

13.0 PUBLIC SERVICES AND UTILITIES

This chapter summarizes the 2010 Hidden Falls Regional Park (HFRP) Certified Environmental Impact Report (EIR) public service and utilities findings; describes the proposed trails expansion project area (project area) environmental setting and pertinent regulations; evaluates project-related impacts associated with public services and utilities; and provides mitigation measures as necessary to reduce those impacts. Public services included in this discussion are fire protection, police protection, and public schools. Utilities and service systems included in this discussion are water supply, wastewater, and other utilities and maintenance of those public facilities. Runoff and water quality are discussed in Chapter 11.0, “Hydrology and Water Quality.”

13.1 SUMMARY OF COUNTY FINDINGS ON THE 2010 HFRP CERTIFIED EIR

As discussed in Section 1.2, this SEIR will consider the impacts of the proposed HFRP Trail Expansion Project and compare it against the analysis contained in the 2010 HFRP Certified EIR. The purpose is to determine whether the Trails Expansion project would substantially increase the severity of impacts previously identified in the 2010 HFRP Certified EIR, would result in a new impact not previously identified, or would require the application of mitigation measures that were previously found infeasible, and were therefore not adopted for the prior project, are currently feasible and should be incorporated into project approvals.

13.1.1 FINDINGS OF FACT FROM THE 2010 CERTIFIED EIR

The following is a summary of the 2010 Certified EIR findings.

- ▶ In 2010, the proposed HFRP was outside of existing municipal service areas for water and wastewater. Because no on-site water or wastewater facilities would be damaged because of HFRP implementation, and because adequate water from existing groundwater wells (constructed at the Mears entrance in 2006 and at the ranch house in 2008) and installation of septic systems for wastewater would be included for HFRP uses, the impact on water or wastewater facilities was considered **less than significant**.
- ▶ Operation of HFRP would increase the demand for solid waste disposal services. However, solid waste and wastewater generated by the project were expected to be minimal. In addition, the County would contract with Auburn Placer Disposal to provide solid waste disposal service to HFRP and the on-site sewage disposal system and/or vault system would be designed to accommodate HFRP use. Therefore, the impact was determined to be **less than significant**.
- ▶ Use of HFRP would increase demand for police services in the project area. However, because the collective efforts of the County Sheriff’s Office, County maintenance staff, volunteer patrol groups and contract ranger service would reduce illegal activities, the project would not place a significant demand on existing police services. The impact was considered **less than significant**.
- ▶ Construction and use of the HFRP facilities may increase the risk of wildfire in the project area, which would increase the demand for fire services. However, with the County’s implementation of fire reduction measures, including construction of fire suppression facilities, the impact on fire services was determined to be **less than significant**. Note that wildfire is evaluated in Section 16.0 of this SEIR.

- ▶ The proposed HFRP may cause an increase in demand for emergency services. However, adequate access to the proposed HFRP would be provided for emergency vehicles. Therefore, emergency response times were not expected to increase, and the impact was considered **less than significant**.
- ▶ The required relocation of utility poles adjacent to Garden Bar Road to allow improvements could cause disruptions. However, the County would minimize impacts by coordinating with utility companies. Residents would be notified, and the impact would be temporary. Therefore, the impact was considered **less than significant**.

13.2 2019 HFRP TRAILS EXPANSION PROJECT – ENVIRONMENTAL SETTING

This Subsequent EIR describes the physical environmental conditions of the proposed HFRP Trails Expansion Project. See Chapter 13.0 “Public Services and Utilities” of the 2010 HFRP Certified EIR for information about the existing HFRP.

13.2.1 WATER

The proposed Trails Expansion project is outside of existing municipal service areas for water. Water sources in the project area are groundwater for potable purposes, plus allocations of canal water for non-potable purposes (e.g., emergency water storage, landscape irrigation for parking areas). Canal water currently exists at the proposed parking areas. Potential groundwater sources in the area are rock fractures found in the existing hardpan; regional groundwater levels are expected to be greater than 50 feet in depth. For a more detailed description of water resources in the proposed project area, see Chapter 11.0, “Hydrology and Water Quality.”

13.2.2 WASTEWATER

The proposed Trails Expansion project area is outside of existing municipal service areas for wastewater. A septic system is located at the entrance of the existing HFRP and associated underground pipelines connect the septic system to the public restroom at Mears Place. There is also a septic system associated with the ranch house (on the western portion of the existing HFRP) which has not been utilized for over 6 years. Addition of the proposed expansion project area would require three new septic systems for restroom facilities at the Garden Bar 40, Twilight Ride and Harvego parking areas or vault type restrooms if sufficient well water is not available. Septic testing conducted at each of the parking areas in 2019 identified suitable areas for leachfields for the project purposes. Additionally, the County may contract with a portable restroom vendor to place its facilities at key locations in the HFRP and expansion area for users’ convenience.

13.2.3 OTHER UTILITIES

Pacific Gas and Electric Company (PG&E) provides electricity to most of Northern California and would supply the proposed expansion project area, as needed. Natural gas is currently not available to the project area. Propane would be an alternative to natural gas in the project area. AT&T provides telephone and communication services to the area, and the project area is within the service area of Recology Auburn Placer Disposal Service. This company provides garbage pickup services and pickup service for recyclable materials. The County currently removes all trash from the existing HFRP parking area and trails to a central collection point at its corporation yard in Auburn.

13.2.4 FIRE PROTECTION

The California Department of Forestry and Fire Protection's (CAL FIRE) Nevada-Yuba-Placer Unit is primarily responsible for responding to calls for firefighting in the project area. Through a Cooperative Fire Protection Agreement with CAL FIRE, Placer County Fire Department integrates state and local firefighting resources, career and volunteer, into an effective combination fire department. Through its contract with CAL FIRE, the County pays for 60 firefighters at eight, 24/7 fire stations, located in Alta, Colfax, Bowman, North Auburn, Ophir, Lincoln, Dry Creek and the Sunset Area in western Placer. At peak season, CAL FIRE staffs 18 fire stations, an air attack base, (with five year-round hand crews), five Registered Professional Foresters skilled in forest management, four lookouts, fire-prevention bureau, and a pre-fire planning office.

The existing HFRP and proposed Trails Expansion area lie within CAL FIRE Battalion 18 jurisdiction. (See Section 16.0, "Wildfire," for further discussion on wildfire issues.) Battalion 18 includes unincorporated areas within Placer County and northwest Auburn. Highway 80 borders the eastern portion of the battalion and Highway 193 comprises the southern boundary. The topography is characteristic of the Sierra Nevada foothills, containing gentle slopes in the flat valley areas and steep inner gorge canyons along upper watercourses. Vegetation consists of a mosaic of grasses, mixed brush, oak woodlands, and mixed hardwood-conifer (CAL FIRE 2018).

