2016).

The severity of wildland fires is influenced primarily by vegetation, topography, and weather (temperature, humidity, and wind). The California Department of Forestry and Fire Protection (CAL FIRE) has developed a fire hazard severity scale that considers vegetation, climate, and slope to evaluate the level of wildfire hazard. CAL FIRE designates three levels of Fire Hazard Severity Zones (Moderate, High, and Very High) to indicate the severity of fire hazard in a particular geographical area. Fire hazard zoning is used to indicate both the likelihood for a fire (e.g., prevalence of fuels) and the potential for damage (e.g., proximity to residences). Local fire departments also use these severity zone designations within their jurisdictions. As identified by the Auburn City Fire Department, the western portion of the pipeline alignment is located within a Moderate Fire Hazard Severity Zone and the eastern portion is located within a High Fire Hazard Severity Zone (Auburn City Fire Department 2019).

The area traversed by the pipeline is primarily underlain by ultramafic rock that typically contains naturally occurring asbestos minerals. The California Geological Survey, Special Report 1905 (Higgins, C.T., and Clinkenbeard, J.P., 2006) maps the alignment along Marguerite Mine Road and extending along Auburn Ravine Road to just east of the intersection of Dairy Road as crossing through and area considered as "Most Likely" to contain naturally occurring asbestos minerals. From just east of Dairy Road to the east end of the alignment the area is mapped as "Moderately Likely" to contain naturally occurring asbestos minerals. The entire alignment is mapped as "Areas of Faulting or Shearing" that may locally increase the relative likelihood for the presence of naturally occurring asbestos minerals (Blackburn Consulting 2019).

## DISCUSSION

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

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

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

During construction, the wastewater flows pumped from the Auburn Ravine Lift Station would need to be diverted to the City of Auburn's sewer system to accommodate construction activities. The diverted wastewater would be pumped through approximately 340 feet of bypass pipe to a manhole located on Vidal Lane, approximately 75 feet south of Auburn Ravine Road. Because the bypass pipe would be located above ground, it would have greater exposure to accidents that could cause a pipe break than if it were buried underground (e.g., being hit by construction equipment). The release of any wastewater into the environment would be considered a **potentially significant impact** due to its potential to contaminate surface waters and expose people to health hazards. However, such a break would likely be noticeable immediately and could be quickly repaired due to its location above ground.

#### Mitigation Measure HAZ-1

Prior to initiating construction of the proposed project, the Contractor shall submit a written safety program to Placer County in conformance contract specification Section 01 33 00 (and receive a positive review). This plan shall include (at a minimum):

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

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

### Mitigation Measure HAZ-2

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

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

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

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

### Hazardous Materials Handling

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

equipment due to a leak or spill could adversely affect the environment and would be considered a **potentially significant impact**.

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

### **Naturally Occurring Asbestos Minerals**

During geotechnical investigations for the proposed project, samples of soil borings were tested to determine if naturally occurring asbestos minerals were present. The testing did not detect the presence of these minerals with the exception of Chrysotile, which was identified in portions of a single sample. Additionally, the potential for naturally occurring asbestos minerals in the area is high and ultramafic, serpentinite rock was observed. This rock type is often associated with naturally occurring asbestos minerals (Blackburn Consulting 2019). The exposure of construction works and the public to these minerals would be considered a public health hazard and this would be considered a **potentially significant impact**.

### **Mitigation Measure HAZ-3**

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

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

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

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

The Legacy Christian School, a kindergarten through eighth-grade private school, is the only school located within ¼ mile of the proposed project. The school is located directly north and adjacent to the pipeline alignment. Construction equipment would operate within Auburn Ravine Road, adjacent to the school's entrance road, during pipeline installation. The construction equipment would require the use of potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid in order to operate. These materials would not be

expected to be released into the environment due to typical construction activities along the pipeline route. However, an accidental leak or spill of these materials could occur within less than ¼ mile of the Legacy Christian School. In addition, the release of naturally occurring asbestos minerals could occur within ¼ mile of the school if they are located within the excavated soils along Auburn Ravine Road in the vicinity of the school. The project would not include any other activities that would emit hazardous emissions or involve the handling of hazardous or acutely hazardous materials, substances, or waste. Although the accidental release of hazardous emissions within ¼ mile of a school would be unlikely, it would be considered a **potentially significant impact**. The implementation of Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 would minimize these impacts by requiring that safety training be conducted during project construction; by requiring the development of emergency response plans; by identifying a Safety Director/Manager responsible for managing the safety, health and environmental risk factors for the contractor; by requiring the preparation of a HMCP; by requiring periodic observations by a geologist; by requiring testing if suspect naturally occurring asbestos minerals are observed; and by implementing a dust mitigation plan and a worker health and safety program if naturally occurring asbestos minerals are detected. With the implementation of these mitigation measures, these impacts would be **less than significant with mitigation incorporated**.

