



COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
County of Placer

DATE: December 29, 2020

TO: California State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

SUBJECT: **Notice of Preparation of an Environmental Impact Report for The Ridge Subdivision Project**

REVIEW PERIOD: **December 30, 2020 through January 28, 2021**

Placer County is the lead agency for the preparation of an Environmental Impact Report (EIR) for The Ridge Project (proposed project) in accordance with the California Environmental Quality Act (CEQA), Section 15082. The purpose of the Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information in order to enable them to make meaningful comments regarding the scope and content of the EIR. Your timely comments will ensure an appropriate level of environmental review for the project.

Project Location: The project site consists of a horseshoe-shaped parcel located approximately one mile southeast of the intersection of State Route (SR) 193 and Clark Tunnel Road in unincorporated Placer County, California. The Placer County General Plan designates the site as Agriculture/Timberland 10-acre minimum, and the site is zoned Farm, combining minimum Building Site of 10 acres (F-B-X 10-Ac. Min.). The site is identified by Placer County Assessor's Parcel Number (APN) 031-106-030-000.

Project Description Summary: The proposed project would include subdivision of the project site to develop 34 single-family residential homes and associated improvements. The proposed project would require approval of a General Plan Amendment (GPA), Rezone, and a Vesting Tentative Subdivision Map. The project also requires annexation into Placer County Sewer Maintenance District 1 (SMD 1) for sewer service and approval of a Design Exception Request.

Contact Information: For more information regarding the proposed project, please refer to the following detailed project description or contact Christopher Schmidt, Supervising Planner, at (530) 745-3076 or crschmid@placer.ca.gov. A copy of the NOP is available for review on the Placer County website:

<http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir>

NOP Comment Period: Written comments should be submitted at the earliest possible date, but not later than 5:00 pm on January 28, 2021, to Shirlee Herrington, Environmental Coordination Services, Placer County Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603, (530) 745-3132, fax (530) 745-3080, or cdraecs@placer.ca.gov.

NOP Scoping Meeting: In addition to the opportunity to submit written comments, a NOP scoping meeting will be held virtually via Zoom to inform interested parties about the proposed project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. The Zoom meeting will be held on January 14, 2021, at 1:00PM

Enter the link below into your web browser to join the webinar:

<https://zoom.us/j/99325310487>

Or Telephone:

1+ (877) 853 5247 or 1+ (888) 788 0099

Webinar ID: 993 2531 0487

1.0 PROJECT DESCRIPTION

1.1 Location and Setting

The 24.95-acre Ridge Project (proposed project) site consists of a horseshoe-shaped parcel located approximately one mile southeast of the intersection of the intersection of State Route (SR) 193 and Clark Tunnel Road in unincorporated Placer County, California (see Figure 1 and Figure 2). The Placer County General Plan designates the site as Agriculture/Timberland 10-acre minimum, and the site is zoned Farm, combining minimum Building Site of 10-acres (F-B-X 10-Ac. Min.). The site is identified by Placer County Assessor's Parcel Number (APN) 031-106-030-000.

The project site is situated atop three interconnected ridges forming a horseshoe shape. The site is currently undeveloped, consisting primarily of grasses, oak woodland, and scattered rock outcroppings. Based on an Arborist Report prepared for the proposed project, the project site along with an adjacent 50-foot survey area contains a total of 46 oak trees with a single trunk diameter at breast height (DBH) of at least six inches or a cumulative trunk DBH of at least 10 inches.¹ The site is used for seasonal cattle grazing. Access to the project site is provided by Clark Tunnel Road, an unimproved dirt roadway that ultimately connects to the community of Penryn, further to the southeast of the project site.

1.2 Surrounding Land Uses

The densely wooded area to the north of the project site slopes steeply downward towards the valley below. An undeveloped ranch (La Faille Ranch property), owned by the project applicant, which is also used for cattle grazing, is located within the valley to the north of the site. The southern boundary of the La Faille Ranch property includes the existing concrete-lined Caperton Canal, owned and operated by the Placer County Water Agency (PCWA), which bifurcates the ranch from the project site. The Caperton Canal is used to deliver untreated water to treatment plants in the Rocklin and Lincoln areas and is also sold to customers for irrigation, including supplying water to the pond on the La Faille Ranch property. The areas to the east, south, and west of the site are currently undeveloped, but are planned for buildout with future low-density residential and rural residential uses as part of the Bickford Ranch Specific Plan (BRSP), which was approved by the County in 2004 and amended as recently as 2015.

1.3 Approach to Baseline Analysis

The above general description of the current environmental conditions of the project site and its surroundings is provided for informational purposes and reflects the baseline conditions of the project site for impact analysis purposes. The actual baseline conditions of the surrounding area for impact analysis purposes in the EIR and attached Initial Study will be adjusted to reflect completion of Phase 1 BRSP. Such an approach to the baseline is allowable under CEQA, as further discussed in the Background section of the attached Initial Study.

Importantly, development of the proposed project is dependent upon the installation of Bickford Ranch Road and associated utilities (water and sewer trunk mains) through Phase 1 of the BRSP and extension of such infrastructure through a portion of BRSP Phase 2 along the entire project frontage (see Figure 3). The applicant for the proposed project has indicated that it is not financially feasible to proceed with the proposed project prior to the completion of Phase 1 of the approved BRSP project; specifically, the cost of the key backbone infrastructure needed to serve the proposed project cannot be borne by the 34-lot project alone. As a result, the proposed project would be developed subsequent to completion of the Phase 1 infrastructure for BRSP. It is therefore necessary to identify the number of residential units that could be built in BRSP Phase 1 and considered part of the baseline for the subject analysis. According to the BRSP Infrastructure Phasing Plan (IPP), the total possible number of units in Phase 1 of the BRSP is 1,010.

The terminus of Bickford Ranch Road after completion of Phase 1 BRSP improvements will stop short of The Ridge project site, leaving about 400 feet of unpaved roadway between the terminus and the southwestern corner of The Ridge project site. This 400-foot segment would either be constructed during commencement of Phase 2 of BRSP, or depending on the timing of BRSP Phase 2, potentially by The Ridge applicant. In both cases, mitigation for this segment of Bickford Ranch Road would be implemented consistent with the adopted mitigation measures for BRSP.

¹ Helix Environmental Planning. *Arborist Report and Oak Woodland Inventory, The Ridge ±56.6-Acre Study Area Placer County, California*. April 2020.

Figure 1
Regional Project Location

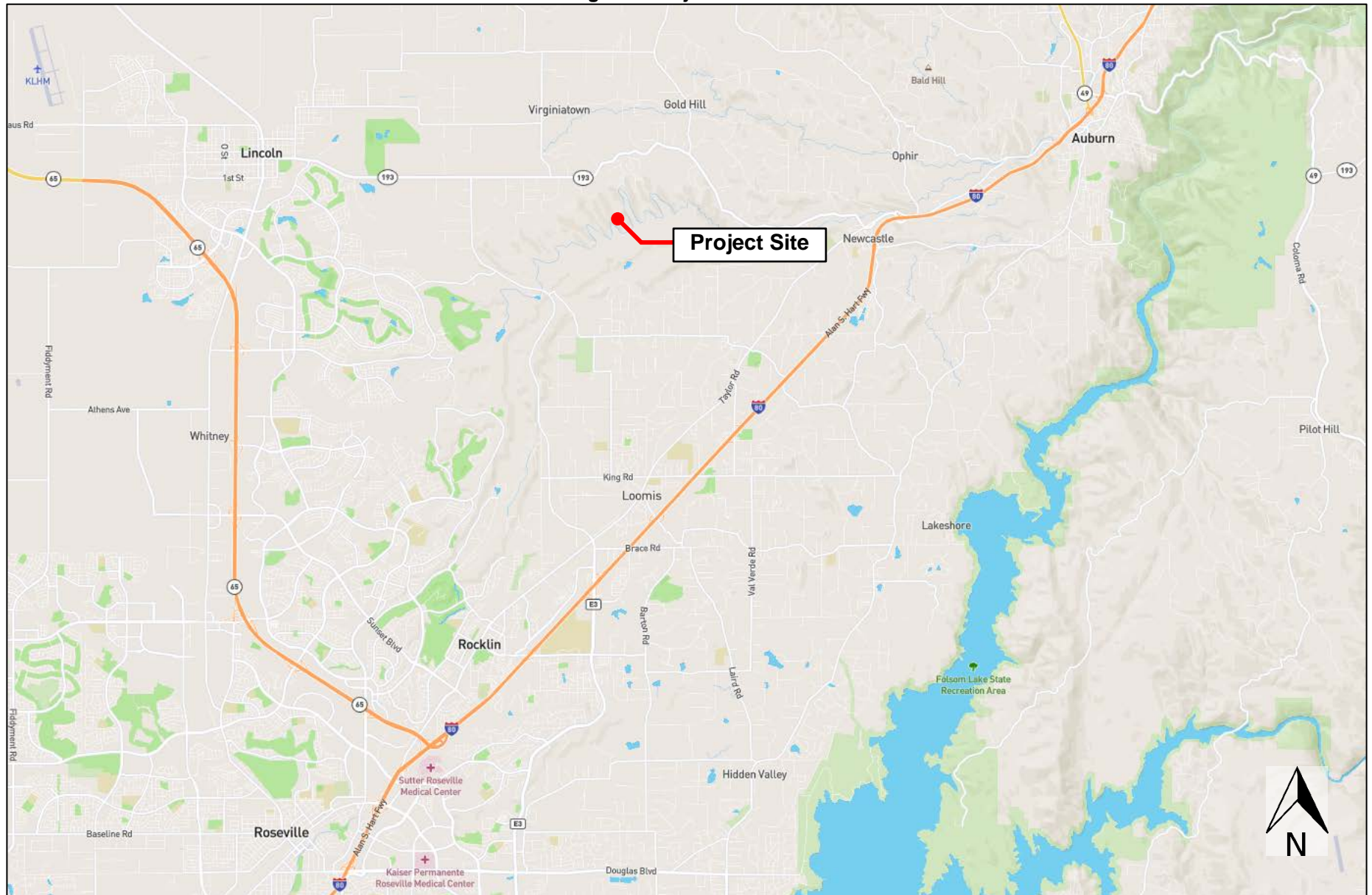
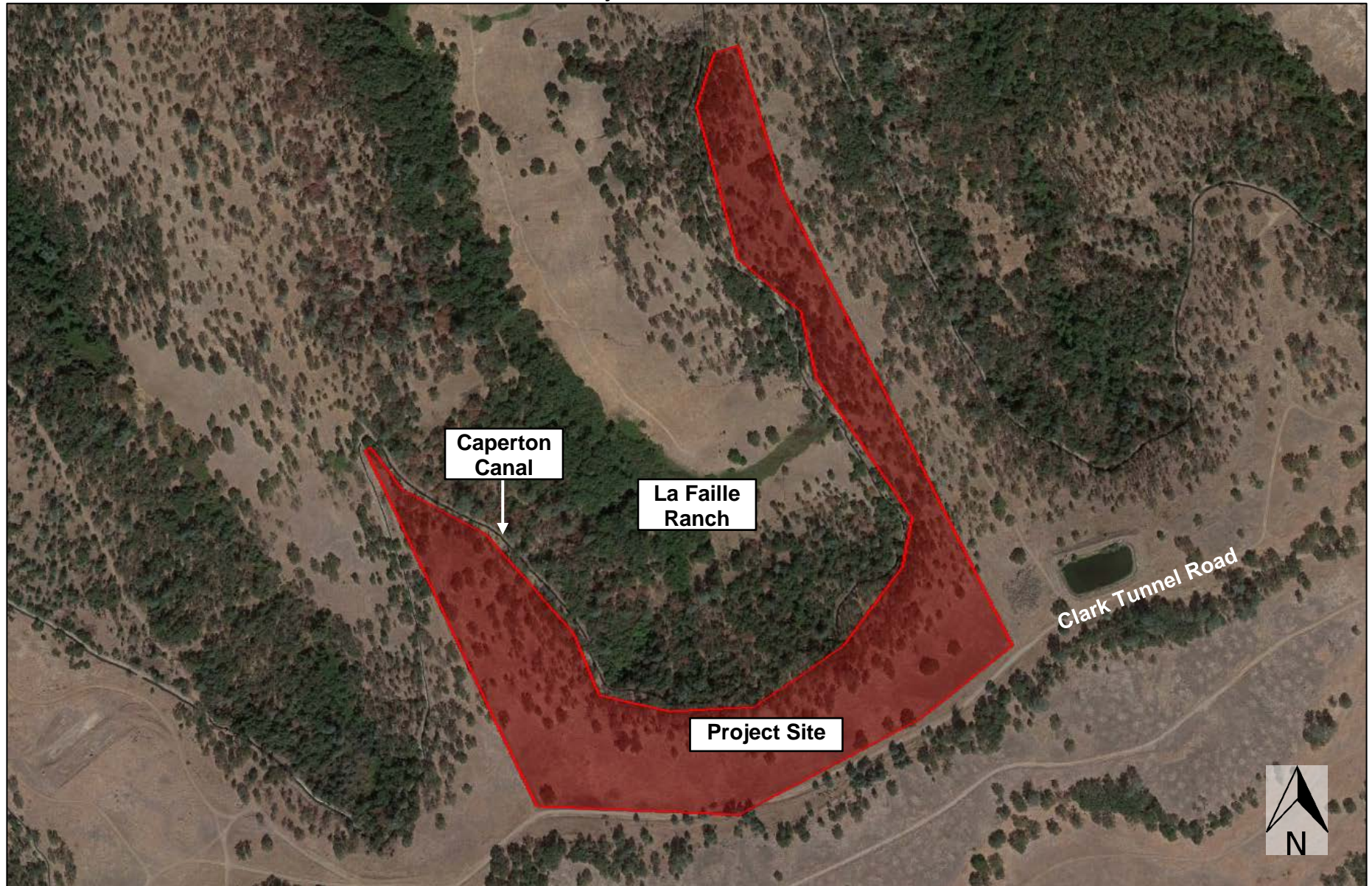


Figure 2
Project Site Boundaries



The Ridge Project Site is highlighted with a blue star and a callout box. The map shows various land use designations including Rural Residential (RR), Low Density Residential (LDR), Medium Density Residential (MDR), Recreation Center (PR), Parks (PR), Open Space Preserve (OSP), Open Space Parkway (OSP), and Public Facility (PF). The U.P.R.R. (Union Pacific Railroad) is also shown.