Two staffed Placer County Fire stations are in the Battalion 18 response area. The Atwood Station (#180) houses two engines and a ladder truck – staffing at this station allows for two of the three vehicles to be used at one time; the Ophir Station (#182) houses one engine and a water tender – staffing at this station allows for one of the vehicles to be used at a time. In the Lincoln Battalion, Lincoln Station (#70) has one engine. In addition, the Thermalands volunteer fire station, approximately 5 miles west of the project area and the Fowler volunteer fire station, approximately 7.5 miles south, also serve the project area. CAL FIRE staffing levels are generally greater in the summer months (during fire season) and lower in winter months because of the reduced demand for fire services. Placer County Fire Department staffing levels remain consistent throughout the year.

According to the *Placer County General Plan* (General Plan), the County encourages the local fire protection agencies in the County to maintain an emergency response time of 10 minutes in rural areas of the County. National Fire Protection Association (NFPA) Standard 1710 3.3.53.1 states the national average for a first alarm assignment is 4 minutes. Within the response areas of its existing fire stations serving more than 1,000 people, the Placer County Fire Department/CAL FIRE maintains a 7-minute response time 90% of the time.

The existing HFRP has 120 acres of shaded fuel breaks and the Harvego Preserve also contains 120 acres of shaded fuel breaks. Shaded fuel breaks are areas on the tops of hills where trees have been thinned, remaining trees have been trimmed of their lower branches, and shrubs and bushes have primarily been removed. Shaded fuel breaks can be used by fire personnel to suppress wildfires. The 120 acres of shaded fuel breaks and other key areas at HFRP are grazed annually by goats and sheep to keep understory vegetation maintained. The former owner of Hidden Falls continued to graze cattle on the property following its sale to the County via a grazing lease that expired in 2013. The County intends to enter into a new lease with a rancher to reintroduce cattle grazing. Mowing, cattle, and goats/sheep are expected to continue together as complimentary components of a diversified fuels management plan, which will also continue to support the agricultural goals of the Placer Legacy Open Space and Agricultural Conservation Program (Legacy). In addition to these shaded fuel breaks, the Mears entrance has a 12,000-gallon underground water tank with hydrant for use by fire personnel. Three bridges

provide access to fire personnel across Raccoon and Deadman Creeks. Prior to the development of HFRP, there was no direct access for emergency response vehicles to the portion of the Hidden Falls property north of Raccoon Creek and Deadman Creek.

According to CAL FIRE records, there have been 14 significant fires (larger than 20 acres) within 10 miles of HFRP and the expansion area in the past 55 years. Since the opening of HFRP in 2006, there have been no known fires started by HFRP users (pers comm Hudson 2019).

As with the existing HFRP, maintenance activities would be conducted consistent with the *Hidden Falls Regional Park Vegetation, Fuels and Range Management Plan* (Placer County 2007) for the expansion project trail network and HFRP facilities. This plan identifies methods for managing vegetation to reduce existing fuel loads, including perimeter thinning/clearing that lowers the chance that a fire would start in the HFRP and move outside the HFRP boundary. Defensible spaces would be incorporated into the HFRP expansion project through thinning vegetation around parking lots and along trail alignments.

13.2.5 EMERGENCY RESPONSE

The Placer County Fire Department / CAL FIRE provides first response medical services to the existing HFRP and the expansion area, but the first point of contact for medical calls in HFRP is often the contracted ranger service. Placer County currently contracts with a private company, California Land Management (CLM), for ranger service at HFRP.¹ These rangers and County staff have radio contact with emergency services dispatch to provide initial assessments of calls and assist fire companies with locating and accessing users in need of medical aid. Rangers and County staff can aid with simple requests such as water and transportation to the parking area, which in some cases can avoid the need for response by a fire company.

For situations requiring trained EMS personnel, rangers can remain with an injured party until EMS personnel arrive. CLM keeps a ranger service call log which describes the type of ranger assist required, and whether the Sheriff's Office, CAL FIRE or Placer County Animal Control Services is involved. Out of 62 total calls for ranger assistance (e.g., for search/rescue/transport of park visitors) during the period from January 3, 2019 through August 18, 2019, CAL FIRE was asked to assist in 4 of the calls, leaving 58 calls that were completed without CAL FIRE's assistance.

Per CAL FIRE / Placer County Fire Department, overall the Atwood Station #180 responded to 3,814 calls for service totaling 5,293 vehicle responses between July 2018 and July 2019. Calls to HFRP numbered 51, or 1.3% of the total number of calls for that station. Helicopter services were used on four of the calls, or 7.8% of the total number of HFRP calls. Between 2016 and 2018, CAL FIRE/Placer County Fire Department responded to an average of approximately 39 calls at HFRP per year, with 15 being search and rescues and 24 being medical aids caused by hiking injuries or heat-related issues. As of July 2019, there had been 11 responses into the HFRP for medical service. This includes the 4 calls that park rangers assisted with, along with other instances where CAL FIRE/Placer County Fire Department was dispatched when the rangers were not available.

Medical aid responses typically require fewer resources, but search and rescue events, although more infrequent, involve more resources. Due to the remote nature of HFRP, a search and rescue scenario may require up to 3 engine companies, 1 rescue vehicle, 1 Battalion Chief, 2 Sheriff Deputies, and a rescue helicopter, along with

¹ The County Parks Division added 600 hours per year for contracted ranger staff in fiscal year 2019/2020.

ambulance services. The time involved in a search and rescue event varies between 2 and 4 hours depending on complexity. The Ophir Station and the Lincoln Station also assisted with the larger search, technical rescue, and rescue helicopter service calls. When an emergency response is required, interagency agreements dictate the availability of neighboring fire stations to respond to calls outside of their boundaries when neighboring engine companies are occupied by calls within their own borders.

The request for emergency medical response is normally the highest during the months of July through October, when the temperatures are the hottest. Unlike the three proposed new parking areas, where the return to the parking area is either downhill or relatively flat, the return to the parking lot at Mears Place requires a long hike uphill, where visitors can become dehydrated and over-exerted. The Parks Division has placed a video on the HFRP website, cautioning people to bring lots of water, wear appropriate clothing, and to remember that the return to the parking lot requires an uphill trek. The County is working with CAL FIRE /Placer County Fire Department to improve radio communication systems between the two entities in order to better analyze the response needed and lower the resource intensity needed from CAL FIRE/Placer County Fire Department both at HFRP and for the proposed Trails Expansion areas. Parks staff works continuously to improve education emphasizing preparedness for the steep terrain and heat associated with HFRP, especially in summer months when most of the emergency response is required to treat heat sickness and exhaustion.