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

According to the California Department of Toxic Substances Control Envirostor website (DTSC 2019), there are no records of contaminated sites within the pipeline alignment. The nearest identified contamination site is located at 890 Grass Valley Highway in Auburn. This site is directly east of the intersection of State Route 49 and Marguerite Mine Road. The parcel is identified as the Chevreux Concrete facility and the source of the contamination was identified as coming from an underground gasoline storage tank. The cleanup status is completed and the case was closed as of August 23, 2012 (DTSC 2019). The site currently includes A&A Concrete Supply. The proposed project would not create a significant hazard to the public or the environment because the pipeline alignment is not included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and the nearest contamination source was remediated in 2012. Therefore, **no impact** would occur related to listed hazardous materials sites.

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

The nearest public airport to the pipeline alignment is the Auburn Municipal Airport, which is located approximately 2.5 miles north of the northern most portion of the pipeline alignment. The project site is not located within the boundaries of the Auburn Municipal Airport Land Use Compatibility Plan (Placer County Airport Land Use Commission 2014). Therefore, there would be **no impact**.

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

The project includes construction activities on Marguerite Mine Road and Auburn Ravine Road that would require restricting vehicle traffic to one lane within the construction area. Although this lane restriction would be

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

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

The pipeline alignment is located in an area that is designated as both Moderate and High for fire hazard severity. Although the proposed project would include construction activities within a High fire hazard severity zone, the construction would occur entirely within paved roadway right-of-way. The project would not introduce any new structures or uses that would increase fuels in the area or contribute to existing fire hazards. In addition, the pipeline alignment is approximately 5 minutes driving time from the nearest Auburn City Fire Department station located at 485 High Street. Thus, project implementation would not substantially increase the risk of loss, injury, or death involving wildland fires. This impact would be **less than significant**.

### 3.10 HYDROLOGY AND WATER QUALITY

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

#### AFFECTED ENVIRONMENT

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

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

## DISCUSSION

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

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

#### Mitigation Measure HYD-1

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

- A storm water pollution prevention plan (SWPPP) shall be prepared for the proposed project with associated best management practices (BMPs), consistent with Placer County standards. The SWPPP shall be designed to protect water quality pursuant to the requirements of the National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity (Order 99-08-DWQ, as amended). The SWPPP would identify and specify:
  - ▶ the use of erosion and sediment-control BMPs, including construction techniques that will reduce the potential for erosion, specifically within Auburn Ravine associated with the replacement of the two corrugated metal pipe sections under Auburn Ravine Road, as well as other measures to be implemented during construction;
  - ▶ the means of waste disposal;
  - ▶ the implementation of approved local plans, non-stormwater-management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;
  - ▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, and other types of materials used for equipment operation;
  - ▶ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;
  - ▶ personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and
  - ▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.
- Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction. BMPs may include such measures as the following:

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

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

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

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

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

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

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

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

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

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

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

**iv) Impede or redirect flood flows?**

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

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

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

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

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

### 3.11 LAND USE AND PLANNING

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

#### AFFECTED ENVIRONMENT

The pipeline alignment extends along two-lane roads in residential areas of the City of Auburn and unincorporated Placer County.

#### DISCUSSION

**a) Physically divide an established community?**

The proposed project includes replacing an existing wastewater pipeline within the roadway right-of-way of Marguerite Mine Road and Auburn Ravine Road. The replacement of this pipeline would not physically divide the community. Therefore, there would be **no impact**.

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

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

### 3.12 MINERAL RESOURCES

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

#### AFFECTED ENVIRONMENT

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

#### DISCUSSION

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

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

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

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

### 3.13 NOISE

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

#### AFFECTED ENVIRONMENT

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

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

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

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

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

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

The project includes construction primarily in the City of Auburn with the small portion within unincorporated Placer County. Therefore, for the purpose of this analysis, the applicable noise requirements for both jurisdictions are described below.