LEGEND

RR - Rural Residential	OSP - Open Space Preserve
LDR - Low Density Residential	OSP - Open Space Parkway
MDR - Medium Density Residential	PF - Public Facility
PR - Recreation Center	
PR - Parks	
OSP - Open Space Transition	

Not To Scale

1.4 Project Components

The proposed project would include subdivision of the project site to develop 34 single-family residential homes and associated improvements (see Figure 4). The proposed project would require approval of a General Plan Amendment (GPA), a Rezone, and a Vesting Tentative Subdivision Map. The proposed project also requires annexation into Placer County Sewer Maintenance District 1 (SMD 1) and approval of a Design Exception Request. The proposed project components, along with all required entitlements and approvals, are described in the following sections.

General Plan Amendment/Rezone

The proposed project would include a GPA to change the General Plan land use designation of the project site from Agriculture/Timberland 10 Ac. Min. to Medium Density Residential (MDR) (13.85 acres) and Low Density Residential (LDR) (11.10 acres) (Figure 5). In addition, the project would include a Rezone to change the site's zoning designation from Farm, combining minimum Building Site of 10 acres (F-B-X 10-Ac. Min.) to Residential Single-Family, combining minimum Building Site of 8,000 square feet (RS-B-8) (13.85 acres) and Residential Single-Family, combining minimum Building Site of 10,000 square feet (RS-B-10) (11.10 acres) (see Figure 6).

Vesting Tentative Subdivision Map

The proposed Vesting Tentative Subdivision Map would create 34 residential lots, an internal roadway (Lot A) and a detention/retention basin (Lot B). Of the 34 total residential lots, 28 would be medium-density lots ranging in size from 13,700 square feet (sf) to 38,416 sf, with an average size of 18,206 sf and an average net density of 2.3 units per acre. The remaining six residential lots would be low density residential lots ranging in size from 1.1 to 2.2 acres, with an average net density of 0.60 units per acre. The six low-density residential lots would be located along the ridges within the eastern and western portions of the site and are intended to be similar in size to the Rural Residential (RR) lots within the adjacent BRSP Phase 2 area. Combined, the proposed project would result in an average residential density of 1.55 units per acre.

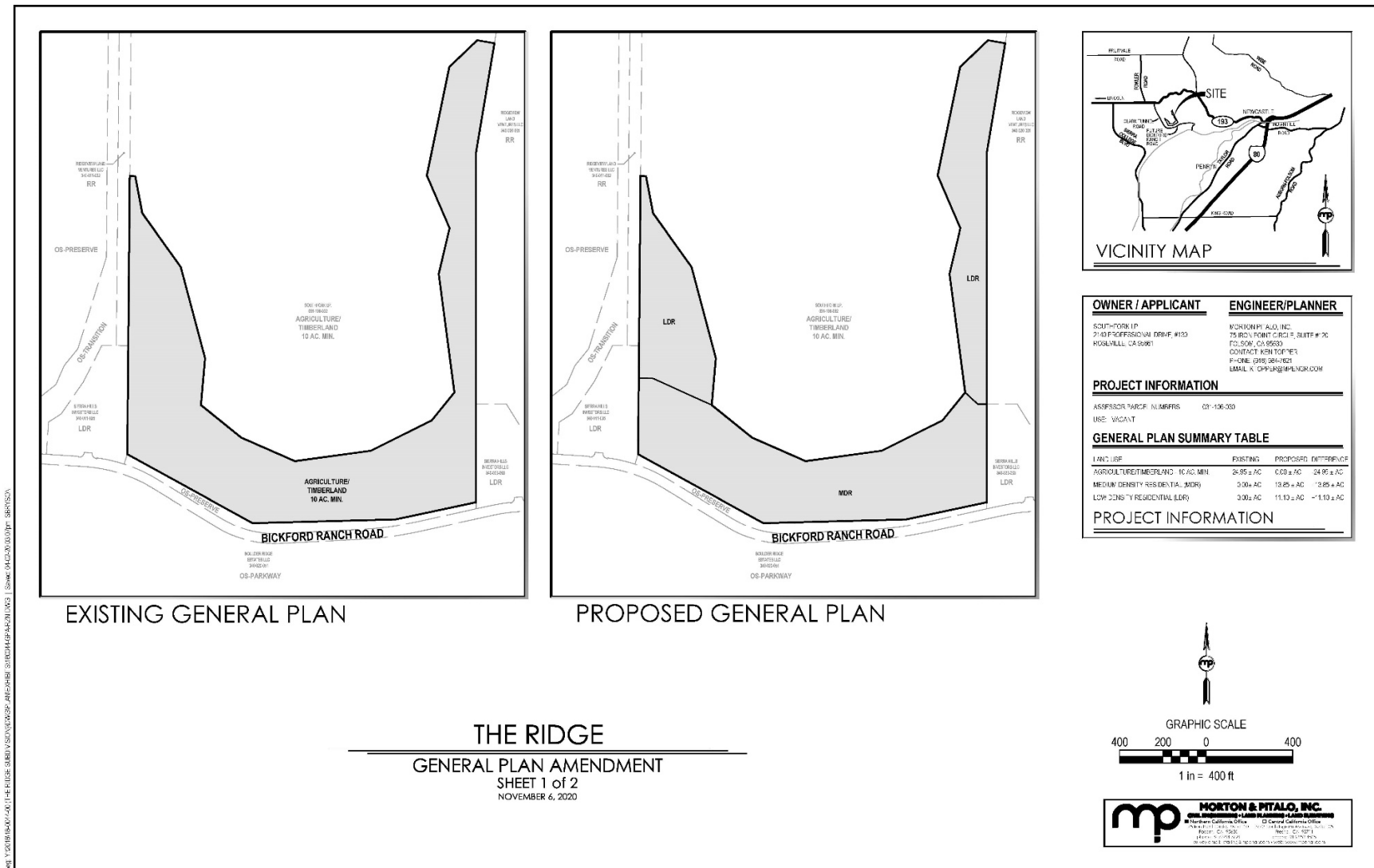
The proposed lot sizes would be similar to the BRSP parcels to the east and west of the project site. The proposed development standards for the proposed project, shown in Table 1 below, are generally similar to the County-approved Rural Residential and Low Density Residential standards as set forth in the BRSP Development Standards. The proposed project would not include dedicated park space within the project site.

In accordance with Placer County's adopted Affordable Housing and Employee Accommodation Fee Program, ten percent of the project's units would be required to be affordable due to the requested land use designation and zoning changes that would increase permitted residential density. Four affordable housing units are required (3.4 rounded up). The applicant may build or acquire the units at the affordability guidelines on or off site or pay an in-lieu fee. A specific approach to meeting the affordable housing requirement has not been selected at this time.

Under the Placer County Conservation Plan (PCCP), watercourses such as canals, channels and flood water conveyances that are lined and non-earthen condition do not have watercourse setbacks. For the proposed project, the minimum setback distance is to be the defined 30 percent slope line extending along the rear of lots 15 through 25 and 29 through 34, or the 30-foot rear lot building setback line of said lots, whichever is greater, but not less than 50 feet from the centerline of the canal. PCWA must determine that the proposed minimum 50-foot setback is not likely to jeopardize the canal structure, nor threaten the quality of water in the canal, nor inhibit access to the canal.

The proposed project would include construction of a six-foot masonry wall along the project frontage at Bickford Ranch Road. The remainder of the proposed development area would be surrounded by split rail fencing along the east and west boundaries where residential lots are proposed adjacent to Bickford Ranch Rural Residential lots, and by wrought-iron fencing elsewhere (see Figure 7). As shown in Figure 8, the proposed project would include new trees and other landscaping elements along Bickford Ranch Road and the project entry.

Figure 5
Proposed General Plan Amendment



**Figure 6
Proposed Rezone**

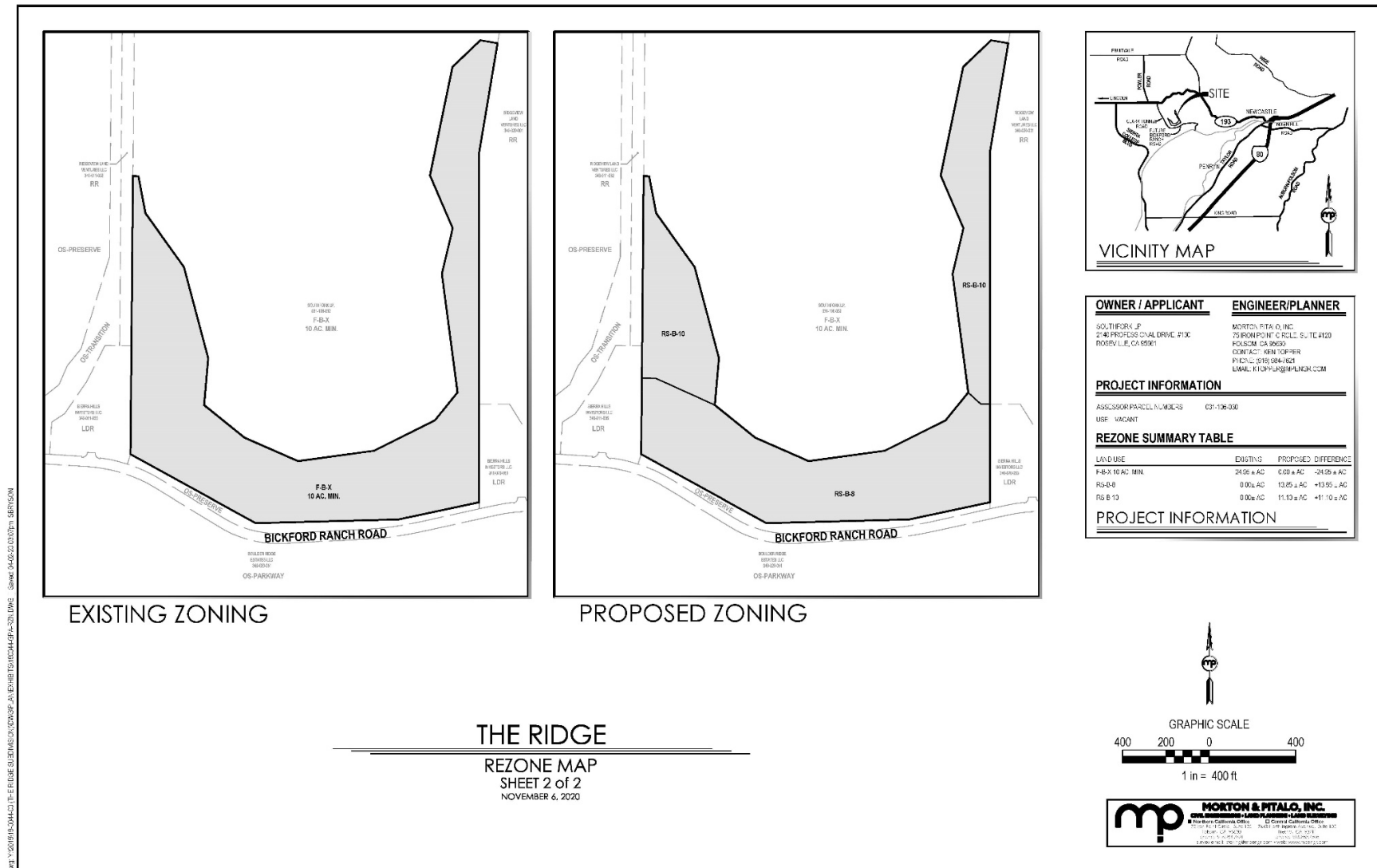


Figure 8
Proposed Landscaping



IRRIGATION NARRATIVE

A new single point of connection for the irrigation system shall be tapped into the water mainline in the Bickford Ranch Road ROW. Irrigation system shall have its own dedicated irrigation water meter, backflow prevention device, master valve, and flow sensor consistent with current local codes.

Landscaping along Bickford Ranch Road and neighborhood entry drive will be serviced with a fully automatic irrigation system to include PVC mainline and lateral piping, remote control valves and wiring, bubblers at all new trees, and subsurface drip irrigation to all new shrub and groundcover plantings. Stations/hydrozones shall be delineated based on similar water demands, sun exposure, and microclimates. Street trees on residential lots along Road 'A' will be irrigated via each residential lot owner.

A new commercial-quality controller (minimum 18 stations) with wireless rain/freeze sensor will be installed in a metal pedestal near entry drive.

TREE SCHEDULE

TREE SPECIES ARE CONSISTENT WITH THE BICKFORD RANCH ROAD PLANT PALETTE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE
	ACE NEW	27	Acer rubrum 'New World' / New World Red Maple	15 gal
	ARB MAR	4	Arbutus x Marina / Sarcocolla Madrone - Standard	15 gal
	LAG NAT	6	Lagerstroemia x Natchez / Grape Myrtle	15 gal
	QUE FAS	10	Quercus robur 'Fastigiata' / Pyramidal English Oak	24" box
	QUE RUB	20	Quercus rubra / Red Oak	15 gal
	STREET	28	Street Tree	15 gal

SHRUBS AND GROUNDCOVER

	SHRUBS AND GROUNDCOVER PLANTINGS CONSISTENT WITH BICKFORD RANCH ROAD PLANT PALETTE	5,120 sf
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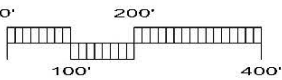


Table 1 Proposed Development Standards		
	Single-Family Estate Low Density (RS-B-10)	Single-Family Traditional Medium Density Residential (RS- B-8)
Lot Sizes and Coverage		
Lot area – minimum	1.1 acre	8,00013,700 sf
Lot coverage – maximum	40% one-story, 35% two-story	40%
Lot width – interior lot minimum ¹	125 feet	90 feet
Lot width – corner lot – minimum ¹	N/A	90 feet
Building Setbacks		
Front ²	25 feet	20 feet
Side	20 feet	10 feet
Rear ³	30 feet	30 feet
Rear – accessory structure	15 feet ³	15 feet ³
Building Height		
	30feet	30feet
Parking Spaces – Minimum		
Resident – in garage	2	2
Guest – on- or off-street	2	2
^{1.} Measured at the front setback line. ^{2.} Measured from back of sidewalk or right-of-way line where there is no sidewalk, and the edge of pavement on the private lanes. ^{3.} Lots 15-25 and 29 – 34 shall have a minimum rear building setback of 30 feet or the top of slope of 30 percent, whichever is greater (as measured from the rear property line). ^{4.} Subject to requirements of the Placer County Zoning Ordinance Section 17.54.150.		