13.2.6 POLICE PROTECTION

Law enforcement services for the HFRP are provided by the County Sheriff's Office, which will also provide service to the proposed Trails Expansion project area. The main station is located in Auburn. The Sheriff's Office also operates two substations and two "service centers." The closest substation to the project area is in Colfax. The service centers are in Foresthill and Loomis. The nearest facility to the project area that provides full police protection services is the Auburn station. The County Sheriff's Office capabilities include: air operations to provide helicopter support services, a K-9 unit, search and rescue, and special enforcement, which is a small group of highly trained and specially equipped Deputies introduced into crisis situations to safely and efficiently resolve them. County policy 4H-2 sets a response time goal of 15 minutes to a call for service in rural areas of the County and 20 minutes for a remote rural area of the County.

Of the logged responses from contracted ranger staff from January 2019 through August 2019, the Sheriff's Office assisted with their dispatch services 12 times, but were physically needed on site only one time during that 8-month period. Crimes reported for the year 2019 located within one mile of the HFRP Mears entry include one vehicle break in and theft, both of which were reported outside the HFRP boundary (Crime Mapping 2019).

13.3 REGULATORY SETTING

13.3.1 FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

SAFE DRINKING WATER ACT

Proposed project features include groundwater wells for domestic supplies, emergency response and landscape irrigation. Under the Safe Drinking Water Act (Public Law 93-523), passed in 1974, the EPA regulates contaminants of concern to domestic water supplies. Contaminants of concern that are relevant to domestic water supplies are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. These types of contaminants are regulated by the EPA national primary and national secondary drinking water

regulations. Maximum contaminant levels (MCLs) are set for all contaminants of concern. MCLs and the process for setting these standards are reviewed triennially. Amendments to the Safe Drinking Water Act enacted in 1986 established an accelerated schedule for setting drinking-water MCLs.

The EPA has delegated to DHS the responsibility for administering California's drinking-water program. DHS is accountable to the EPA for program implementation and for adopting standards and regulations that are at least as stringent as those developed by the EPA.

Title 22 of the California Code of Regulations (Article 16, Section 64449) defines secondary drinking-water standards that are established primarily for reasons of consumer acceptance (i.e., taste), rather than because of health issues. For mineralization (i.e., total dissolved solids and chloride), the secondary standards are expressed in the form of recommended, upper, and short-term MCLs. The recommended, upper, and short-term MCLs for total dissolved solids are 500, 1,000, and 1,500 milligrams per liter, respectively.

13.3.2 STATE PLANS, POLICIES, REGULATIONS, AND LAWS

STATE STRATEGIC FIRE PLAN

Public Resources Code Sections 4114 and 4130 authorize the State Board of Forestry and Fire Protection (Board) to establish a fire plan which, among other things, establishes the levels of statewide fire protection services for State Responsibility Area (SRA) lands. The 2010 Strategic Fire Plan (Plan) is the first statewide fire plan developed in concert between the Board and CAL FIRE. The Plan builds upon the concept first developed in the 1996 California Fire Plan and includes goals and objectives that along with implementation of the Plan will assist communities in their fuel reduction and fire safety efforts to become more resilient to the damaging effects of catastrophic wildfire while recognizing fire's beneficial aspects.

SAFE DRINKING WATER ACT

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

WATER QUALITY CONTROL POLICY FOR SITING, DESIGN, OPERATION AND MAINTENANCE OF ONSITE WASTEWATER TREATMENT SYSTEMS (OWTS POLICY)

Adopted by the State Water Resources Control Board (SWRCB) on June 19, 2012, this policy establishes a statewide, risk-based, tiered approach for the regulation and management of onsite wastewater treatment system(s) (OWTS). In accordance with Water Code § 13290 et seq., the OWTS Policy sets standards for OWTS that are constructed or replaced, that are subject to a major repair, that pool or discharge waste to the surface of the ground, and that have affected, or will affect, groundwater or surface water to a degree that makes it unfit for drinking water or other uses, or cause a health or other public nuisance condition. The OWTS Policy also includes minimum operating requirements for OWTS that may include siting, construction, and performance requirements; requirements for OWTS near certain waters listed as impaired under § 303(d) of the Clean Water Act; requirements authorizing local agency implementation of the requirements; corrective action requirements;

minimum monitoring requirements; exemption criteria; requirements for determining when an existing OWTS is subject to major repair, and a conditional waiver of waste discharge requirements.

The Regional Water Quality Control Boards incorporate the standards established in the OWTS Policy, or standards that are more protective of the environment and public health, into their water quality control plans. Implementation of the OWTS Policy will be overseen by the State Water Board and the regional water quality control boards, and local agencies (e.g., county and city departments and independent districts) have the opportunity to implement local agency management programs if approved by the applicable regional water quality control board.

LOCAL AGENCY MANAGEMENT PLAN (LAMP)

The SWRCB OWTS Policy provides a multi-tiered strategy for management of OWTS in California. A LAMP is prepared to allow a local agency to obtain approval for OWTS management under Tier 2 of the state OWTS Policy. As such, it is intended to allow the local agency to continue providing local oversight of OWTS by implementing practices that: (a) are suited to the conditions in the planning boundary; (b) meet or exceed the environmental protections of the “default” siting and design requirements for OWTS identified in Tier 1 of the SWRCB Policy; and (c) ensure the best opportunity for coordinated and comprehensive management of OWTS, public health and water quality.²

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT – ASSEMBLY BILL 939

Enacted by the California Legislature in 1989, the goal of the California Integrated Waste Management Act (IWMA) is to reduce solid waste disposal at landfills and to ensure an effective and coordinated system for safe management of all solid waste generated within the state. The IWMA established a hierarchy of preferred waste management practices which include:

- 1) Source reduction;
- 2) Reuse of resources;
- 3) Recycle and compost;
- 4) Environmentally safe disposal by transformation or landfill.

It addresses all aspect to solid waste regulation including the details regarding the lead enforcement agency’s requirements and responsibilities, the permit process including inspections and denials of permits, enforcement, and site clean-up and maintenance.

13.3.3 LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

PLACER COUNTY GENERAL PLAN

The following are the relevant goals and policies identified by the *Placer County General Plan* (General Plan) (Placer County 2013) for public services.

² State Water Resources Control Board’s (SWRCB) Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems, dated June 19, 2012

GOAL 4.D: The County shall require wastewater conveyance and treatment facilities that are enough to serve the Placer County General Plan proposed density of residential, commercial, and public/institutional uses in a way which protects the public and environment from adverse water quality or health impacts.

- ▶ **Policy 4.D.11.** The County shall permit on-site sewage treatment and disposal on parcels where all current regulations can be met and where parcels have the area, soils, and other characteristics that permit such disposal facilities without threatening surface or groundwater quality or posing any other health hazards.
- ▶ **Policy 4.D.12.** The County shall require that the on-site treatment, development, operation, and maintenance of disposal systems complies with the requirements and standards of the County Environmental Health Division.
- ▶ **Policy 4.D.13.** The County shall continue use of current technically-based criteria in review and approval of septic tank/leachfield systems for rural development.