### **City of Auburn**

The City of Auburn Municipal Code identifies specific noise restrictions associated with construction activities (City of Auburn 2019). Auburn Municipal Code Section 93-09(J) states the following:

1. The performance of any construction, alteration or repair activities which require the issuance of any building, grading or other permit may occur only during the following hours:
  - a) Monday through Friday: 7:00 a.m. to 6:00 p.m. For the period of June 1 through September 30 of each year the permissible hours for masonry and roofing work hereunder shall be from 6:00 a.m. to 6:00 p.m.;
  - b) Saturdays: 9:00 a.m. to 5:00 p.m.
  - c) Sundays and observed holidays: 10:00 a.m. to 6:00 p.m.
2. Any noise from the above activities, including from any equipment used therewith, shall not produce noise levels in excess of the following:
  - a) Saturdays: 80 dBA when measured at a distance of 25 feet;
  - b) Sundays and observed holidays: 70 dBA when measured at a distance of 25 feet.
3. The Building Official may grant a permit for building activities during other time periods for emergency work or extreme hardship. Emergency work means work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger. Any permit so granted shall be of specified limited duration and may be subject to any conditions necessary to limit or minimize the effect of any noise permitted thereby.

### **Placer County**

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

- ▶ causes the exterior sound level when measured at the property line of any affected sensitive receptor to exceed the ambient sound level by five (5) dBA;

- ▶ exceeds an hourly energy-equivalent noise level ( $L_{eq}$ ) of 55 dB in the daytime (between 7 a.m. to 10 p.m.) or 45 in the nighttime (10 p.m. to 7 a.m.); or
- ▶ exceeds a maximum noise level of 70 dB in the daytime (between 7 a.m. and 10 p.m.) or 65 dB in the nighttime (10 p.m. to 7 a.m.).

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

## DISCUSSION

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

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

Construction activities typically include a variety of construction equipment including backhoes, excavators, loaders, dump trucks, and compaction equipment. As indicated in Table 2, operational noise levels associated with individual equipment would generate typical noise levels ranging from 76 to 88 dBA at a distance of 50 feet.

Combined on-site construction equipment associated with the proposed project would be expected to include an excavator, a back hoe and haul trucks during trench excavation, pipeline installation and trench backfilling activities. This equipment has the potential to generate collective noise levels up to 89 dB  $L_{eq}$  at 50 feet during operations involving the loudest equipment. Typical operating cycles for these types of construction equipment involve limited periods of full power operation followed by periods of lower power settings.

Noise-sensitive receptors in the vicinity are the residences located along Marguerite Mine Road and Auburn Ravine Road. Individual residents would experience elevated noise levels for the limited duration when construction activities are within close proximity to the residences. Although the duration of construction is expected to occur over two months, the exposure to elevated daytime construction noise levels for individual homes in close proximity to the pipeline alignment would be limited to periods of several days.

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

Saturday and Sunday) for Placer County and between 7 a.m. and 6 p.m. Monday through Friday (between 9 a.m. and 5 p.m. Saturday and between 10 a.m. and 6 p.m. Sunday) for the City of Auburn.

**Table 2  
Construction Equipment Noise Emission Levels**

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

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

Source: Bolt, Beranek and Newman, FTA 2006.

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

**CONSTRUCTION-GENERATED TRAFFIC**

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

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

## **LONG-TERM OPERATIONAL NOISE**

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

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

The proposed project could require blasting activities if hard rock areas cannot be easily excavated with typical construction equipment. Blasting activities have the potential to result in varying degrees of temporary groundborne vibration. Vibration generated by blasting activities spreads through the ground and diminishes in magnitude with increases in distance. Noise sources associated with blasting consist of rock drills and the shot itself. The noise levels generated by the rock drills are dependent on drill type, but are predicted to be generally similar to the noise levels generated by construction equipment, as described in Table 2. The number, frequency, and duration of shots required during project construction cannot be determined until large rocks are encountered in the field and an on-site blasting expert determines the most effective means of clearing the rock.