Access and Circulation

The primary access for the proposed project would be provided by Bickford Ranch Road, which would be constructed from Sierra College Boulevard to a point near the southwestern corner of the project site during completion of Phase 1 improvements for BRSP. As previously discussed, The Ridge Project is reasonably expected to be developed after completion of BRSP Phase 1 infrastructure is installed and accepted as complete by the County. The terminus of Bickford Ranch Road after completion of Phase 1 BRSP improvements will stop short of The Ridge project site, leaving about 400 feet of unpaved roadway between the terminus and the southwestern corner of The Ridge project site. This 400-foot segment and the segment along the entire frontage of the project site would either be constructed during commencement of Phase 2 of BRSP, or depending on the timing of BRSP Phase 2, potentially by The Ridge applicant. Analysis of the potential environmental impacts associated with construction of Bickford Ranch Road has already been conducted during the environmental review of the BRSP, and that analysis will be incorporated by reference in the EIR, as necessary, pursuant to CEQA Guidelines Section 15150. Should The Ridge applicant pursue construction of the above-referenced 400-foot segment of Bickford Ranch Road, The Ridge applicant will be responsible for implementing all applicable mitigation measures adopted in the MMRP for the BRSP EIR and associated Addendum, prior to and during construction of the roadway segment. Thus, access to future Bickford Ranch Road will be assumed in the analysis.

The project entry would connect to Bickford Ranch Road and include a gated entry feature and a village entrance monument, similar to those designed and included in the approved BRSP Development Standards and Design Guidelines. Pedestrian access would be provided by a sidewalk connecting the multi-purpose trail in the landscaped parkway corridor along Bickford Ranch Road and extending through a pedestrian gated entry feature to connect with the sidewalk adjoining the south side of the proposed private residential street within the project site.

The gated private two-way residential street fronting the proposed low density residential lots would include a 22-foot-wide travel lane with a three-foot-wide curb and gutter on the north side, an eight-foot-wide parallel parking lane along the south side of the travel area, and a five-foot-wide pedestrian sidewalk contiguous thereto. Two private lanes would extend from the westerly and easterly cul-de-sacs of the private residential

street, each serving three rural residential lots. The two private lanes would include 20-foot-wide travel lanes with two-foot-wide shoulders on each side.

Contiguous to the interior of the private lanes (B and C) and shoulders, a drainage conveyance and treatment swale would be provided within a 12.5-foot-wide multipurpose easement and private drainage easement. Each of the private lanes would include vehicular turnouts for two-way emergency traffic and turn-arounds designed in accordance with the requirements of the governing fire and sewer districts. A gated, 20-foot-wide paved emergency vehicle access (EVA) road would connect the internal private residential street with Bickford Ranch Road. The EVA road would be located between Lots 9 and 10, near the southwest portion of the site. Locked gates for additional EVA purposes would be included as a part of the east and west project boundary fencing to allow access to and from the project's private lanes to the access roads designed along or near the project's common boundaries within the BRSP development.

Utilities and Service Systems

The proposed project would connect to public utilities that will be located within Bickford Ranch Road at the project frontage. Such utilities will be constructed as part of Phase 1 and Phase 2 of the BRSP. Completion of BRSP Phase 1 water and sewer infrastructure would bring the water and sewer trunk lines near the southwestern corner of The Ridge project site, leaving about a 400-foot gap between the stubbed lines and The Ridge project site. Again, depending on the timing of Phase 2 of BRSP, the Ridge applicant may choose to construct a portion of the water and sewer trunk lines to their property and along the entire project frontage, which is further discussed under "Off-Site Improvements" below. Water would be provided by PCWA, and wastewater would be provided by the Placer County Department of Facility Services.

The detention/retention basin included on Lot B would receive stormwater runoff from Pro1A (9.56 acres) and Pro1B (7.4 acres). Pro1A generally consists of the internal roadway (Road A), Lane B along the project's western boundary, Lots 1 through 13, and Lots 26 through 28. Pro1B generally consists of Lots 14 through 23 and downslope portions of Lots 29 through 31. Stormwater runoff from Pro1A would flow to the detention/retention basin via a vegetated swale. Stormwater runoff from Pro1B would be captured in the rock cobble cutoff v-ditch and directed to the detention/retention basin. Stormwater runoff from Pro1B would be captured in the rock cobble cutoff v-ditch and directed to the detention/retention basin. The proposed rock cobble cutoff v-ditch has been sized to accommodate flow from a 100-year storm, with 0.50-feet of freeboard.

The proposed detention/retention basin has also been sized to mitigate the peak flow and volumetric impacts from the entire project. A 30-inch drainage discharge pipe would be directed to the flume over the Caperton Canal. The infiltration elevation of the basin, to be located upstream of the Caperton Canal, would be below the elevation of the existing canal. As such, infiltration from the detention/retention basin would not adversely affect the integrity of the canal.

Pro2 consists of the remainder of the subdivision (Lots 23 through 25, 32 through 34, and Lane C) and is divided into Pro2A (7.08 acres) and Pro2B (4.13 acres). Stormwater runoff from Pro2 would be captured in the rock cobble cutoff v-ditch and drain to two proposed Caperton Canal flume crossings without restriction. Water treatment for the sheds would be provided by the vegetated swales adjacent to the roadway pavement and disconnected roof drains for the residential lots. The proposed cobble lined v-ditch along the downslope section of the lots will convey the flows to the point of discharge.

Pro3 (19.22 acres) is existing and is not proposed for development as part of the project. Pro4 (3.06 acres) would be directed to the portion of Bickford Ranch Road along the project's frontage with construction of the roadway improvements. Treatment of runoff from Pro4 would be provided by the proposed roadside vegetated drainage swale.

Off-Site Improvements

Development of the proposed project is conditioned to be dependent upon the installation of Bickford Ranch Road and associated utilities through Phase 1 of the BRSP and extension of such infrastructure through a portion of BRSP Phase 2 to the project entry. In the event the Phase 2 improvements of Bickford Ranch have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready

to proceed, off-site improvements to a segment of Bickford Ranch Road would be required to extend services and complete access along the entire project frontage. Specifically, such improvements would include the approximately 400-foot extension of Bickford Ranch Road from the Phase 1 terminus thereof, along the entire frontage of the project, including all required water, sewer, drainage and dry utilities therein. In addition, improvements would be made to the BRSP landscape corridor parcel which would front upon the project, including the landscaping thereof and the installation of the multi-purpose trail in accordance with the improvement concept set forth in the BRSP Development Standards and Design Guidelines. All off-site improvements would be constructed consistent with the BRSP and applicable mitigation measures.

Fuel Management Zone

The proposed project would include the establishment and on-going maintenance of an off-site, 300-foot wide Fuel Management Zone easement along the project's northern boundary, north of the Caperton Canal. The Fuel Management Zone would be accessed by maintenance crews by way of the access easements from Lanes B and C along Lot B and Lot 32, and over the canal at access points consistent with those constructed by PCWA to service the canal. Maintenance of the Fuel Management Zone would be the responsibility of the proposed project's homeowner's association and would include routine clearing of understory brush to reduce fire hazards, but would not include removal of mature trees or substantial ground-disturbing activities. During the CAL FIRE declared fire season, understory brush within the Fuel Management Zone, including annual grasses and dead vegetation, would be maintained at a height of four inches or less. Maintenance would occur as frequently as necessary to ensure proper reduction of vegetation height, and no less than once per year, according to the Fire Safe Plan prepared for the project.

Grading Activities

Similar to the Bickford Ranch Development Standards and standard County requirements, which restrict any construction activities in areas with slopes greater than 30 percent, the identified 30 percent slope line within the project site, as shown in Figure 7, would serve as the building setback line, where the 30 percent slope edge is greater than the typical development standard defined setback. The only proposed grading disturbance in slope areas greater than 30 percent would be for the construction of the proposed drainage outfalls and flume crossings of the Caperton Canal and the proposed rock cobble cutoff v-ditch.

It should be noted that Lots 13 through 25 along the north side of Road A and the proposed low density residential lots (Lots 29 through 34) are proposed as custom, non-graded lots. Thus, grading activities would be primarily restricted to the upper elevations of the ridge predominantly within the southern portion of the project site.

Annexation

The proposed project would require annexation of the project site into SMD 1 for the provision of sewer services, subject to approval by the Placer County Board of Supervisors. As part of the proposed annexation, the project would be subject to payment of applicable annexation fees pursuant to Section 13.12.260 of the Placer County Code.

Design Exception

The proposed project involves a request for an exception to the Placer County standards regarding design speed, as defined by Section 4.03 of the County's Land Development Manual, in two locations. More specifically, the project proposal requests a design exception to the 25-mph design speed requirement at each end of the private street (Road A), where the street transitions to a private lane serving the proposed low-density residential lots.

1.5 Requested Entitlements

The project applicant is requesting Placer County approval of the following entitlements:

- General Plan Amendment from Agriculture/Timberland 10 Ac. Min. to MDR (13.85 acres) and LDR (11.10 acres);
- Rezone from F-B-X 10-Ac. Min. to RS-B-8 (13.85 acres) and RS-B-10 (11.10 acres); and,
- Vesting Tentative Subdivision Map.

And the following approval:

- Annexation into SMD 1

2.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Based upon the Initial Study analysis conducted for the proposed project (see Attachment A to this NOP) and consistent with Appendix G of the CEQA Guidelines, the County anticipates that the EIR will contain the following chapters:

- | | |
|--|---------------------------------|
| • Aesthetics | • Transportation |
| • Air Quality and Greenhouse Gas Emissions | • Wildfire |
| • Biological Resources | • Statutorily Required Sections |
| | • Alternatives Analysis |

For the remaining CEQA issue areas, the Initial Study determined that a less-than-significant impact or no impact would occur.

Each chapter of the EIR will include identification of the thresholds of significance, identification of project-level and cumulative impacts, and the development of mitigation measures and monitoring strategies, as required. The proposed EIR will incorporate by reference the Placer County General Plan, the Placer County General Plan EIR, the BRSP, and the BRSP EIR (including the associated Addendum adopted in 2015). In addition to these County documents, project-specific technical studies are being prepared by various technical sub-consultants.

The following paragraphs summarize the anticipated analyses that will be included in the EIR.

Aesthetics. The Aesthetics chapter of the EIR will summarize existing regional and project area visual character and quality. The chapter will describe project-specific aesthetic issues regarding development of the proposed project, such as scenic vistas, trees, and existing visual character or quality of the site and its surroundings. In addition, the potential for the project to create a new source of substantial light and glare within the vicinity will be evaluated.

The Aesthetics chapter of the EIR will be based in part on photo simulations showing pre- and post-project views of the project site from key public vantage points. Two renderings will be produced from each vantage point; one will illustrate the potential changes due to the residential development of the proposed project only; and one will illustrate the potential changes due to the residential development of the proposed project plus buildout of the adopted Bickford Ranch Specific Plan. The results of the analysis will be incorporated into the Aesthetics chapter of the EIR to determine whether the proposed project would substantially degrade the visual character or quality of the site and its surroundings.

Air Quality and Greenhouse Gas Emissions. The air quality and greenhouse gas (GHG) emissions analysis for the proposed project will be performed using the California Emissions Estimator Model (CalEEMOD) software program. Vehicle trip generation data from the project-specific Traffic Impact Study will be used as model input data.

The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_x, and PM₁₀). The project's cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project level.

The GHG emissions analysis will include a quantitative estimate of operational carbon dioxide equivalent emissions from both stationary and mobile sources. Mobile source emissions from passenger cars and light

trucks will be based on estimated vehicle miles traveled (VMT), as derived from the project-specific Traffic Impact Study, and as quantified through the CalEEMod program. Construction emissions from the proposed project will also be quantified using CalEEMod.

The significance of air quality and GHG impacts will be determined in comparison to Placer County Air Pollution Control District (PCAPCD) significance thresholds. PCAPCD-recommended mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified. In addition, the chapter will include an analysis of the project's consistency with the Placer County Sustainability Plan (PCSP).

Biological Resources. The Biological Resources chapter of the EIR will summarize the setting and describe the potential effects to plant communities, wildlife, oak woodlands, and wetlands, including adverse effects on any rare, endangered, candidate, sensitive, and special-status species potentially occurring within the project site and off-site improvement areas. Analysis in the chapter will be based on several technical reports, including an Arborist Report, Aquatic Resources Delineation Report, and Biological Resources Assessment. The project's consistency with the recently adopted Placer County Conservation Program, including applicable mitigation requirements, will be fully evaluated in this chapter of the EIR.

Transportation. The Transportation chapter of the EIR will be based on a Traffic Impact Study that has been prepared specifically for the proposed project. Impact determination for CEQA purposes will be based on vehicle miles traveled (VMT), consistent with CEQA Guidelines Section 15064.3. The VMT analysis will be quantitative in nature and will be prepared consistent with Placer County's current guidance regarding analysis of VMT.

While not required for CEQA impact determination purposes, this chapter of the EIR will include a level of service (LOS) analysis to be used solely to determine the project's consistency with the County's General Plan LOS standards. The following intersections will be analyzed in the EIR:

Intersections

- SR 193/Sierra College Boulevard (existing)
- Sierra College Boulevard/Bickford Ranch Road (future)

Roadways

- Sierra College Boulevard – SR 193 to the future Bickford Ranch Road; and
- Sierra College Boulevard – Future Bickford Ranch Road to existing Twelve Bridges Drive.