GOAL 4.H: To provide adequate law enforcement services to deter crime and to meet the growing demand for services associated with increasing population and commercial/industrial development in the County.

- ▶ **Policy 4.H.2.** The County Sheriff shall strive to maintain the following average response times for emergency calls for service:
 - a. 6 minutes in urban areas
 - b. 8 minutes in suburban areas
 - c. 15 minutes in rural areas
 - d. 20 minutes in remote rural areas

GOAL 4.I: To protect residents of and visitors to Placer County from injury and loss of life and to protect property and watershed resources from fires.

- ▶ **Policy 4.I.1.** The County shall encourage local fire protection agencies in Placer County to maintain the following minimum fire protection standards (expressed as Insurance Services Office (ISO) ratings):
 - a. ISO 4 in urban areas
 - b. ISO 6 in suburban areas
 - c. ISO 8 in rural areas
- ▶ **Policy 4.I.2.** The County shall encourage local fire protection agencies in the County to maintain the following standards (expressed as average response times to emergency calls):
 - a. 4 minutes in urban areas
 - b. 6 minutes in suburban areas
 - c. 10 minutes in rural areas
- ▶ **Policy 4.I.3.** The County shall require new development to develop or fund fire protection facilities, personnel, and operations and maintenance that, at a minimum, maintains the above service level standards.

- ▶ **Policy 4.I.6.** The County shall continue to promote standardization of operations among fire protection agencies and improvement of fire service levels.
- ▶ **Policy 4.I.11.** The County shall encourage local fire protection agencies to provide and maintain advanced levels of emergency medical services (EMS) to the public.

EXPANSION AREAS – FUELS AND RANGE MANAGEMENT PLAN

Within the properties owned by the Placer Land Trust, it serves as the land management entity, with the County providing land management within the trail corridors. The County will be the land manager for properties it owns or areas where it has easements. PLT works with Placer County Fire Department/Cal FIRE and others on a fuel load management approach with the goal of reducing the threat of catastrophic fire. This includes forest management/fuel load reduction, including clearing defensible spaces, creating fire breaks, and maintaining access roads. Existing ranches would continue to operate and include grazing, livestock watering and feeding, and ranch road maintenance. The County will conduct maintenance within the trail easements to keep down vegetation and maintain trail pathways and maintenance access roads, as well as within the parking areas and entrance access roads. The following fire prevention measures, derived from the *Hidden Falls Regional Park Vegetation, Fuels and Range Management Plan*, apply to the trails expansion project area and would be implemented by the County.

Recommendations:

- ▶ Create defensible space around the perimeter of the developed parking/improvement areas, adjacent to the main vehicle-access road system, including HFRP and Trails Expansion area maintenance/emergency access roads, and around HFRP and trails expansion area improvements such as buildings, overlooks, bridges, etc., as they are planned and built.
- ▶ Develop a maintenance program for maintaining all defensible space and fire-safe areas.

13.4 IMPACTS

13.4.1 ANALYSIS METHODOLOGY

Potential impacts on water, wastewater, fire protection, police protection, public schools, and other public services that would result from the proposed project were identified by comparing existing service capacity and facilities against anticipated future demand associated with implementation of the proposed project. The analysis considered the application of all adopted mitigation measures from the prior environmental review when making the impact determinations presented below in Section 13.4.3, “Impact Analysis.” This analysis also considered how the additional lands in the trails expansion areas would or would not change the conclusions of the prior environmental review.

13.4.2 THRESHOLDS OF SIGNIFICANCE

CEQA THRESHOLDS

Thresholds for determining the significance of impacts on public utilities and services were based on the Placer County CEQA checklist and Appendix G of the State CEQA Guidelines. The project would have a significant impact on public services or utilities if it would:

Utilities:

- ▶ have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- ▶ 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;
- ▶ not comply with federal, state, and local management and reduction statutes and regulations related to solid waste;
- ▶ result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or,
- ▶ require or result in the relocation or construction of new or expanded water or wastewater treatment or stormwater drainage facilities, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

Public Services:

- ▶ result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable ratios, response times, or other performance objectives for any of the public services (i.e., fire, police, schools, parks, and other public facilities).

ISSUES NOT ANALYZED FURTHER

Because the proposed Trails Expansion Project will not operate at night there will be minimal electricity and no natural gas requirements, and cell phone service is available at each of the three new trailheads, the proposed project would not result in demand for natural gas, electricity, or communication systems that require construction of new facilities that result in physical impacts. Therefore, increased demand for these services are not evaluated further.

13.4.3 IMPACT ANALYSIS

IMPACT 13-1 Public Services and Utilities—Potential for project operation to require construction or relocation of new facilities for provision of water or wastewater. *The existing HFRP and proposed Trails Expansion project are outside of existing municipal service areas. Implementation of the Trails Expansion project would include the installation of public wells and septic systems at the Garden Bar 40, Twilight Ride and Harvego Bear River Preserve entrances, for a total of three additional public wells and three additional septic systems and associated restroom buildings. If suitable groundwater is not available for a public well at the proposed parking areas, permanent vault-type restroom facilities may be provided. Prior to permanent restrooms being constructed, the entrances may utilize portable toilets. In addition, portable toilets may be provided to users at key locations throughout HFRP and the Trails Expansion area. The environmental impacts associated with construction of the new wells and septic systems are evaluated throughout this SDEIR.*

Significance *Less than Significant (Consistent with prior analysis in 2010 HFRP Certified EIR)*

Mitigation Proposed *None Warranted*

Residual Significance *Less than Significant*

2010 HFRP CERTIFIED EIR IMPACT SUMMARY

The HFRP project area is outside of existing municipal service areas for water and wastewater. A groundwater well at the Mears entrance parking area was installed in 2006 and was certified as a public well by the State of California in 2007. The septic system and permanent restrooms were also constructed at the Mears entrance in 2006. The private well near the ranch house on the west side of the property was upgraded to a public well in 2008. Water for irrigation would continue to be supplied by the Nevada Irrigation District canal on the property, and irrigation needs were expected to be like past irrigation patterns. Any reservation-based events that would exceed the capacity of on-site wells would be required to supply their own water.

The 2010 project included permanent restroom facilities at the ranch house. The existing septic system constructed to serve the ranch house would be either used as is, expanded, or replaced, depending on its condition and capacity needs for the future use of the ranch house. Because the septic system did not support public use, it would need to be expanded or replaced by another septic system that could better serve the proposed uses around the ranch house. In addition, a new septic system would be installed to serve the parking-area restroom located at the entrance of the HFRP on the Garden Bar side. Because no on-site water or wastewater facilities would be damaged because of the project and adequate water and wastewater facilities would be included for proposed uses, this impact was determined to be **less than significant**.