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

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

### **Mitigation Measure NOI-1**

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

- If blasting activities are to occur in conjunction with the trenching activities, the contractor shall conduct the blasting activities in compliance with state and local regulations. The contractor shall obtain a blasting permit from Placer County and the City of Auburn, as appropriate, prior to commencing any on-site blasting activities. The permit application shall include a description of the work to be accomplished and a statement of the necessity for blasting, as opposed to other methods, and safety measures to be

implemented such as blast blankets. The contractor shall coordinate any blasting activities with Police and Fire Departments to insure proper site access and traffic control, and public notification including nearby residents and businesses, as determined appropriate by police and fire departments. Blasting specifications and plans shall include a schedule that outlines the time frame in which blasting will occur in order to limit noise and traffic inconvenience. In addition, an on-site blasting expert shall be retained by the site contractor to ensure that the blasting activities, if necessary, result in the minimum offsite noise and vibration levels (i.e., less than 0.2 inches per second PPV).

- Construction blasting activities shall be subject to Placer County and the City of Auburn Construction Noise Guidelines, including limiting construction-related noise generating activities within or near residential areas to the least noise sensitive daytime hours (conservatively between 7 a.m. and 6 p.m. Monday through Friday).
- For areas of the pipeline alignment that require blasting and are within 100 feet of existing residential structures, the use of alternative construction techniques, such as non-explosive blasting demolition agents (e.g., Dexpan, as identified at [www.archerusa.com](http://www.archerusa.com), or similar), shall be used, if feasible. Blasting shall be used as a last resort within these areas if the alternative techniques are determined to be economically or technically infeasible.

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

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

The project site is not located within two miles of an airport land use plan or in the vicinity of a private airport. The proposed project would not expose people residing or working in the project area to excessive noise levels associated with private airstrip operations. There would be **no impact**.

### 3.14 POPULATION AND HOUSING

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

#### AFFECTED ENVIRONMENT

The project site is located within the residential area of the City of Auburn and unincorporated Placer County.

#### DISCUSSION

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

The proposed project does not involve the construction of any components (i.e. roads, residential homes) that would induce population growth. The proposed project includes the replacement of an existing wastewater pipeline within a roadway right-of-way. This replacement would not induce growth beyond what has been planned for under the adopted Placer County and City of Auburn General Plans. In addition, the proposed project would not create new permanent jobs. There would be **no impact** on population growth in the area.

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

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

### 3.15 PUBLIC SERVICES

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

#### AFFECTED ENVIRONMENT

Public Utilities include fire and police protection, schools, parks, and other public facilities. Fire protection services are provided to the project area by the Auburn City Fire Department. The closest fire station to the site is Station No. 1 – Martin Park Golden Chain Fire Station, located at 485 High Street in Auburn. Law enforcement services for the project area are provided by the Auburn Police Department. The main office for the Police Department is 1215 Lincoln Way in Auburn. The project area is located within the Auburn Union Elementary School District and the Placer Union High School District. The Auburn Area Recreation and Park District provides recreational services within the project area.

#### DISCUSSION

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

The proposed project would not directly or indirectly increase the population of the City of Auburn or Placer County. The proposed project would not include any components that would increase the service requirements for the Auburn City Fire Department or require additional fire protection facilities be constructed. The project area would continue to be served by the Auburn Police Department and project implementation would not require an increase in police protection services or the construction of additional police facilities. The proposed project does not include any uses that would increase the demands on local schools or local park facilities. Therefore, the proposed project would not be expected to result in substantial adverse physical impacts associated with the

provision of new or physically altered government facilities in the City of Auburn or Placer County. There would be **no impact**.

### 3.16 RECREATION

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

#### AFFECTED ENVIRONMENT

The project area is served by the Auburn Area Recreation and Park District. The nearest recreational facilities to the pipeline alignment are located at Ashford Park, which are located near the eastern terminus of the pipeline alignment. Located at 1601 Auburn Ravine Road, Ashford Park includes green space with a dog park, pond, year-round creek, picnic shelter, playground, and restrooms.

#### DISCUSSION

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

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

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

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

### 3.17 TRANSPORTATION

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

#### AFFECTED ENVIRONMENT

Regional access to the project area is provided by I-80 to the east and SR-49 to the west. Local access is provided primarily by Auburn Ravine Road from the east and south, Dairy Road from the north, and Marguerite Mine Road from the west. Auburn Ravine Road is identified as an urban collector with a shoulder width varying from 0 to 3 feet. Marguerite Mine Road is also identified as an urban collector but without an existing shoulder.