The traffic operations both with and without construction of the approved Bickford Ranch development under the following scenarios:

- Existing Conditions – scenario analyzing operations as they exist currently;
- Existing Plus Project Conditions – scenario analyzing existing operations with the addition of trips generated from the proposed project. This scenario will assume the construction of Bickford Ranch Road as part of the proposed project;
- Short-Term No Project Conditions –scenario assuming existing conditions with the addition of the Bickford Ranch development and construction of Bickford Ranch Road. It is assumed that intersection and roadway improvements identified in the Conditions of Approval for the Bickford Ranch Specific Plan Phase I (Placer County, 2017) will be constructed;
- Short-Term Plus Project Conditions – scenario assuming trips generated from the proposed project would be added to the Short-Term No Project scenario;
- Cumulative No Project – scenario assuming construction of the Bickford Ranch development, as well as other development anticipated to occur by 2025, will occur without the proposed project; and
- Cumulative Plus Project – scenario assuming trips generated from the proposed project would be added to the Cumulative No Project scenario.

The existing setting in regards to pedestrian, bicycle and transit facilities will also be discussed. The EIR chapter will include an analysis of the proposed project's potential impacts related to conflicting with applicable programs, policies, and ordinances addressing the circulation system, vehicle safety hazards, and emergency access.

Wildfire. The Wildfire chapter of the EIR will be based primarily on a Fire Safe Plan that has been prepared for the proposed project in coordination with the local fire service providers. Recommendations from the Fire Safe Plan will be incorporated into the EIR, as necessary, to mitigate potential impacts related to wildfire risk consistent with Section XX, Wildfire, of Appendix G of the CEQA Guidelines. Specifically, the proposed project will be evaluated to determine if the project would substantially impair an adopted emergency response plan or emergency evacuation plan. In addition, the chapter will consider whether the proposed project, including the proposed utility improvements and ongoing maintenance of the proposed Fuel Management Zone, would exacerbate fire risk, as well as whether the project would expose people or structures to significant risks, including downslope or downstream flooding or landslides.

Statutorily Required Sections. Pursuant to CEQA Guidelines Section 21100(B)(5), the Statutorily Required Sections chapter of the EIR will address the potential for growth-inducing impacts of the proposed project, focusing on whether removal of any impediments to growth would occur with the project. A summary of the significant and unavoidable impacts identified within the EIR will be included in this chapter, as well as a discussion of significant irreversible impacts.

Alternatives Analysis. In accordance with Section 15126.6(a) of the CEQA Guidelines, the EIR will include an analysis of a range of alternatives, including a No Project Alternative. Consideration will be given to potential off-site locations consistent with CEQA Guidelines, Section 15126.6(f)(2), and such locations will be determined in consultation with County staff. If it is determined that an off-site alternative is not feasible, the EIR will include a discussion describing why such a conclusion was reached. The project alternatives will be selected when more information related to project impacts is available in order to be designed to reduce significant project impacts. The chapter will also include a section of alternatives considered but dismissed, if necessary. The Alternatives Analysis chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts. Such detail may include conceptual site plans for each alternative, basic quantitative traffic information (e.g., trip generation), as well as a table that will compare the features and the impacts of each alternative.

ATTACHMENT

Attachment A: Initial Study & Checklist

Attachment A

Initial Study and Checklist

COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
County of Placer

INITIAL STUDY & CHECKLIST

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the following described project application. The document may rely on previous environmental documents (see Section D) and site-specific studies (see Section J) prepared to address in detail the effects or impacts associated with the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report (EIR), use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less-than-significant effect, a Mitigated Negative Declaration shall be prepared.

Project Title: The Ridge	Project # PLN19-00307
Entitlement(s): General Plan Amendment, Rezone, Vesting Tentative Subdivision Map, Annexation into Placer County Sewer Maintenance District.	
Site Area: 24.95 acres	APN: 031-106-030-000
Location: South of State Route (SR) 193, east of Sierra College Boulevard, southeast of the terminus of the improved segment of Clark Tunnel Road in unincorporated Placer County. The project site is not located within one of Placer County's adopted Community Plan areas.	

A. BACKGROUND:

Project Site (Background/Existing Setting):

The 24.95-acre The Ridge project (proposed project) site consists of a horseshoe-shaped parcel located approximately one mile southeast of the intersection of State Route (SR) 193 and Clark Tunnel Road in unincorporated Placer County, California (see Figure 1 and Figure 2). The Placer County General Plan designates the site as Agriculture/Timberland 10-acre minimum and the site is zoned Farm, combining minimum Building Site of 10 acres (F-B-X 10-Ac. Min.). The site is identified by Placer County Assessor's Parcel Number (APN) 031-106-030-000.

The project site is situated atop three interconnected ridges forming a horseshoe shape. The site is currently undeveloped, consisting primarily of grasses, oak woodland, and scattered rock outcroppings. Based on an Arborist Report prepared for the proposed project, the project site, along with an adjacent 50-foot survey area, contains a total of 46 oak trees with a single trunk diameter at breast height (DBH) of at least six inches or a cumulative trunk DBH of at least 10 inches.¹ The site is used for seasonal cattle grazing. Access to the project site is provided by Clark Tunnel Road, an unimproved dirt roadway that ultimately connects to the community of Penryn, further to the southeast of the project site.

¹ Helix Environmental Planning. *Arborist Report and Oak Woodland Inventory, The Ridge ±56.6-Acre Study Area Placer County, California*. April 2020.

Figure 1
Regional Project Location

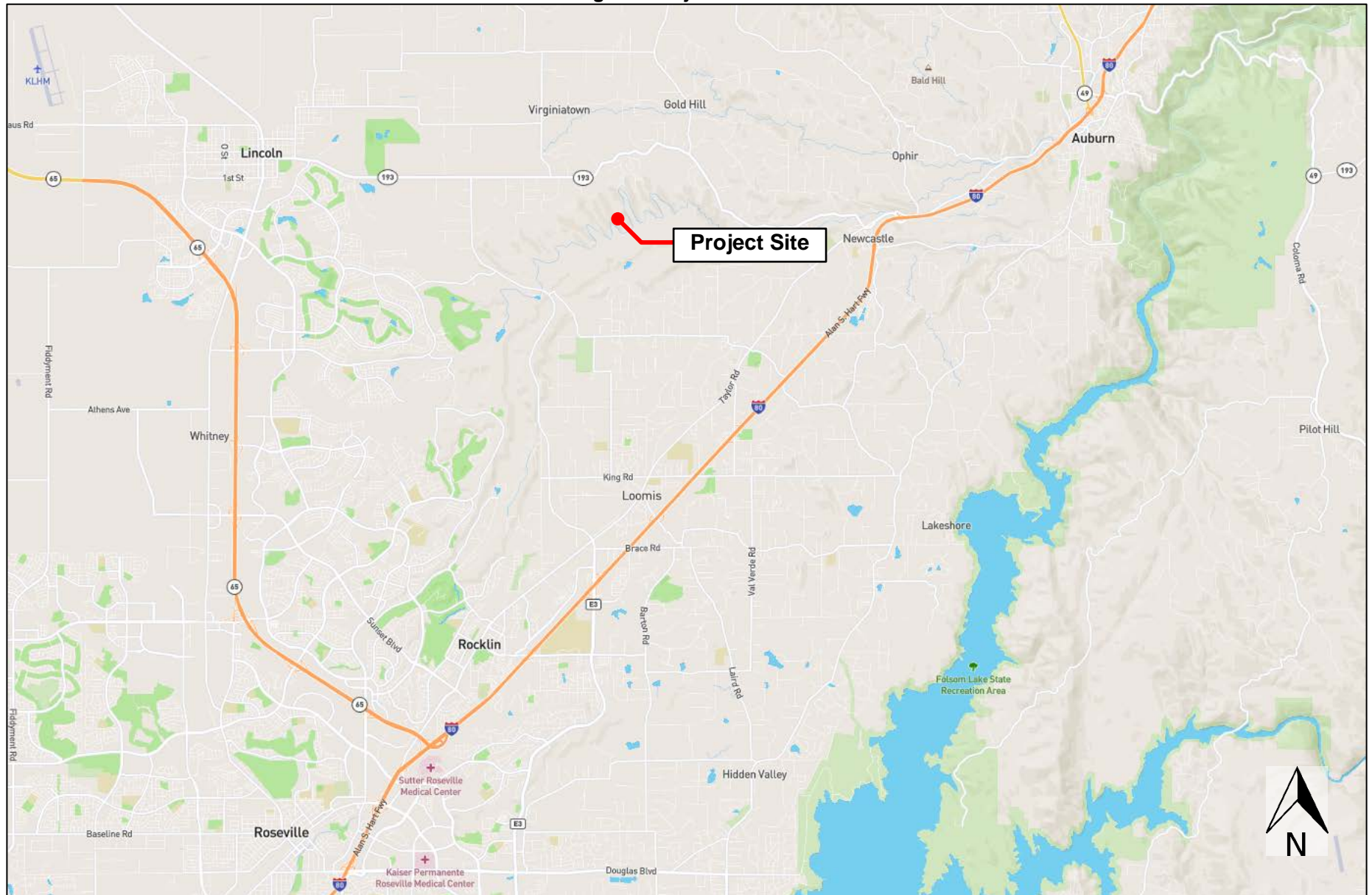
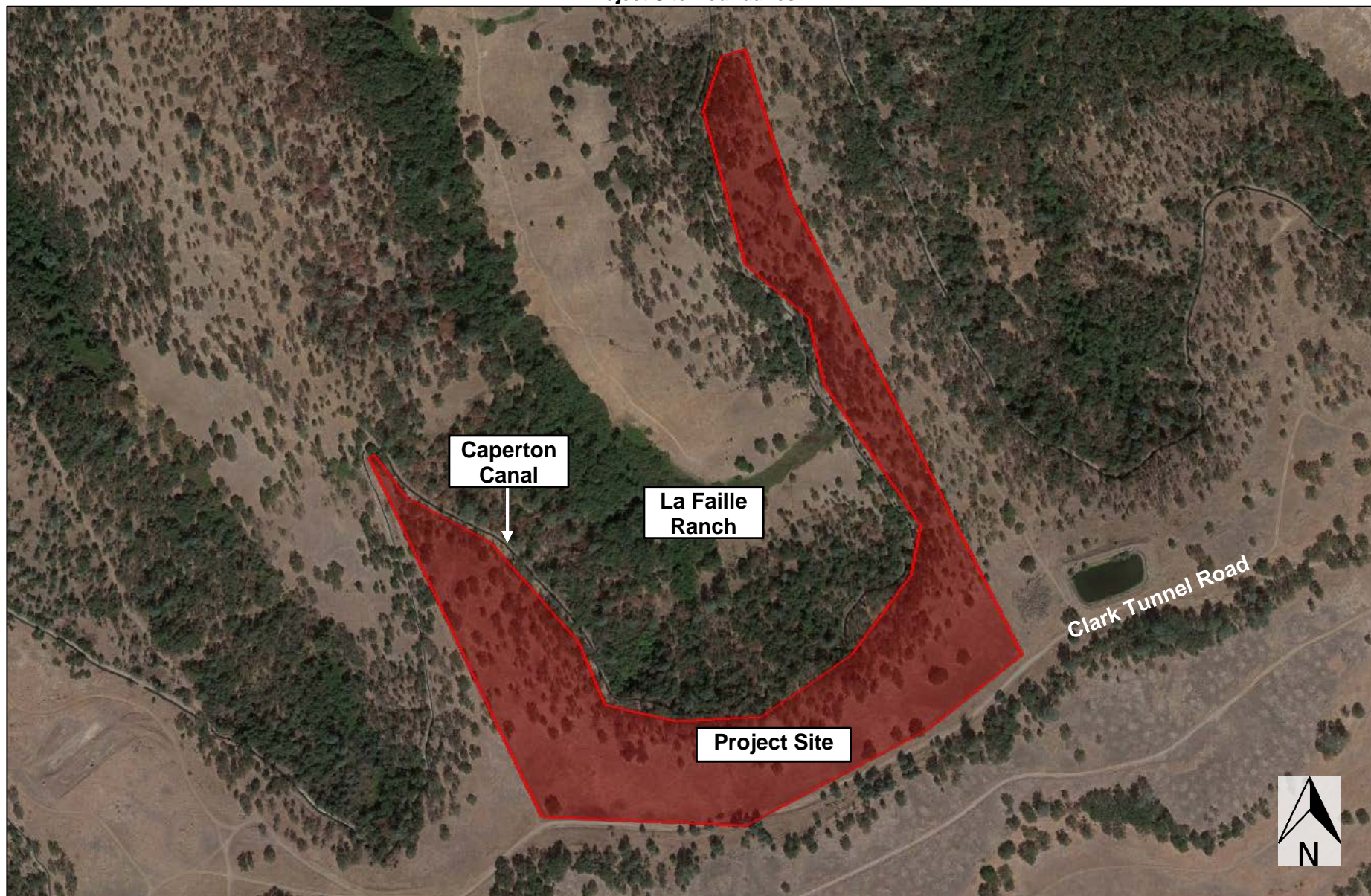


Figure 2
Project Site Boundaries



The densely wooded area to the north of the project site slopes steeply downward towards the valley below. An undeveloped ranch (La Faille Ranch property), owned by the project applicant, which is also used for cattle grazing, is located within the valley to the north of the site. The southern boundary of the La Faille Ranch property includes the existing concrete-lined Caperton Canal, owned and operated by the Placer County Water Agency (PCWA), which bifurcates the ranch from the project site. The Caperton Canal is used to deliver untreated water to treatment plants in the Rocklin and Lincoln areas and is also sold to customers for irrigation, including supplying water to the pond on the La Faille Ranch property. The areas to the east, south, and west of the site are currently undeveloped, but are planned for buildout with future low-density residential and rural residential uses as part of the Bickford Ranch Specific Plan (BRSP), which was approved by the County in 2004 and amended as recently as 2015.

The above description of the current environmental conditions of the project site and its surroundings is provided for informational purposes and reflects the baseline conditions of the project site. The actual baseline conditions of the surrounding area for impact analysis purposes will be adjusted to reflect completion of Phase 1 BRSP, as discussed in the following section.