2019 HFRP TRAILS EXPANSION PROJECT IMPACT ANALYSIS

The Trails Expansion project area is outside of existing municipal service areas for water and wastewater. The proposed new trails would be outfitted with facilities and amenities like those in the existing HFRP. These would

include drinking water fountains, equestrian features (e.g., horse watering, hitching posts), restrooms, and minimal landscaping and irrigation. Supporting utilities would be constructed as the trail network expands, including three public wells (at the Garden Bar 40, Twilight Ride, and Harvego parking areas), pipelines, and irrigation systems. The proposed expansion project would also add additional permanent restroom facilities and associated septic systems at the Garden Bar 40, Twilight Ride, and Harvego parking areas. Restroom facilities would use low-flow toilets to reduce the use of water within the HFRP. If adequate groundwater is not available for flush restrooms, vault-style permanent restrooms may be constructed instead. Prior to construction of permanent restrooms, portable toilets may be utilized. Portable toilets may also be used at key spots throughout the expanded trail system.

In 2015, and as a result of the ongoing drought in California, the existing HFRP well was no longer meeting the quantity of water necessary for the HFRP public water system and subsequently was shut down until an approved alternative water supply could be secured. With the increased rains in recent years, the well may be able to be placed back in service, pursuant to Environmental Health approval. If it is found that the well is not usable in its current state, it would need to be reconstructed and/or deepened with a resulting increased yield. If it is determined that the existing well cannot be placed back into service, it will need to be destroyed in accordance with the DWR California Water Works Bulletins 74-81 and 74-90. A licensed well driller would be required to assess well locations and alternatives. If the existing well is destroyed, it would be replaced by another well that could better serve the HFRP. If rehabilitation or relocation is not feasible, the existing restrooms would be converted to vault type restrooms such as those used throughout the Auburn State Recreation Area trail system. Since 2015, the existing 12,000-gallon water storage tank at the Mears Place parking area has been monitored and re-filled as necessary using a water truck.

Because adequate water and wastewater facilities would be included for proposed uses, this impact would be **less than significant**.

The proposed trails expansion project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects with regards to water or wastewater based on changes in the project, circumstances or new information.

IMPACT **Public Services and Utilities—Increase in Demand for Police Services.** *Implementation of the proposed trails expansion project could increase demand for police services. The potential increase in demand would be addressed through management strategies, including, but not limited to, limiting operating hours to daylight hours only, controlling the number of visitors to the expansion areas on high volume days through the use of parking reservations, and proportionately increasing the number of ranger staff and County Parks maintenance staff on site to match the increase in trail acreage.*

13-2

Significance *Less than Significant (Consistent with prior analysis in 2010 HFRP Certified EIR)*

Mitigation Proposed *None Warranted*

Residual Significance *Less than Significant*

2010 HFRP CERTIFIED EIR IMPACT SUMMARY

The 2010 approval acknowledged that the inclusion of the Spears portion to the HFRP project would lead to an increase in the number of visitors to the project area, which is located in a rural area. HFRP use would occur primarily from sunrise to sunset, with limited overnight use on the western side of the park, subject to County approval. The increased visitation could add to existing law enforcement demands in the area; however, oversight of the HFRP would be provided through the collective efforts of the County Sheriff's Office, County maintenance staff, contracted Ranger services, volunteer patrol groups, and users of the trails and facilities. It was also expected that a full-time caretaker could live on the HFRP grounds, which was expected to reduce the number of incidents of vandalism, crime, and misuse of HFRP property. Since 2013, the County has contracted with a ranger patrol service. Rangers and County Parks staff are in constant contact with Sheriff dispatch through radio communication and are utilized by dispatchers to assess reported incidents, provide reports, and respond to simple needs such as providing water, directions, and transport. In addition, the HFRP would be closed at night and all gates on access roads to the park would be locked to further deter unauthorized activities. Because the collective options for HFRP patrol would reduce illegal activities, the project was determined to not place a significant demand on existing police services. Therefore, this impact was considered **less than significant**.

2019 HFRP TRAILS EXPANSION PROJECT IMPACT ANALYSIS

Implementation of the proposed trails expansion project would increase the number of visitors to the existing HFRP as well as the Trails Expansion areas but would disperse the parking levels among the existing parking lot on Mears Place and the three new parking areas. Primary uses for the Trails Expansion area would include hiking, biking, and equestrian uses, as well as educational programs and educational field trips that are consistent with passive recreation and education. Public use within the expansion areas would be limited to the time between sunrise and sunset – all entrance gates would be closed and locked after hours. Unlike the existing HFRP, the trail expansion areas would not be suitable for scouting or other types of camping trips or large events. These types of amenities are not envisioned for the trail expansion area.

Service call logs prepared by the County's contracted California Land Management (CLM) ranger service from January 3, 2019 through August 18, 2019 note that the majority of the service calls were handled by CLM. Of the 62 ranger assists (e.g., where a ranger was needed for search/rescue/transport of a visitor), only one incident required the on-site assistance of a Placer County Sheriff's Officer and twelve other instances required the services of the Sheriff's dispatch operator only. The increased visitation could add to existing law enforcement demands in the area. However, oversight of HFRP and the proposed trails expansion areas would continue to be provided through the collective efforts of the contracted ranger services, County Parks maintenance staff, County Sheriff's Office, and users of the trails and facilities. A potential full-time caretaker on the existing HFRP grounds is currently allowed under the Conditional Use Permit, and the Twilight Ride property may also have a caretaker in the future. This oversight provides eyes on the ground that serve as a deterrent to criminal behavior. Additionally, the number of visitors allowed is restricted based upon the number of parking spaces, and is limited on high-volume days through use of the reservation system, so the County has the ability to regulate the number of visitors that use the site on a daily basis. Gates at each of the proposed entrances would be closed and locked on a nightly basis, and nighttime access to proposed trailheads and parking lots would not be allowed. Rangers currently ensure all visitor vehicles have left the parking area each evening prior to locking the gate. Because the collective options for oversight would reduce illegal activities, the County is able to control the number of visitors, and the operating hours are limited to daytime use only; County Sheriff's Office current staffing levels

would be able to accommodate any potential increase in the number of calls for service. Therefore, there would not be a significant increased demand on police protection such that construction of new Sheriff’s facilities is required. This impact would be **less than significant**.

The proposed trails expansion project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects related to an increased demand for police services based on changes in the project, circumstances, or new information.