The Placer County Transportation Planning Agency (PCTPA) is the state-designated regional transportation planning agency for the county. It makes decisions about the regional transportation system in the county. PCTPA plans and programs the area’s federal and state transportation funds. In developing and adopting plans and strategies, PCTPA makes use of these funds and fulfills the requirements of the organization’s state designation as the county’s regional transportation planning agency. The current transportation planning and programming decisions are stated in the *Final Placer County 2036 Regional Transportation Plan* (PCTPA 2016). The closest regionally significant roadways recognized by PCTPA include SR-49 and I-80. Auburn Ravine Road and Marguerite Mine Road are not considered regionally significant (PCTPA 2016).

The City of Auburn Bikeway Master Plan identifies both Marguerite Mine Road and Auburn Ravine Road as proposed Class III bike routes. A Class III Bike Route provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are not special markings required for a Class III bike route (Placer County Transportation Planning Agency 2002).

The City of Auburn Public Works Department operates Auburn Transit, a deviated fixed-route transit system with two discrete routes that serve passengers on weekdays and one route that runs on Saturdays. Auburn Transit generally serves the incorporated portion of Auburn. All of the routes allow for on-request route deviations of up to three-quarters of a mile from the regular route. Deviations are free to the passenger and must be requested at

least one hour in advance. Auburn’s policy is to allow no more than two deviations per hour, prioritizing deviation requests as necessary (LSC Transportation Consultants 2018).

The two weekday routes, the Blue Route and the Red Route, run in opposite directions around an hour-long loop. They both cover approximately the same area of southern Auburn and northeastern Auburn, with some slight differences by route, as described below.

- **Blue Route** – Between 6:00 AM and 10:00 AM the Blue Route operates every two hours. During this time the same bus is used to operate the Red Route on two-hour headways. The Blue Route runs hourly between 10:00 AM and 4:00 PM, when it again switches to every two hours. From its starting location at Auburn Station (277 Nevada Street) on the southwest side of Auburn, the route heads south along Nevada Street, Sacramento Street and Auburn Folsom Road to serve south Auburn all the way down to Maidu Drive, then heads north along High Street, through Old Town and downtown Auburn, then north to Bowman Road and then south along Auburn Ravine Road, through Old Town/downtown Auburn again and then back to Auburn Station.
- **Red Route** – Between 7:00 AM and 9:00 AM the Red Route operates every two hours. One bus operates both the Red and the Blue Route every other hour during this time. From 9:00 AM to 3:00 PM the route runs hourly, with a final run at 5:00 PM. Departing from Auburn Station, the route heads east along Fulweiler Avenue, circling through downtown Auburn, then crossing I-80 to pass the U.S. Post Office at Nevada Street and Mt. Vernon Road in the western part of Auburn. The bus then returns to Mikkelsen Drive, heading north as far as Raley’s, returning to Auburn Station along Lincoln Way, through downtown Auburn and back along Fulweiler Avenue (LSC Transportation Consultants 2018).

## DISCUSSION

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

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

During trench excavation and pipeline placement, daytime road delays would occur along the individual roadway sections. The staging of equipment and pipeline segments within a portion of the roadway prior to its installation would contribute to these traffic delays. The individual pipeline segments would be constructed in sequence so only one road would typically experience delays at a time. The temporary delays on individual roads would divert traffic to other roadways in the local area, which could temporarily increase congestion on these other roadways. However, due to a fairly extensive network of roads in the local area, a variety of alternative routes are available to travel through the area. The temporary disruptions on local roads during the summer construction period for each section of the pipeline extension project would not permanently change their levels of service.

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

The project could result in delays in transit service within the area, specifically along the Blue and Red Routes that serve the area, during the single-lane closures on either Marguerite Mine Road or Auburn Ravine Road. The lengths of the delays would be dependent upon the traffic volumes on these roadways at the time of transit service but would generally be expected to be short term. Lane closures would only occur during the project's construction period, which is expected to be approximately two months. Following construction, the proposed project would have no effect on transit service.

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

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

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

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

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

The project does not include any components that would alter the geometric design of the Auburn Ravine Road or Marguerite Mine Road. Therefore, there would be **no impact**.

**d) Result in inadequate emergency access?**

During trench excavation and pipeline placement, daytime road delays would occur along Marguerite Mine Road and Auburn Ravine Road that would require restricting vehicle traffic to one lane within the construction area. The individual pipeline segments would be constructed in sequence so only one road would typically experience delays at a time. The temporary delays on the two roads would divert traffic to other roadways in the local area, which could temporarily increase congestion on these other roadways. Although this lane restriction would be

temporary, it would slow vehicle circulation within the area of the activity. This lane restriction could also contribute to emergency vehicle access delays if long vehicle queues form on the roadways. Although the local area includes a network of roads that could be used as alternative routes for emergency vehicles, any delays in emergency vehicle access during construction activities would be considered a **potentially significant impact**.