Approach to Baseline Analysis:

According to the CEQA Guidelines Section 15125(a), "An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." Notably, the purpose of this requirement, "...is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts."

The CEQA Guidelines, and the courts, have noted that in some situations, the physical conditions existing at the time the environmental analysis commences (e.g., for an EIR, the Guidelines describe this as publication of the NOP) do not always provide the most accurate and understandable picture practically possible of the project's likely impacts. For example, Guidelines Section 15125(a)(1) states that, "...where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence."

Similarly, in *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439 (*Neighbors for Smart Rail*), the Supreme Court stated, "...we note that in appropriate circumstances an existing conditions analysis may take account of environmental conditions that will exist when the project begins operations; the agency is not strictly limited to those prevailing during the period of EIR preparation. An agency may, where appropriate, adjust its existing conditions baseline to account for a major change in environmental conditions that is expected to occur before project implementation." This is different than use of a future baseline, a subject dealt with in both the CEQA Guidelines Section 15125(a)(2) and *Neighbors for Smart Rail*. A future baseline is understood to be a point in time beyond the date of project operations, as was the case in *Neighbors for Smart Rail*.

For the following reasons, the existing conditions environmental baseline for the proposed project has been adjusted to be consistent with date-of-project implementation. As noted by the court, "...such a date-of-implementation baseline does not share the principal problem presented by a baseline of conditions expected to prevail in the more distant future following years of project operation - it does not omit impacts expected to occur during the project's early period of operation."

Importantly, development of the proposed project is dependent upon the installation of Bickford Ranch Road and associated utilities (water and sewer trunk mains) through Phase 1 of the BRSP and extension of such infrastructure through a portion of BRSP Phase 2 to the project entry (see Figure 3). The applicant for the proposed project has indicated that it is not financially feasible to proceed with the proposed project prior to the completion of Phase 1 of the approved BRSP project; specifically, the cost of the key backbone infrastructure needed to serve the proposed project cannot be borne by the 34-lot project alone. As a result, the proposed project would be developed subsequent to completion of the Phase 1 infrastructure for BRSP. It is therefore necessary to identify the number of residential units that could be built in BRSP Phase 1 and considered part of the baseline for the subject analysis. Per Table 1 below, the total possible number of units in Phase 1 of the BRSP is 1,010.

Consistent with the BRSP Infrastructure Phasing Plan (IPP), it is reasonable to assume that the BRSP owners would proceed by constructing homes along with Phase 1 backbone infrastructure in an effort to help finance the infrastructure costs.

**Figure 3
BRSP Phasing**

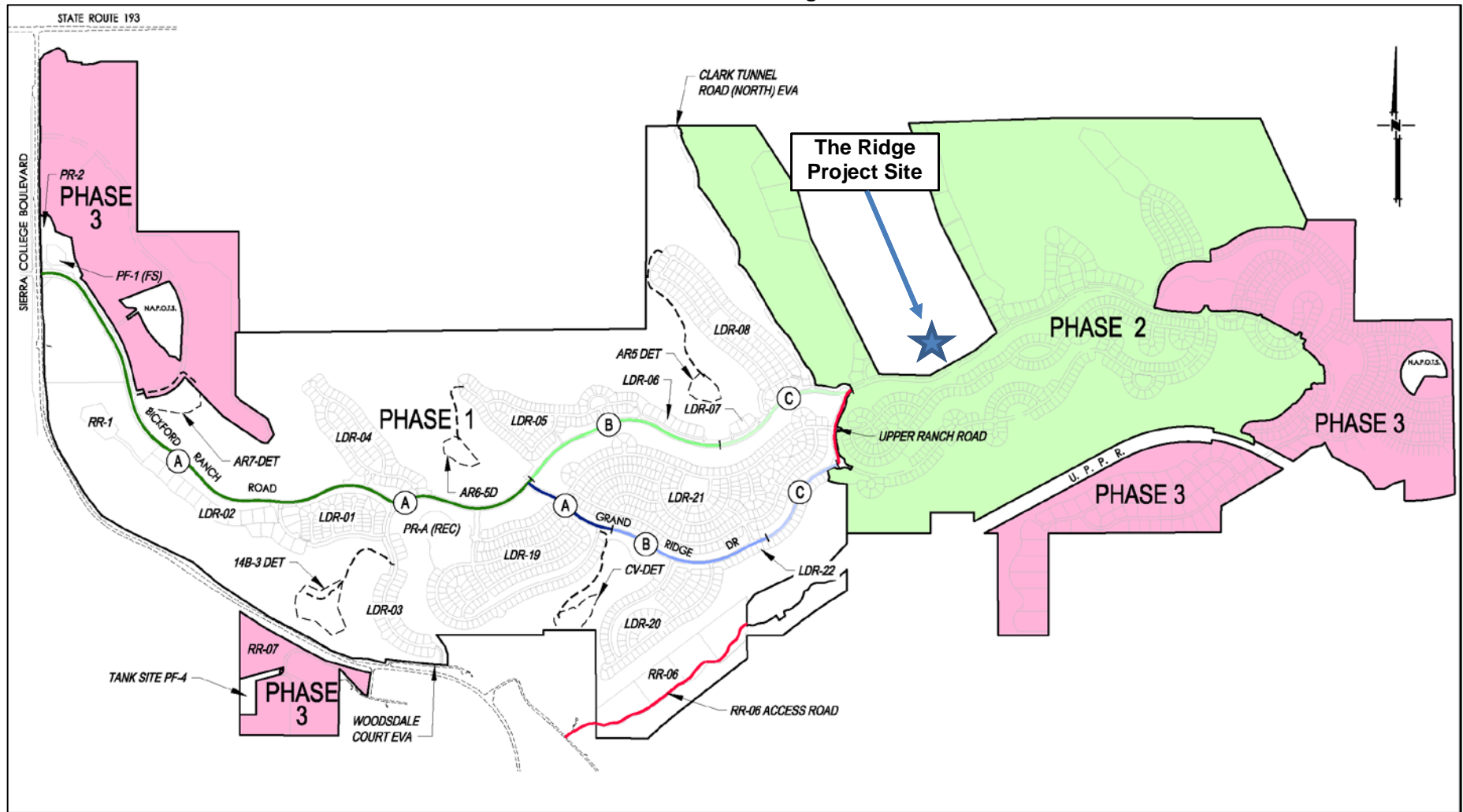


Table 1
Bickford Ranch Phase 1 Development Area*

Parcel	Specific Plan Land Use	# of Units
RR-1	Rural Residential	1
RR-6	Rural Residential	4
LDR-01	Low Density Residential	26
LDR-02	Low Density Residential	20
LDR-03	Low Density Residential	35
LDR-04	Low Density Residential	72
LDR-05	Low Density Residential	103
LDR-06	Low Density Residential	8
LDR-07	Low Density Residential	3
LDR-08	Low Density Residential	103
LDR-19	Low Density Residential	196
LDR-20	Low Density Residential	89
LDR-21A	Low Density Residential	198
LDR-21B	Low Density Residential	128
LDR-22	Low Density Residential	24
Total		1010
* Based on Table 3-2 of the BRSP (December 2015) and Exhibit 2 of BRSP Phase 1 Infrastructure Phasing Plan (April 4, 2017).		

Furthermore, given the State of California's current housing crisis,² it is reasonable to assume that there will be sufficient demand for the homes. The weight of evidence suggests that it is more reasonable to assume that BRSP Phase 1 would include concomitant construction of homes and infrastructure, rather than just infrastructure. Assuming the latter could be considered speculative, which is discouraged by the CEQA Guidelines (Section 15145). Thus, substantial evidence exists to support use of the above-articulated adjustments to the existing conditions baseline for The Ridge EIR, as such adjustments will give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts (CEQA Guidelines Section 15125(a)). The approved land uses for the portions of BRSP adjacent to the project site are shown in Figure 4, which is an excerpt from the approved BRSP land use plan.

Project Description:

The proposed project would include subdivision of the project site to develop 34 single-family residential homes and associated improvements (see Figure 5). The proposed project would require approval of a General Plan Amendment (GPA), a Rezone, and a Vesting Tentative Subdivision Map. The project would also be annexed into Placer County Sewer Maintenance District 1 (SMD 1). The proposed project components, along with all required entitlements, are described in the following sections.

General Plan Amendment/Rezone

The proposed project would include a GPA to change the General Plan land use designation of the project site from Agriculture/Timberland 10 Ac. Min to Medium Density Residential (MDR) (13.85 acres) and Low Density Residential (LDR)(11.10 acres) (Figure 6). In addition, the project would include a Rezone to change the site's zoning designation from F-B-X 10-Ac. Min. to Residential Single-Family, combining minimum Building Site of 8,000 square feet (RS-B-8) (13.85 acres) and Residential Single-Family, combining minimum Building Site of 10,000 square feet (RS-B-10) (11.10 acres) (see Figure 7).

Vesting Tentative Subdivision Map

The proposed Vesting Tentative Subdivision Map would create 34 residential lots, an internal roadway (Lot A) and a detention/retention basin (Lot B). Of the 34 total residential lots, 28 would be medium density lots ranging in size from 13,700 square feet (sf) to 38,416 sf, with an average size of 18,206 sf and an average net density of 2.3 units per acre. The remaining six residential lots would be larger low density residential lots ranging in size from 1.1 to 2.2 acres, with an average net density of 0.60 units per acre, thus, greatly exceeding the allowable minimum lot size under the proposed rezone. The six low-density residential lots would be located along the ridges within the eastern and western portions of the site and are intended to be similar in size to the RR lots within the adjacent BRSP Phase 2 area. Combined, the proposed project would result in an average residential net density of 1.55 units per acre. The proposed lot sizes would be consistent with the BRSP parcels to the east and west of the project site. The proposed development standards for the proposed project, shown in Table 2 below, are generally similar with the County-approved development standards as set forth in the BRSP Development Standards for similar-sized lots. The proposed project would not include dedicated park space within the project site.

² See for example, the *Housing Crisis Act* of 2019.

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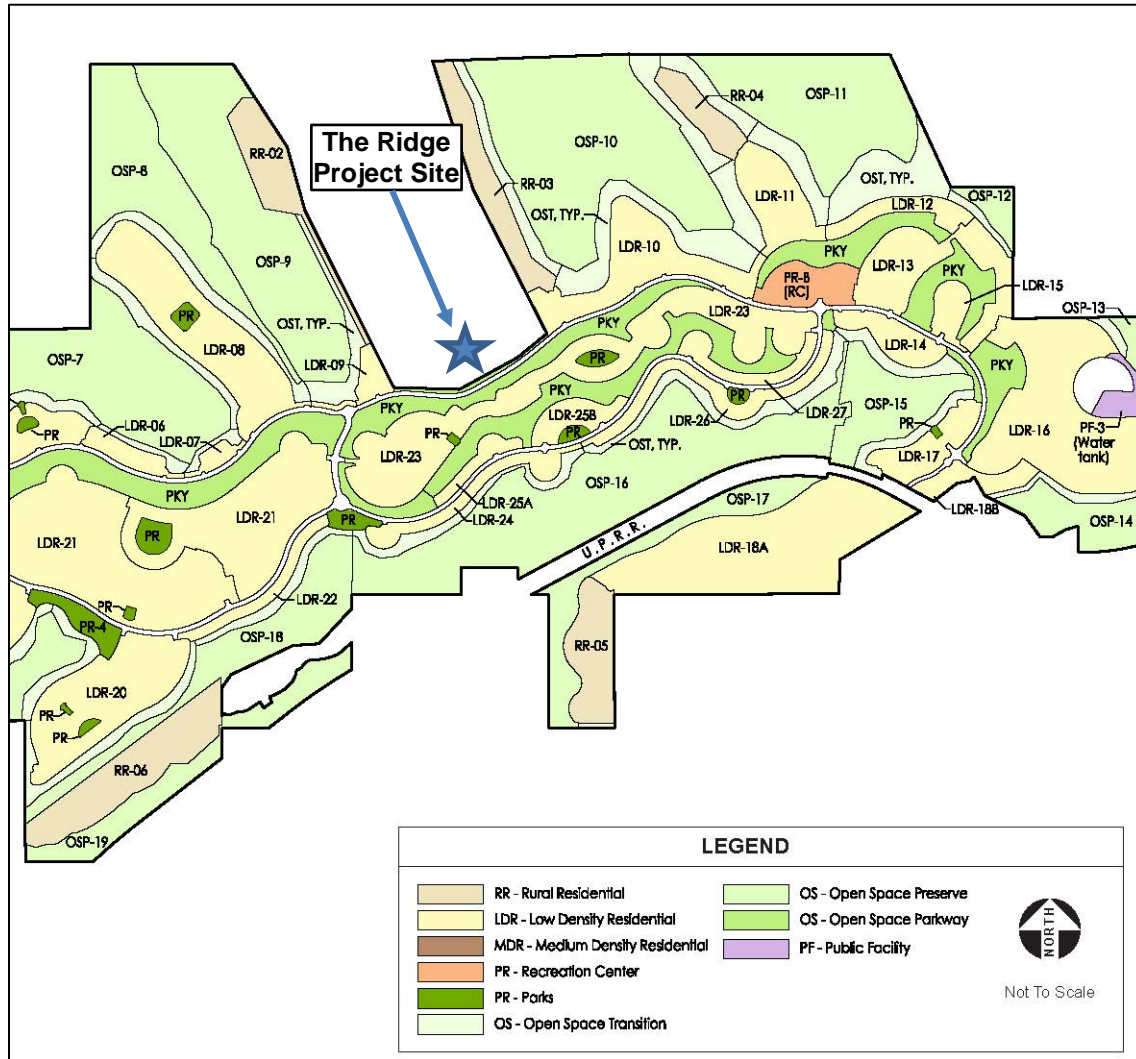


Table 2 Proposed Development Standards		
	Low Density Single-Family Estate Low Density (RS-B-10)	Single-Family Traditional Medium Density Residential (RS-B-8)
Lot Sizes and Coverage		
Lot area – minimum	1.1 acre	13,700 sf
Lot coverage – maximum	40% one-story, 35% two-story	40%
Lot width – interior lot minimum ¹	125 feet	90 feet
Lot width – corner lot – minimum ¹	N/A	90 feet
Building Setbacks		
Front ²	25 feet	20 feet
Side	20 feet	10 feet
Rear ³	30 feet	30 feet
Rear – accessory structure	15 feet ³	15 feet ³
Building Height		
	30 feet	30feet
Parking Spaces – Minimum		
Resident – in garage	2	2
Guest – on- or off-street	2	2
^{1.} Measured at the front setback line. ^{2.} Measured from back of sidewalk or right-of-way line where there is no sidewalk, and the edge of pavement on the private lanes. ^{3.} Lots 15-25 and 29 – 34 shall have a minimum rear building setback of 30 feet or the top of slope of 30 percent, whichever is greater (as measured from the rear property line). Note: Setbacks subject to requirements of the Placer County Zoning Ordinance Section 17.54.150.		