IMPACT 13-3 **Public Services and Utilities—Increase in Demand for Fire and Emergency Medical Services.**
Construction and use of trails expansion facilities will likely increase calls to provide emergency medical response and may increase the need for fire services at the proposed trail expansion areas because more people would be allowed into areas that are not currently open to the public, with the exception of ongoing docent-led tours. However, the project improvements as well as a mitigation measure would reduce the potential for a fire within the proposed project area and enhance access to park areas for emergency response vehicles. With inclusion of the project improvements and mitigation measure, the expansion project is not expected to cause a significant increase in demand for fire services and emergency medical response calls such that construction of new fire stations is required. (Information on wildfire is also included in Section 16.0.)

Significance *Potentially Significant (New Impact not previously considered by the 2010 HFRP Certified EIR)*

Mitigation Proposed *Mitigation Measure S13-1 – County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department / CAL FIRE*

Residual Significance *Less than Significant*

2010 HFRP CERTIFIED EIR IMPACT SUMMARY

The 2010 Certified EIR described the HFRP as being within a State Responsibility Area (SRA) where CAL FIRE’s Nevada-Yuba-Placer Unit is primarily responsible for responding to wildland fires. The park is rated as moderate and high on the Fire Hazard Severity Map (see Exhibit 16-2). It was noted in the 2010 Certified EIR that there was a potential for wildfire to occur during construction if equipment such as a trail dozer or mini excavator generates sparks near vegetation in construction areas. Depending on the equipment required for HFRP maintenance, equipment-related fire risks could persist. Equipment use during high fire declaration would be restricted until the threat has lessened. The Spears Ranch portion of the project area would also be opened to public use and the HFRP would allow campfires in association with overnight educational or scout camps. However, campfires would be restricted to designated fire pits in a developed campground area and allowed under restricted conditions and in consultation with CAL FIRE on local conditions.

The 2010 HFRP project included fire suppression facilities, including a hydrant system, a 12,000-gallon emergency water storage system, three helipads, and three emergency access bridges over Raccoon and Deadman Creeks. The existing HFRP has 120 acres of Shaded Fuel Breaks (SFBs). The 120 acres of SFB at HFRP, as well as other key areas of the property, are mowed or grazed annually by goats and sheep to keep the lower vegetation

maintained. In addition, the County implements recommendations included in the *Hidden Falls Regional Park Vegetation, Fuels and Range Management Plan* and complies with all laws, plans, policies, and regulations related to fire safety and wildfire suppression identified in Section 13.3, “Regulatory Setting.”

It was determined that although the project could increase the potential risk of wildfire in the HFRP project area, implementation of various measures would improve CAL FIRE/Placer County Fire Department’s ability to respond more quickly to fires and would reduce the severity and size of potential fires. Therefore, the project was not expected to cause a significant increase in the demand for fire services. This impact was considered **less than significant**.

2019 HFRP TRAILS EXPANSION PROJECT IMPACT ANALYSIS

Section 16.0, “Wildfire,” discusses the potential to increase wildfire risk, which could lead to an increased demand for fire services during construction, maintenance, and ongoing public use. Due to a number of factors discussed in Section 16.0, it was deemed that this potential to exacerbate fire risk was considered less than significant with the proposed project’s components and with the inclusion of mitigation measures. Project components include the construction of emergency access roads and bridges, the maintenance of shaded fuel breaks and defensible spaces, and the inclusion of 12,000-gallon water tanks and helicopter landing zones at each of the three new parking areas. Mitigation measures include purchasing a Light Rescue Vehicle (LRV) for fire department use, curtailing certain construction and maintenance activities during high-risk wildfire periods, and providing an on-site source of water during certain construction and maintenance activities. As a result, it has been determined that the benefits of the project would offset any potential increase in the risks of wildfire. In addition, smoking, campfires, and motorized vehicles will be prohibited within the expansion areas with the exception of emergency medical or ranger services, maintenance, and landowner needs. These elements are consistent with the Nevada-Yuba-Placer Unit Strategic Fire Plan, and more specifically, Goal 4: to “Implement local and landscape projects and programs that decrease fire risk and increase the potential for success on initial attack.” Fuel breaks and defensible space will reduce fire risk; and emergency access roads, bridges, water tanks, and helicopter landing zones will increase the likelihood of success on an initial attack.

The proposed Trails Expansion Project could increase the need for emergency response services in proportion to the number of new patrons visiting the expanded trails network. The emergency services provided by Placer County Fire Department / CAL FIRE for the current 1,200-acre HFRP includes emergency medical services (EMS), search and rescue (SAR), structural and wildfire firefighting, preventive search and rescue (PSAR), and all-hazard incident management operations. Emergency calls, mainly for heat-related injuries, have increased over the years as public visitation has increased. During peak fire seasons in 2016, 2017, and 2018, there was approximately 15 search and rescues and approximately 24 medical aids each year caused by hiking injuries or heat-related issues. These types of incidents generally occur during CAL FIRE peak fire season, which reduces the availability of resources during fire season. The addition of HFRP trails expansion facilities, including the three parking areas (Garden Bar 40, Harvego, and Twilight Ride) will likely lead to more calls for service.

The County currently contracts with California Land Management (CLM) for ranger services for the existing HFRP. CLM provides first-responder assistance for visitors’ minor medical needs, including providing water and transportation to the parking lot for visitors who may have become over-exerted, thus substantially reducing the number of calls to Placer County Fire Department / CAL FIRE for medical assistance. In cases where the services of trained EMS staff are needed, rangers also provide assistance by waiting with the injured party and directing

Placer County Fire Department / CAL FIRE personnel to the site. For the proposed trail expansion project, the County would increase the ranger services proportionally with the increase in trail area and number of parking access areas.

Emergency access roads into the trail expansion areas will provide enhanced access for emergency services. Emergency access to the expansion areas would be provided via Curtola Ranch Road, Bell Road, and Garden Bar Road to each of the proposed parking lots, which would serve as gathering points for emergency responders. Each parking area is planned with an emergency helicopter landing zone, and a 12,000-gallon water tank with hydrant for fire suppression. The two bridges planned as part of the expansion project would also help response times by providing additional emergency access across Raccoon Creek.

In order to mitigate potential impacts on emergency service calls, and given the limited access to some portions of the trails expansion project area by larger fire engines, combined with the diverse scenarios that may be needed for response to wildfire, Placer County will fund the purchase of one light rescue vehicle (LRV) for use by the Placer County Fire Department / CAL FIRE. This vehicle would be purchased prior to completion of Phase 1 improvements to the Twilight Ride entrance. An LRV is comprised of a specialized vehicle body on a full-sized pickup truck chassis, which allows the vehicle to reach more remote areas of rural property than full-sized fire engines. The LRV will be equipped with apparatuses for extinguishing wildfires in their early stages, and equipment for rescue and medical aid. With the County's purchase of one LRV, Placer County Fire Department / CAL FIRE will have a more versatile emergency services/fire vehicle that will be able to navigate further into the expansion areas. Although the County would be purchasing the LRV to address any potential additional emergency calls from the Trail Expansion areas, the vehicle will also be available for a variety of emergency response calls within the greater North Auburn/Ophir areas served by the Placer County Fire Department / CAL FIRE.