#### Mitigation Measure TRAN-1

The contractor shall implement the following measures during project construction:

- As required, the contractor shall provide adequate traffic management resources, such as protective devices, flag persons, and police assistance for traffic control, to maintain safe traffic flow on local streets affected by pipeline construction at all times.
- The contractor shall identify traffic hazards created by construction, such as rough road or potholes, freshly paved locations, and minimize total traffic and vehicle speed through such hazards.
- The contractor shall ensure that traffic safety hazards, such as uncovered or unfilled open trenches, will not be left in roadways during period of time when construction personnel are not present, such as nighttime and weekends.
- The contractor shall repair all roads adequately after construction to ensure that traffic can move in the same manner as before construction.
- At all times during construction, the contractor shall ensure that emergency fire, police or medical vehicles are able to access all adjacent areas. Additionally, construction equipment or activities must not obstruct or hinder traffic that might be generated during an evacuation.
- Contractor shall comply with the requirements of the City of Auburn, County and Caltrans Encroachment Permits.

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

### 3.18 TRIBAL CULTURAL RESOURCES

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

#### AFFECTED ENVIRONMENT

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

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

The pipeline alignment extends along Marguerite Mine Road and Auburn Ravine Road within the City of Auburn and unincorporated Placer County. These roadways were graded when they were constructed and a network of

existing utility infrastructure is located under both roadways. No evidence of historic buildings, sites, structures or objects is present along the roadway alignment.

## DISCUSSION

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

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

The roadway alignments do not include any resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Any historic resources that may have been previously located along the pipeline alignment have been destroyed by the original development of Marguerite Mine Road and Auburn Ravine Road. The pipeline replacement would disturb a 26-inch wide corridor along these roadways associated with the necessary trenching activities. Due to the prior disturbance of the pipeline alignment, the lack of existing historic resources, and the relatively small footprint of excavation activities, the proposed project would not be expected to cause a substantial adverse change in the significance of a Tribal Cultural Resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Therefore, there would be **no impact**.

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

Based on the prior disturbance of the pipeline alignment associated with its roadway and utility corridor uses, as discussed in response to question a) above, archaeological resources are not expected to be present on the site. However, the County has entered into consultation with the Untied Auburn Indian Community (UAIC) consistent with the requirements of AB 52. Through this consultation process, the Tribe has identified the project area as potentially containing significant tribal cultural resources. During the consultation process, the UAIC was provided with background information such as project site maps and a project description in support of consultation and provided an opportunity to review the project site. Based on their review, the UAIC indicated that areas approaching Auburn Ravine have the potential to include tribal cultural resources that would warrant monitoring during construction, while the western and easternmost portions of the alignment would not contain resources that would require monitoring, nor would areas where Horizontal Directional Drilling would be implemented. The disturbance of tribal cultural resources considered significant to UAIC during project construction would be considered a **potentially significant impact**.

### Mitigation Measure TCR-1

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

**Native American Monitoring** - The following mitigation measure is intended to minimize impacts to existing or previously undiscovered Tribal Cultural Resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities. To identify buried archaeological and TCRs at the earliest possible time during project-related earth-disturbing activities, to minimize the potential for destruction of or damage to these previously undiscovered resources, and to ensure respectful treatment and disposition of unearthened/displaced resources, the Department of Public Works staff and/or their construction contractor(s) shall accommodate one Native American Monitor from the UAIC or their representative on the construction site during ground-disturbing activities such as grading or excavation, from a safe distance, and with appropriate personal protective gear. Native American Monitors from cultural affiliated Native American Tribes act as a representative of their Tribal government and shall be informed of the construction schedule, once obtained, and consulted before any ground-disturbing activities begin.

Specifically the monitor shall be allowed to:

- Spot check areas of lesser concern. These areas include the segments of the pipeline identified on plan sheets C-01 through C-04 and C-10 through C-14;
- Monitor as needed in sensitive areas, up to a maximum of eight (8) hours per week. These areas include the segments of the pipeline identified on plan sheets C-05 through C-09;
- If after a week of monitoring has occurred and no resources have been identified, monitoring shall be tapered off and the UAIC will rely on the contractor, who has received worker awareness training, to notify the UAIC promptly if any TCR are identified; and
- If a TCR is identified, the County will consult with the UAIC regarding the potential need for additional monitoring.