Under the Placer County Conservation Plan (PCCP), watercourses such as canals, channels and flood water conveyances that are lined and non-earthen condition do not have watercourse setbacks. For the proposed project, the minimum setback distance is to be the defined 30 percent slope line extending along the rear of lots 15 through 25 and 29 through 34, or the 30-foot rear lot building setback line of said lots, whichever is greater, but not less than 50 feet from the centerline of the canal. PCWA must determine that the proposed minimum 50-foot setback is not likely to jeopardize the canal structure, nor threaten the quality of water in the canal, nor inhibit access to the canal.

Figure 5
Vesting Tentative Subdivision Map



Figure 6
Proposed General Plan Amendment

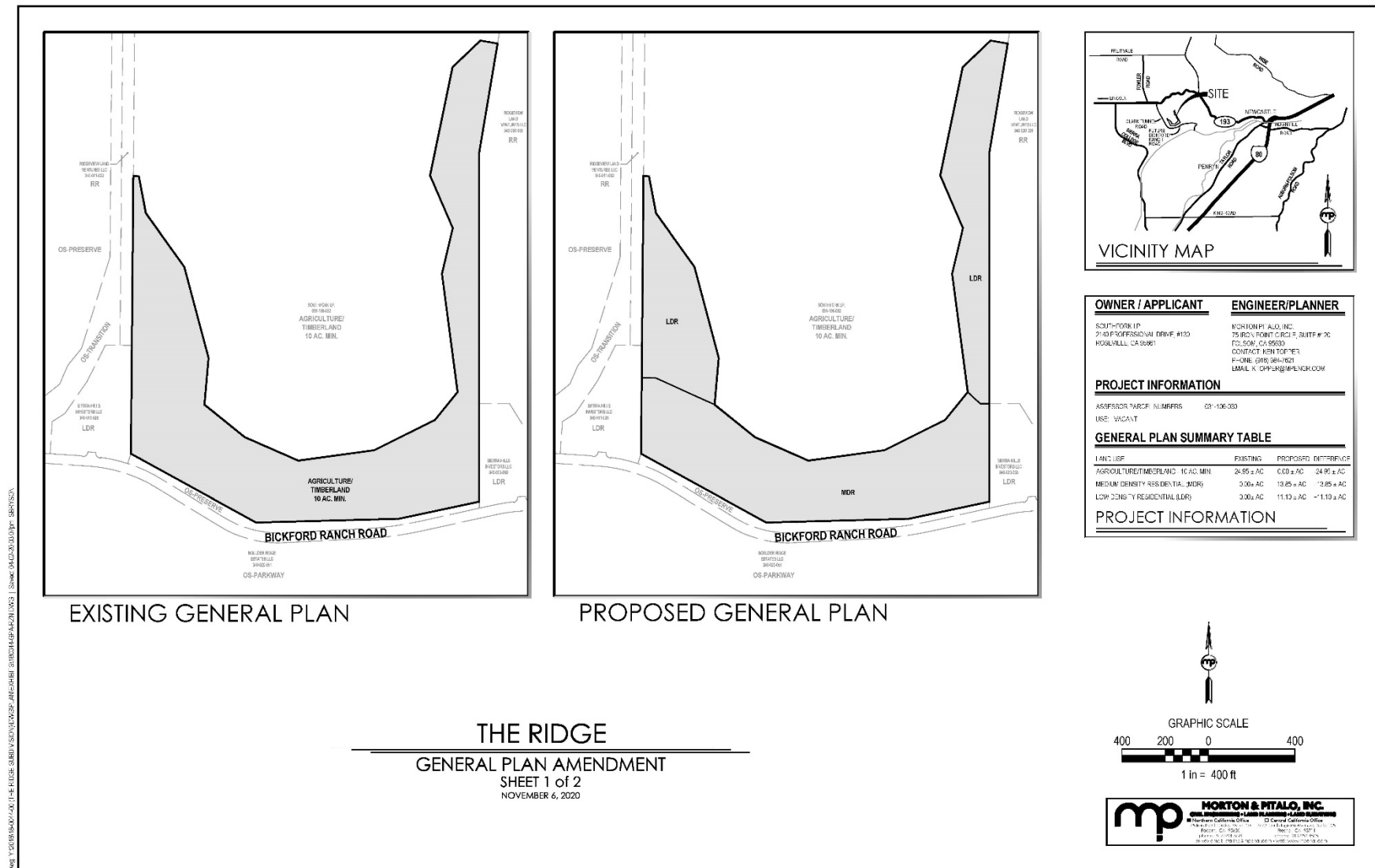
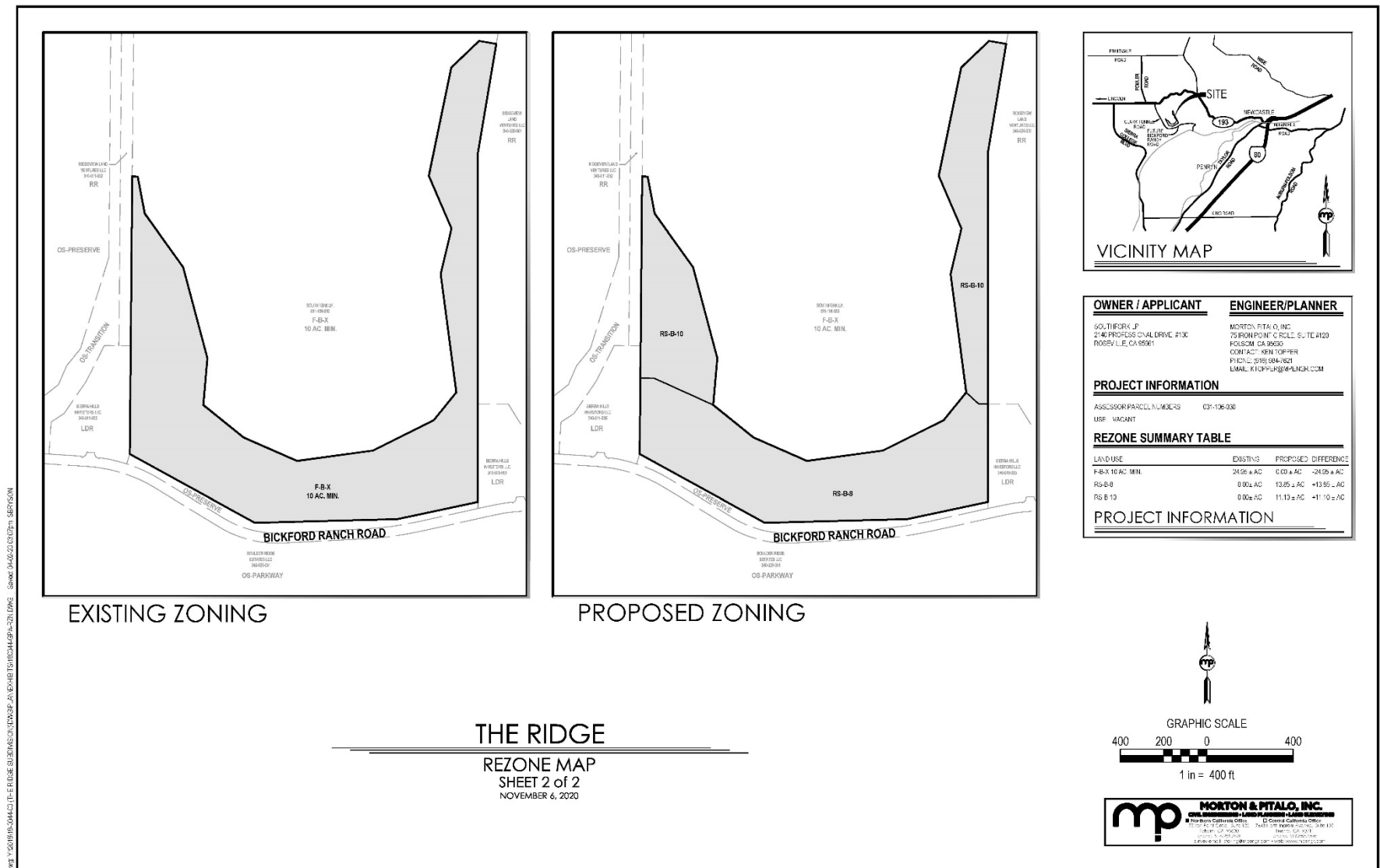


Figure 7
Proposed Rezone



The proposed project would include construction of a six-foot masonry wall along the project frontage at Bickford Ranch Road. The remainder of the proposed development area would be surrounded by split rail fencing along the east and west boundaries where residential lots are proposed adjacent to Bickford Ranch Rural Residential lots and wrought-iron fencing elsewhere (see Figure 8). As shown in Figure 9, the proposed project would include new trees and other landscaping elements along Bickford Ranch Road, street trees internal to the site, and enhanced landscaping at the project entry.

Access and Circulation

The primary access for the proposed project would be provided by Bickford Ranch Road, which would be constructed from Sierra College Boulevard to a point near the southwestern corner of the project site during completion of Phase 1 improvements for BRSP. As previously discussed, The Ridge Project is reasonably anticipated to be developed after completion of BRSP Phase 1 infrastructure is installed and accepted as complete by the County. The terminus of Bickford Ranch Road after completion of Phase 1 BRSP improvements will stop short of The Ridge project site, leaving about 400 feet of unpaved roadway between the terminus and the southwestern corner of The Ridge project site. This 400-foot segment would either be constructed during commencement of Phase 2 of BRSP, or depending on the timing of BRSP Phase 2, potentially by The Ridge applicant. Analysis of the potential environmental impacts associated with construction of Bickford Ranch Road has already been conducted during the environmental review of the BRSP, and that analysis will be incorporated by reference in this IS, as necessary, pursuant to CEQA Guidelines Section 15150. Should The Ridge applicant pursue construction of the above-referenced 400-foot segment of Bickford Ranch Road, The Ridge applicant will be responsible for implementing all applicable mitigation measures adopted in the MMRP for the BRSP EIR and associated Addendum, prior to and during construction of the roadway segment. Thus, access to future Bickford Ranch Road is assumed in this analysis.

The project entry would connect to Bickford Ranch Road and include a gated entry feature and a village entrance monument, similar to those designed and included in the approved BRSP Development Standards and Design Guidelines. Pedestrian access would be provided by a sidewalk connecting the multi-purpose trail in the landscaped parkway corridor along Bickford Ranch Road and extending through a pedestrian gated entry feature to connect with the sidewalk adjoining the south side of the proposed private residential street within the project site.

The gated private two-way residential street fronting the proposed low density residential lots would include a 22-foot-wide travel lane with a three-foot-wide curb and gutter on the north side, an eight-foot-wide parallel parking lane along the south side of the travel area, and a five-foot-wide pedestrian sidewalk contiguous thereto. Two private lanes would extend from the westerly and easterly cul-de-sacs of the private residential street, each serving three rural residential lots. The two private roadways would include 20-foot-wide travel lanes with two-foot-wide shoulders on each side.

Contiguous to the interior of the private lanes (B and C) and shoulders, a drainage conveyance and treatment swale would be provided within a 12.5-foot-wide multipurpose easement and private drainage easement. Each of the private lanes would include vehicular turnouts for two-way emergency traffic and turn-arounds designed in accordance with the requirements of the governing fire and sewer districts. A gated, 20-foot-wide paved emergency vehicle access (EVA) road would connect the internal private residential street with Bickford Ranch Road. The EVA road would be located between Lots 9 and 10, near the southwest portion of the site. Locked gates for additional EVA purposes would be included as a part of the east and west project boundary fencing to allow access to and from the project's private lanes to the access roads designed along or near the project's common boundaries within the BRSP development. The specific location of the secondary EVA gates would be determined in accordance with County and the governing fire district requirements.

Utilities and Service Systems

The proposed project would connect to public utilities that will be located within Bickford Ranch Road at the project frontage. Such utilities will be constructed as part of Phase 1 and Phase 2 of the BRSP. Completion of BRSP Phase 1 water and sewer infrastructure would bring the water and sewer trunk lines near the southwestern corner of The Ridge project site, leaving about a 400-foot gap between the stubbed lines and The Ridge project site. Again, depending on the timing of Phase 2 of BRSP, the Ridge applicant may choose to construct a portion of the water and sewer trunk lines to their property, which is discussed further under "Off-Site Improvements" below. Water would be provided by PCWA, and wastewater would be provided by the Placer County Department of Public Works Environmental Engineering Division.

The detention/retention basin included on Lot B would receive stormwater runoff from Pro1A (9.56 acres) and Pro1B (7.4 acres) (see Figure 10). Pro1A generally consists of the internal roadway (Road A), Lane B along the project's western boundary, Lots 1 through 13, and Lots 26 through 28.