Overall, the project will improve access to a rural area by constructing new emergency/maintenance roadways, trails, and bridge crossings over Raccoon Creek where they do not presently exist. Although the trail expansion project may result in an increased demand on emergency services, with the inclusion of the additional landing zones, water tanks, and emergency access roads and bridges, as well as a proportional increase in ranger staff to attend to minor medical service calls proposed as part of the project description, as well as the addition of Mitigation Measure S13-1 to provide a new LRV, emergency responders will have better access to trail expansion areas. While project operation would increase the demand for service, with incorporation of the project features and application of mitigation, the increased demand could be accommodated without the construction of new fire station facilities that may cause physical impacts. Impacts of the proposed project would be **less than significant**.

IMPACT 13-4 **Public Services and Utilities—Increase in Emergency Response Times and Need for Expanded Facilities.** *The proposed expansion project could cause an increase in emergency response times by redirecting resources to address calls within the Trail Expansion areas, leaving fewer staff to address calls for service elsewhere. However, project components would serve to reduce time spent on the site and minimize the need to call for service. The project would provide improved access for emergency vehicles to navigate remote areas of the County, emergency helicopter landing zones would be provided at each parking area, and a Light Rescue Vehicle would be purchased for Placer County Fire Department/CAL FIRE to assist with medical calls not only within HFRP and the Trail Expansion areas, but also within the greater North Auburn/Ophir areas served by the Placer County Fire Department/CAL FIRE. Additionally, contracted ranger services would be proportionately increased with the increase in*

the trails network in order to assist with minor emergency service calls that do not require the attention of trained EMS staff. Mitigation Measure S13-1, which requires the purchase of a Light Rescue Vehicle for Placer County Fire Department/CAL FIRE, would assist with medical calls not only within HFRP and the Trail Expansion areas, but also within the greater North Auburn/Ophir areas served by the Placer County Fire Department/CAL FIRE. With the implementation of these project components and mitigation measure, there would not be a significant increase in demand for emergency services nor a significant increase in current emergency response times that would require the construction of new fire station facilities.

Significance *Potentially Significant (New Impact not previously considered by the 2010 HFRP Certified EIR)*

Mitigation Proposed Mitigation Measure S13-1 – County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department/CAL FIRE.

Residual Significance *Less than Significant*

2010 HFRP CERTIFIED EIR IMPACT SUMMARY

In the Certified 2010 EIR, it was determined that the HFRP project may cause an increase in demand for emergency services. However, adequate access to the proposed HFRP would be provided for emergency vehicles. The existing HFRP includes three helicopter landing zones spread throughout the HFRP for emergency use. Emergency access bridges would be provided to provide emergency access across Raccoon Creek. Additional emergency access to portions of the HFRP would be available via Mears Drive and trails within the Didion Ranch portion of the HFRP. The County would also provide 2 weeks notification to Placer County Fire Department/CAL FIRE of any events that would have greater than 30 vehicles and/or between 100 and 200 participants to allow for improved emergency response, if needed. This impact was considered **less than significant**.

2019 HFRP TRAILS EXPANSION PROJECT IMPACT ANALYSIS

The proposed Trails Expansion project could increase emergency response times for individual incidences if two calls occur at the same time and resources are deployed at the Trails Expansion area for any reason. The expansion of the trail network would lead to increased numbers of visitors, which could result in an increase of service calls in proportion to the number of new visitors. According to the Placer County Fire Department / CAL FIRE logs, responses to HFRP currently represent approximately 1.3% of the total call volume of the Atwood station #180. According to the *Placer County General Plan* (General Plan), the County encourages the fire protection agencies in the County to maintain an emergency response time of 10 minutes in rural areas. National Fire Protection Association (NFPA) Standard 1710 3.3.53.1 states the national average for a first alarm assignment is 4 minutes. Within the response areas of its existing fire stations serving more than 1,000 people, the Placer County Fire Department maintains a 7-minute response time, 90% of the time.

The emergency services provided by Placer County Fire Department/CAL FIRE for the existing 1,200-acre HFRP includes emergency medical services (EMS), search and rescue (SAR), structural and wildfire firefighting, preventive search and rescue (PSAR), and all-hazard incident management operations. Emergency calls, mainly for injured visitors, have increased over the years as public visitation has increased. During the peak fire seasons

in 2016, 2017, and 2018, there was an average of approximately 15 search and rescues and approximately 24 medical aids each year caused by hiking injuries or heat related issues. These types of incidents generally occur during Placer County Fire Department/CAL FIRE peak fire season, which reduces the availability of resources during fire season. The addition of HFRP trails expansion facilities, including the three parking areas (Garden Bar 40, Harvego, Twilight Ride) will likely lead to more calls for service and could potentially impact the ability to provide services in other parts of the County.

The County is working with Placer County Fire Department/CAL FIRE to improve radio communications systems between the two entities in order to lower the resource intensity needed from Placer County Fire Department/CAL FIRE both at HFRP and for the proposed Trail Expansion areas. In addition, emergency access to the expansion areas would be provided via Curtola Ranch Road, Bell Road, and Garden Bar Road to each of the proposed parking lots, which would serve as gathering points for emergency responders. Each parking area is planned with an emergency helicopter landing zone and a 12,000-gallon water tank with hydrant for fire suppression. Emergency access roads and bridges would increase the ability of emergency responders to quickly reach injured people. Wayfinding signage will be provided within the expansion areas to assist with identifying emergency incident locations.

As noted above, Mitigation Measure S13-1 requires the County to purchase a Light Rescue Vehicle for the Placer County Fire Department/CAL FIRE prior to the public opening of the Twilight Ride parking area. With the County's purchase of one LRV, Placer County Fire Department/CAL FIRE will have a more versatile emergency services/fire vehicle that will be able to navigate further and more quickly into the expansion areas. Although the County would be purchasing the LRV to address any potential additional emergency calls from expansion areas, the vehicle will also be available for a variety of emergency response calls within the greater North Auburn/Ophir areas covered by the Placer County Fire Department/CAL FIRE, which will help reduce response times for certain incidents throughout the communities.

The two bridges planned as part of the expansion project would help response times within the park and trail expansion areas by providing additional emergency access across Raccoon Creek. The project will improve access to a rural area by constructing new emergency/maintenance roadways, trails, and bridge crossings over Raccoon Creek where they do not presently exist. Additionally, contracted ranger services provide a vital service for the existing HFRP and their services will be proportionally increased to provide ranger service for the trail expansion areas. Currently, contract ranger services provide visitor assistance with minor medical service calls, mainly for visitors who may have become over-heated or who need assistance returning to the parking area. These types of visitor assistance from the County's contracted rangers help to reduce the calls to the Placer County Fire Department/CAL FIRE for medical services. If an injured party requires more advanced medical treatment from professional emergency responders, rangers can remain with an injured party until emergency medical responders arrive.