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

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

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

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

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

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

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

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

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

### 3.19 UTILITIES AND SERVICE SYSTEMS

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

#### AFFECTED ENVIRONMENT

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

Placer County operates and maintains nine separate sanitary sewer systems within Placer County, all of which derive their operating revenue from sewer user fees. Sewer Maintenance District 1 (SMD 1) is one of these nine, and is governed by the County Board of Supervisors. The SMD 1 system includes wastewater collection, treatment, and disposal facilities that provide municipal sewage service to unincorporated portions of the county in North Auburn, and to the Auburn Airport Industrial Park, which is under the jurisdiction of the City of Auburn. Within the SMD 1 service area, wastewater is collected in buried pipelines and conveyed to the SMD 1 wastewater treatment plan, which is located in North Auburn. The SMD 1 service area encompasses approximately 3,300 acres and approximately 7,900 equivalent dwelling units (AECOM 2011).

Solid waste generated in the project area is disposed of at the Western Regional Sanitary Landfill, which is managed by the Western Placer Waste Management Authority. The Western Regional Landfill has a total capacity of 36.3 million cubic yards, and a remaining capacity of approximately 24.5 million cubic yards.

## DISCUSSION

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

The proposed project includes replacing a wastewater pipeline due to structural deficiencies. The replacement of this pipeline would not affect the SMD 1 Wastewater Treatment Plant or any other utility infrastructure. Therefore, there would be **no impact**.

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

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

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

The proposed project would not be expected to increase demand for wastewater services, as it includes replacing an existing wastewater pipeline that already conveys wastewater within the SMD 1 service area. Therefore, there would be **no impact**.

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

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

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

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

### 3.20 WILDFIRE

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

### AFFECTED ENVIRONMENT

The Placer County Office of Emergency Services is responsible for maintaining the County’s Local Hazard Mitigation Plan (LHMP). Preparation of the LHMP included a risk assessment to determine the County’s vulnerability to hazards, which influenced the development of goals and mitigation actions. Placer County and its incorporated communities have a variety of systems and procedures established to protect its residents and visitors to plan for, avoid, and respond to a hazard event including those associated with floods and wildfires. This includes Pre-Disaster Public Awareness and Education information, and specific warning and evacuation systems and procedures include information relative to: Warning Systems, ALERT System, dam protocols, evacuation procedures, and sheltering in place (Placer County 2016).

In addition, the City of Auburn Emergency Operations Plan (EOP) addresses the planned response for the City of Auburn to emergencies associated with disasters, technological incidents, or other dangerous conditions created by either man or nature. It provides an overview of operational concepts, identifies components of the City emergency management organization, and describes the overall responsibilities of local, state, and federal entities. The Emergency Operations Plan includes: Terrorism Contingency Plan, Airport Response Plan, Hazardous Materials Response Plan, Wildfire Response Plan, Community Wildfire Protection Plan, Greater Auburn Area Fire Safe Council Strategic Fire Safe Plan, I-80 Transportation Infrastructure Contingency Plan, Heat Emergency Plan, Wastewater Treatment Plant Emergency Response Plan, and Stormwater Pollution Prevention Plan (Placer County 2016).

The severity of wildland fires is influenced primarily by vegetation, topography, and weather (temperature, humidity, and wind). The California Department of Forestry and Fire Protection (CAL FIRE) has developed a fire hazard severity scale that considers vegetation, climate, and slope to evaluate the level of wildfire hazard. CAL FIRE designates three levels of Fire Hazard Severity Zones (Moderate, High, and Very High) to indicate the severity of fire hazard in a particular geographical area. Fire hazard zoning is used to indicate both the likelihood for a fire (e.g., prevalence of fuels) and the potential for damage (e.g., proximity to residences). Local fire departments also use these severity zone designations within their jurisdictions. As identified by the Auburn City Fire Department, the western portion of the pipeline alignment is located within a Moderate Fire Hazard Severity Zone and the eastern portion is located within a High Fire Hazard Severity Zone (Auburn City Fire Department 2019).

## DISCUSSION

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

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

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

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

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

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

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

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

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

### 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.

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

#### DISCUSSION

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

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

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

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

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

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



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