Figure 8 Site Improvement Plan

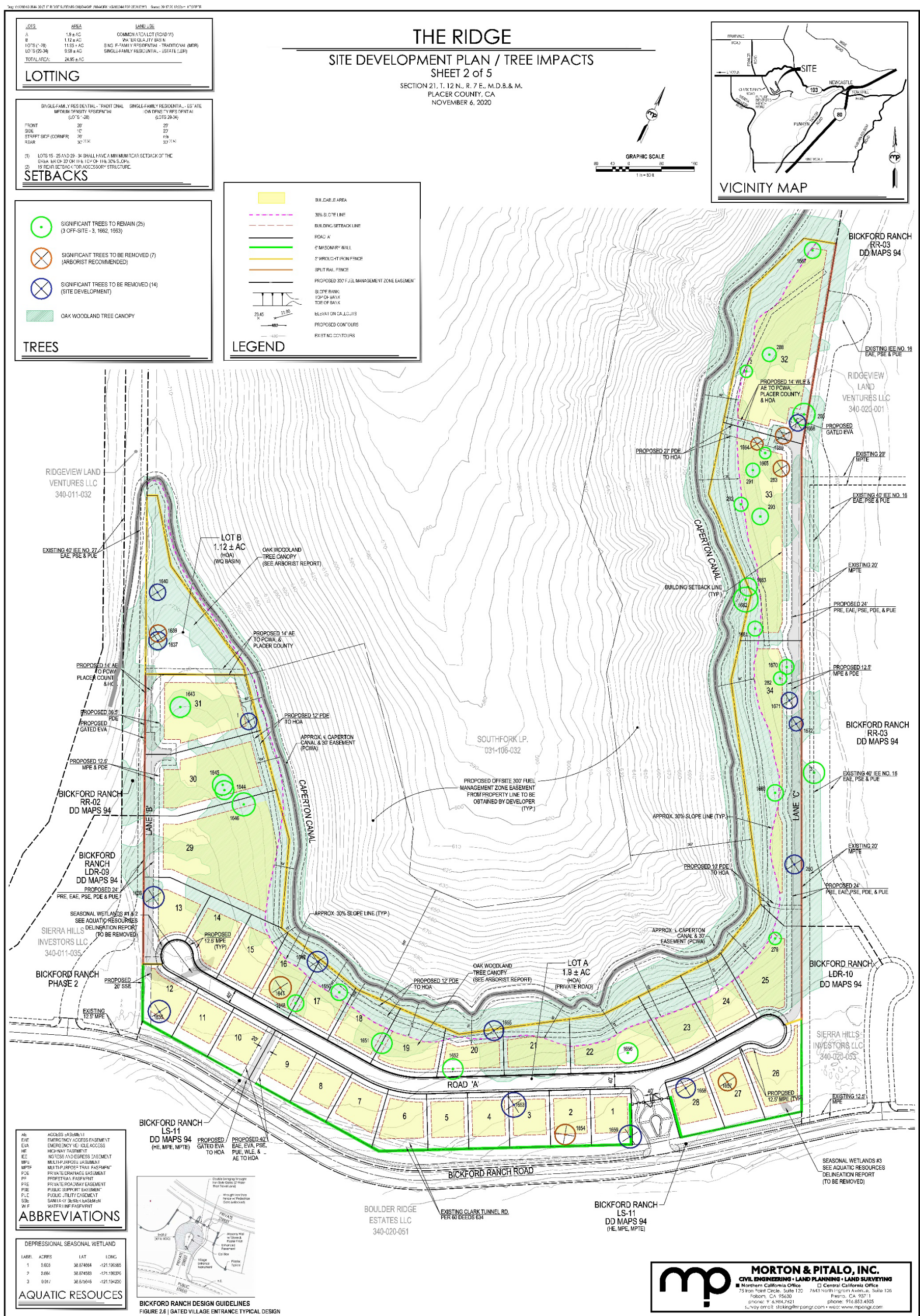


Figure 9
Proposed Landscaping



IRRIGATION NARRATIVE

A new single point of connection for the irrigation system shall be tapped into the water mainline in the Bickford Ranch Road ROW. Irrigation system shall have its own dedicated irrigation water meter, backflow prevention device, master valve, and flow sensor consistent with current local codes.

Landscaping along Bickford Ranch Road and neighborhood entry drive will be serviced with a fully automatic irrigation system to include PVC mainline and lateral piping, remote control valves and wiring, bubblers at all new trees, and subsurface drip irrigation to all new shrub and groundcover plantings. Stations/hydrozones shall be delineated based on similar water demands, sun exposure, and microclimates. Street trees on residential lots along Road 'A' will be irrigated via each residential lot owner.

A new commercial-quality controller (minimum 18 stations) with wireless rain/freeze sensor will be installed in a metal pedestal near entry drive.

TREE SCHEDULE

TREE SPECIES ARE CONSISTENT WITH THE BICKFORD RANCH ROAD PLANT PALETTE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE
	ACE NEW	27	Acer rubrum 'New World' / New World Red Maple	15 gal
	ARB MAR	4	Arbutus x Marina / Garden Madrone - Standard	15 gal
	LAG NAT	6	Lagerstroemia x Natchez / Grape Myrtle	15 gal
	QUE FAS	10	Quercus robur 'Fastigiata' / Pyramidal English Oak	24" box
	QUE RUB	20	Quercus rubra / Red Oak	15 gal
	STREET	28	Street Tree	15 gal

SHRUBS AND GROUND COVER

	SHRUBS AND GROUND COVER PLANTINGS CONSISTENT WITH BICKFORD RANCH ROAD PLANT PALETTE	5,120 sf
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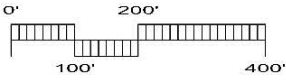
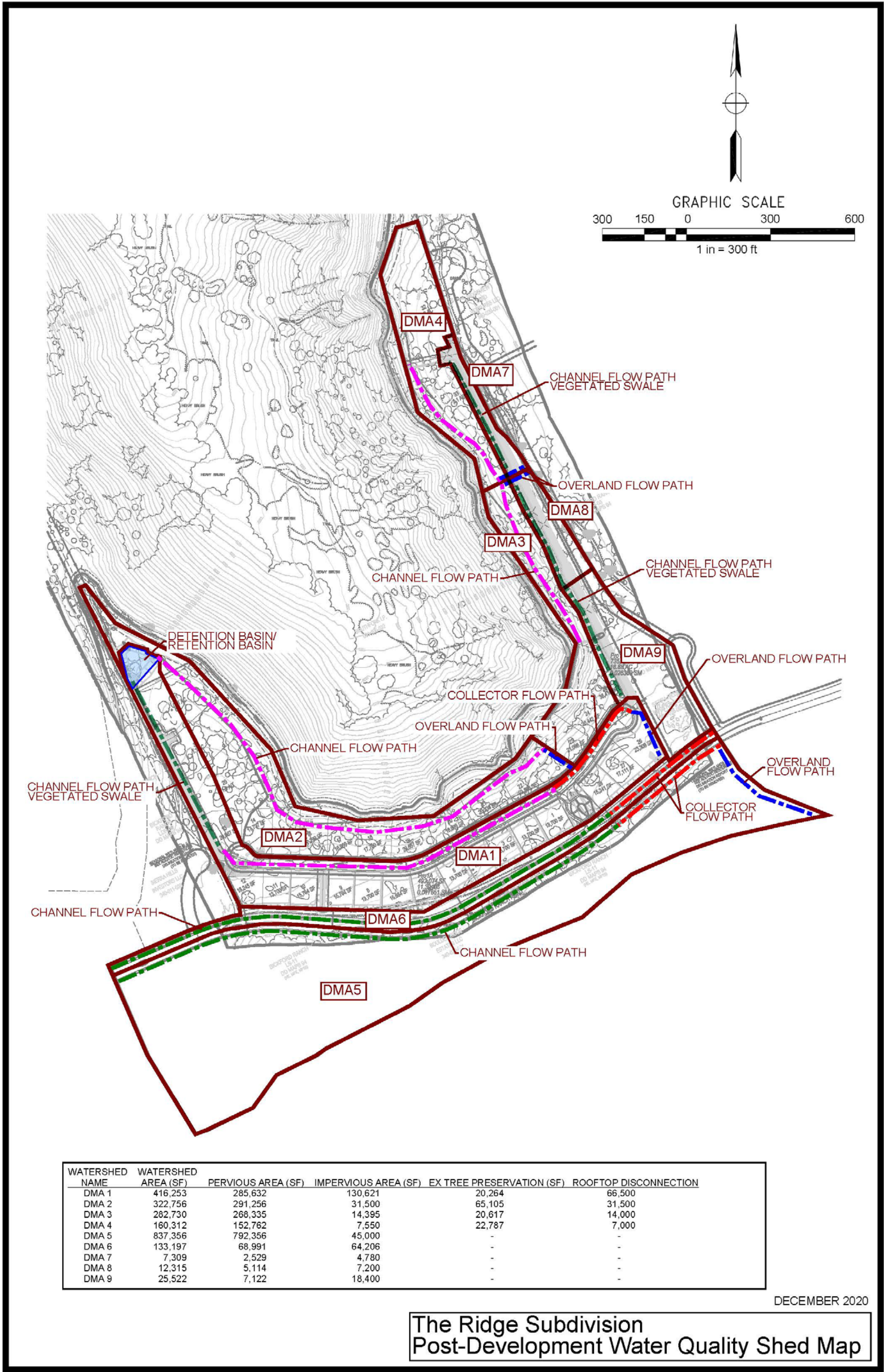


Figure 10
Post-Development Drainage



Pro1B generally consists of Lots 14 through 23 and downslope portions of Lots 29 through 31. Stormwater runoff from Pro1A and Pro1B would flow to the detention/retention basin. Stormwater runoff from Pro1A would flow from the streets to the detention/retention basin via a vegetated swale. Stormwater runoff from Pro1B would be captured in the rock cobble cutoff v-ditch and directed to the detention/retention basin. The proposed rock cobble cutoff v-ditch has been sized to accommodate flow from a 100-year storm, with 0.50-feet of freeboard.

The proposed detention/retention basin has also been sized to mitigate the peak flow and volumetric impacts from the entire project. A 30-inch drainage discharge pipe would be directed to the flume over the Caperton Canal. The infiltration elevation of the basin, to be located upstream of the Caperton Canal, would be below the elevation of the existing canal. As such, infiltration from the detention/retention basin would not adversely affect the integrity of the canal.

Pro2 consists of the remainder of the subdivision (Lots 23 through 25, 32 through 34, and Lane C) and is divided into Pro2A (7.08 acres) and Pro2B (4.13 acres) (see Figure 10). Stormwater runoff from Pro2 would be captured in the rock cobble cutoff v-ditch and drain to two proposed Caperton Canal flume crossings without restriction; the crossings are identified as Point of Interest POI 3 and POI 5 on the Watershed Map (see Figure 10). Water treatment for the sheds would be provided by the vegetated swales adjacent to the roadway pavement and disconnected roof drains for the residential lots. The proposed cobble lined v-ditch along the downslope section of the lots will convey the flows to the point of discharge.

Pro3 (19.22 acres) is existing, and is not proposed for development as part of the project. Pro4 (3.06 acres) would be directed to the portion of Bickford Ranch Road along the project's frontage with construction of the roadway improvements. Treatment of runoff from Pro4 would be provided by the proposed roadside vegetated drainage swale.

Off-Site Improvements

Development of the proposed project is conditioned to be dependent upon the installation of Bickford Ranch Road and associated utilities through Phase 1 of the BRSP and extension of such infrastructure through a portion of BRSP Phase 2 to the project entry. In the event the Phase 2 improvements of Bickford Ranch have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, off-site improvements to a segment of Bickford Ranch Road would be required to extend services and complete access to the project site. Specifically, such improvements would include the approximately 400-foot extension of Bickford Ranch Road from the Phase 1 terminus thereof to the project site and along the entire frontage of the project, including all required water, sewer, drainage and dry utilities therein (see Figure 11, Figure 12, and Figure 13). In addition, improvements would be made to the BRSP landscape corridor parcel which fronts upon the project, including the landscaping thereof and the installation of the multi-purpose trail in accordance with the improvement concept set forth in the BRSP Development Standards and Design Guidelines. All off-site improvements would be constructed consistent with the BRSP and applicable mitigation measures.

Fuel Management Zone

The proposed project would include the establishment and on-going maintenance of an off-site, 300-foot wide Fuel Management Zone easement along the project's northern boundary, north of the Caperton Canal. The Fuel Management Zone would be accessed by maintenance crews by way of the access easements from Lanes B and C along Lot B and Lot 32, and over the canal at access points consistent with those constructed by PCWA to service the canal. Maintenance of the Fuel Management Zone would be the responsibility of the proposed project's homeowner's association and would include routine clearing of understory brush to reduce fire hazards, but would not include removal of mature trees or substantial ground-disturbing activities. During the California Department of Forestry and Fire Protection (CAL FIRE) declared fire season, understory brush within the Fuel Management Zone, including annual grasses and dead vegetation, would be maintained at a height of four inches or less. Maintenance would occur as frequently as necessary to ensure proper reduction of vegetation height, and no less than once per year, according to the Fire Safe Plan prepared for the project.

Grading Activities

Similar to the Bickford Ranch Development Standards and standard County requirements, which restrict any construction activities in areas with slopes greater than 30 percent, the identified 30 percent slope line within the project site, as shown on Figure 8, would serve as the building setback line, where the 30 percent slope edge is greater than the typical development standard defined setback. The only proposed grading disturbance in slope areas greater than 30 percent would be for the construction of the proposed drainage outfalls and flume crossings of the Caperton Canal and the proposed rock cobble cutoff v-ditch.

It should be noted that Lots 13 through 25 along the north side of Road A and the proposed low density residential lots (Lots 29 through 34) are proposed as custom, non-graded lots. Thus, grading activities would be primarily restricted to the upper elevations of the ridge predominantly within the southern portion of the project site.