Although the trail expansion project may result in an increased demand on emergency services, with the new LRV supplied by the County and the additional landing zones, water tanks, and emergency roadways, as well as a proportional increase in ranger staff to attend to minor service calls, this impact would be **less than significant**.

None of the beneficial elements (roadways, water tanks, LRV, fuel breaks/defensible space) are found to have a significant impact on the environment and therefore the project is not expected to result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction

of which could cause significant environmental impacts in order for public services to maintain acceptable ratios, response times, or other performance objectives.

The proposed Trails Expansion project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects related to fire station facilities and response times based on changes in the project, circumstances or new information.

IMPACT **Public Services and Utilities—Temporary Disruption of Utility Service during Construction.**
13-5 *Implementation of the HFRP trails expansion project could require the relocation of utility poles that are adjacent to Garden Bar Road. Relocation of utility poles could cause temporary disruptions in service.*

Significance *Less than Significant (Consistent with prior analysis in 2010 HFRP Certified EIR)*

Mitigation *None Warranted*
Proposed

Residual *Less than Significant*
Significance

2010 HFRP CERTIFIED EIR IMPACT SUMMARY

Aboveground utility poles carrying electricity and telephone/communication lines are located along the length of Garden Bar Road. These utility lines serve the residences along Garden Bar Road and are maintained by PG&E and AT&T. Road improvements to Garden Bar Road could include some areas of widening that would require relocation of adjacent utility poles. Utility poles may need to be relocated outside the footprint of the road improvements. Electrical and/or telephone service could be disrupted during relocation of these poles. Potential disruption of utility services during construction activities would be temporary. In addition, the County would coordinate utility relocation as part of the construction to avoid disruption. Therefore, before road improvements begin, the County would consult with PG&E and AT&T to determine the best course of action to avoid or minimize disruption of electrical and/or telephone service. If disruptions in service cannot be avoided, the utility providers would notify all residences that would be affected. The 2010 Certified EIR concluded that this impact would be **less than significant**.

2019 HFRP TRAILS EXPANSION PROJECT IMPACT ANALYSIS

Utility poles carrying above-ground electricity and telephone/communication lines are located along the length of Garden Bar Road, Bell Road, and Curtola Ranch Road. Like HFRP, proposed facilities (e.g. the restrooms and drinking fountains) will require electricity for security lighting, to supply well water for potable uses, and to fill the water tanks at the parking areas. Extension of electric service to these facilities and well locations could require a temporary disruption of service while power lines are connected to the existing network. This activity would require coordination with PG&E and AT&T to determine the best method to extend service to the project while minimizing disruption of service to existing customers. If disruptions in service cannot be avoided, the utility providers would notify all residences that would be affected. This impact would be **less than significant**.

The proposed Trails Expansion project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects related to temporary disruption of utility service during construction based on changes in the project, circumstances or new information.

IMPACT 13-6 **Public Services and Utilities—Increase in Solid Waste and Wastewater Generation.** *Operation of the HFRP and Trails Expansion project would increase demand for service associated with collection and disposal of solid waste at permitted disposal facilities and wastewater requiring treatment to avoid health risk. However, solid waste generated by the HFRP and the expansion areas are expected to be taken care of in a manner similar to what occurs at HFRP currently. In addition, the on-site sewage disposal systems would be designed to accommodate the Trails Expansion use.*

Significance *Less than Significant (No new impact relative to prior analysis in the certified EIR)*

Mitigation Proposed *None Warranted*

Residual Significance *Less than Significant*

2010 HFRP CERTIFIED EIR IMPACT SUMMARY

The 2010 Certified EIR determined that the HFRP project would increase the generation of solid waste and wastewater. Recology Auburn Placer Disposal Service provides solid waste disposal service for the Didion Ranch portion of the HFRP. The County anticipated expanding this disposal service to include the Spears Ranch portion of the HFRP. Daily use of the project area was not expected to generate a large amount of solid waste and would not exceed the capacity of any landfills. In addition, an on-site sewage disposal system would be provided as part of the HFRP project. The on-site system and/or vault system would be designed with enough capacity to accommodate daily HFRP uses, including occasional overnight camping. Large events would be evaluated through review of the Temporary Event Permit application process to determine if additional disposal services or payment of a fee to cover additional disposal services or portable toilets would be required to accommodate the event. Because the solid waste and wastewater generated by the HFRP project would not exceed the capacity of any landfills or on-site systems and large events would be required to provide additional capacity, if needed, this impact was considered to be **less than significant**.

2019 HFRP TRAILS EXPANSION PROJECT IMPACT ANALYSIS

The proposed expansion project would increase demand on existing service providers. The County would contract to expand a solid waste disposal service to include the expansion areas. Solid waste disposal would be provided on a weekly or more frequent basis as needed. Solid waste would be stored on-site in enclosed bear-proof trash receptacles until the waste can be hauled off-site to the nearest waste disposal facility. Daily use of the project area is not expected to generate a large amount of solid waste since public access to the expansion areas will be controlled through expansion of the existing reservation permit system. Large events are, and will be, restricted by the conditions of a Special Event Permit Application issued by the Parks Division to provide for additional trash capacity and pick up. These restrictions allow the County to control the number of guests on HFRP and within the expansion area and limit demands on service providers and disposal facilities.

Wastewater generated by the proposed restrooms is to be treated by on-site sewage disposal systems constructed as part of the project. The on-site septic systems would be designed with enough capacity to accommodate daily expansion area uses. Alternately, vault-type restrooms may be constructed if water supply constraints are encountered. The County may strategically place portable toilets throughout the HFRP and expansion areas as a convenience to the users. Large events would be evaluated through the review of the Temporary Event Permit application process to determine if additional portable toilets would be required to accommodate the event. Because the solid waste and wastewater generated by the project would not exceed the capacity of any landfills or on-site systems and large events would be required to provide additional capacity, if needed, this impact would be **less than significant**.

The proposed trails expansion project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects with regards to solid waste and wastewater generation based on changes in the project, circumstances or new information

13.5 MITIGATION MEASURES

Mitigation Measure S13-1 – County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department/CAL FIRE

In order to navigate further into to the trail system within the expansion areas and to provide a vehicle that can not only aid with emergency medical service requests, but also provide an initial response with potential wildfires, the County shall fund the purchase of one light rescue vehicle (LRV). The LRV shall be purchased at the completion of the first phase of the Twilight Ride access improvements, and prior to opening of the parking area to the general public.