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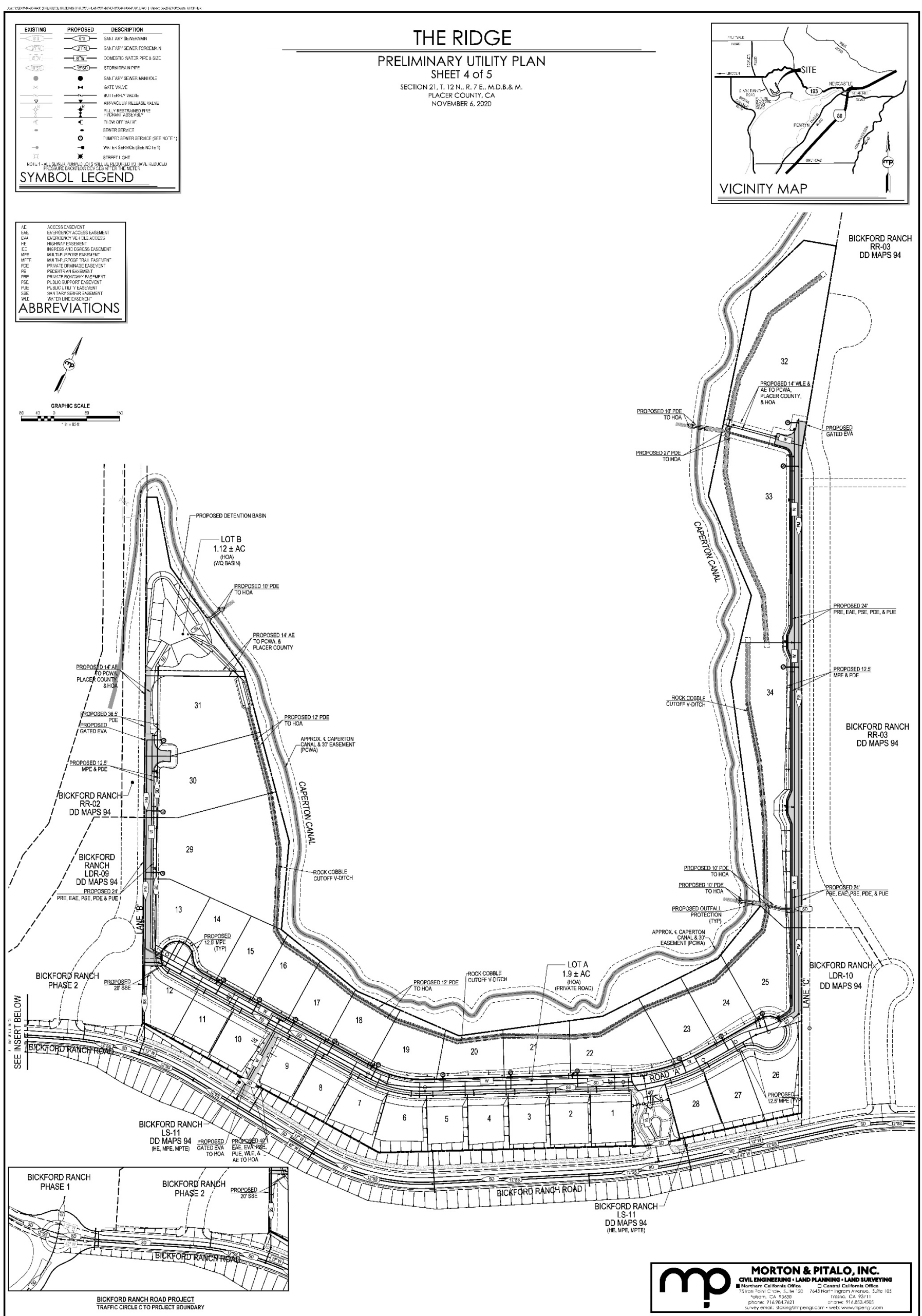


Figure 12
BRSP Subphase 1C – Water Facilities

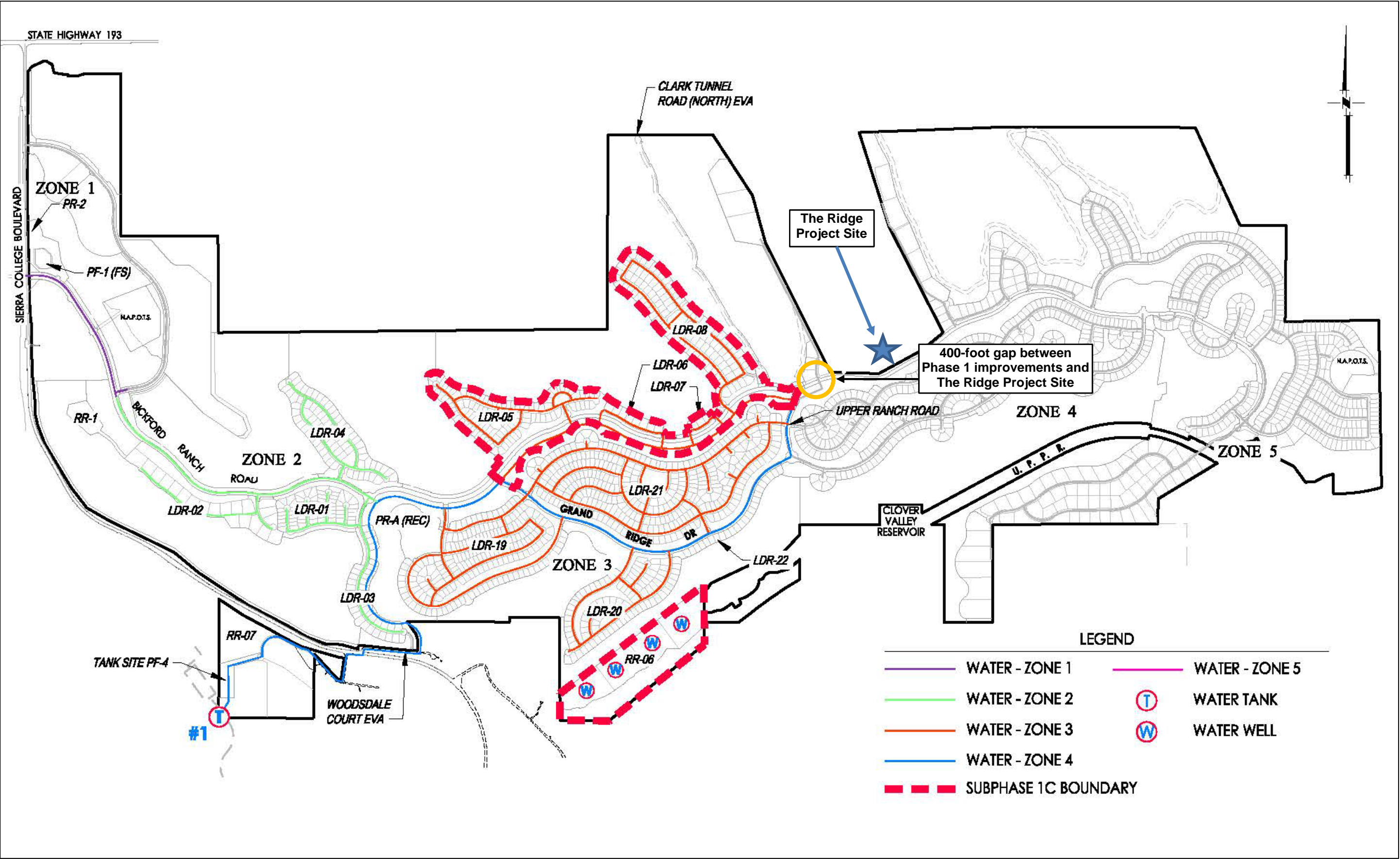
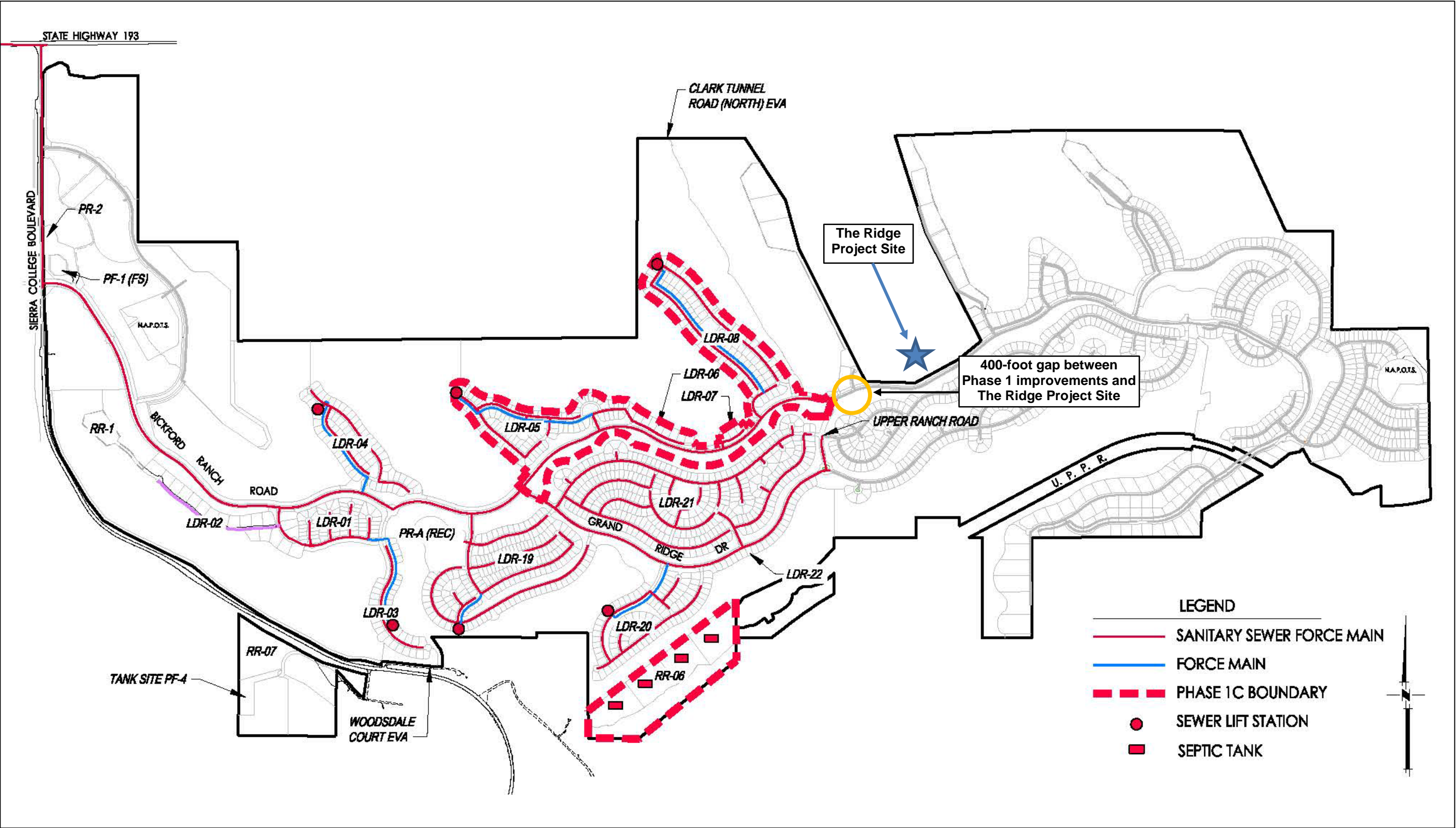


Figure 13
BRSP Subphase 1C – Sewer Facilities



Annexation

The proposed project would require annexation of the project site into Placer County SMD 1 for the provision of sewer services, subject to approval by the Placer County Board of Supervisors. As part of the proposed annexation, the project would be subject to payment of applicable annexation fees pursuant to Section 13.12.260 of the Placer County Code.

Design Exception Request

The proposed project involves a request for an exception to the Placer County standards regarding design speed, as defined by Section 4.03 of the County's Land Development Manual, in two locations. The proposed private street and cul-de-sacs within the project site (Road A), which is fully consistent with the BRSP Development Standards, provides access to the 28 medium density residential lots, and the six low density lots. The cul-de-sacs at the east and west ends of Road A would serve as the primary access points for the project's proposed six low-density residential lots in excess of one acre in size, three of which are located on the eastern side of the project site and three on the western side. Access for each of the lots would be provided by private 20-foot paved lanes (Lanes B and C) located within a 24-foot private roadway easement.

While each of the proposed private street to private lane transitions is designed with a 25-foot minimum turning radius to allow for full emergency vehicle access, neither lane meets the 25 miles per hour (mph) design speed requirement for residential streets, as defined by Section 4.03. However, the terminus and transition from the 40-foot private street to a 20-foot private lane at a fully improved cul-de-sac would naturally serve to slow speeds to 15 mph or less. Additionally, the two locations cannot accommodate a turning radius that adheres to a 25-mph design speed. The design of the transition from the private street to the private lane requires the reduction of speed with a transition to what is intended to be effectively a private lot driveway. As such, the project proposal requests a design exception to the 25-mph design speed requirement to use a 15-mph design speed at the defined locations of each end of the private street (Road A).

Requested Entitlements

The project applicant is requesting Placer County approval of the following entitlements:

- General Plan Amendment from Agriculture/Timberland 10 Ac. Min. to MDR (13.85 acres) and LDR (11.10 acres);
- Rezone from F-B-X 10-Ac. Min. to RS-B-8 (13.85 acres) and RS-B-10 (11.10 acres); and
- Vesting Tentative Subdivision Map.

And the following approval:

- Annexation into SMD 1

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Specific Plan Designations	Existing Conditions and Improvements
Site	F-B-X 10-Ac. Min. (Farm, combining minimum Building Site of 10 acres)	Agriculture/Timberland 10 Ac. Min.	Undeveloped
North	F-B-X 10-Ac. Min. (Farm, combining minimum Building Site of 10 acres)	Agriculture/Timberland 10 Ac. Min.	Undeveloped, Caperton Canal
South	SPL-BRSP (Bickford Ranch Specific Plan), F-B-X 10-Ac. Min. (Farm, combining minimum Building Site of 10 acres)	BRSP (Open Space Parkway)	Undeveloped, dirt road (Clark Tunnel Road)
East	SPL-BRSP (Bickford Ranch Specific Plan)	BRSP (RR and LDR)	Undeveloped
West	SPL-BRSP (Bickford Ranch Specific Plan)	BRSP (RR and LDR)	Undeveloped

C. NATIVE AMERICAN TRIBES: 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.?

Pursuant to Assembly Bill 52, invitations to consult were sent to tribes who requested notification of proposed projects within this geographic area on December 20, 2019. The United Auburn Indian Community (UAIC) initiated consultation, requested a site visit, and requested copies of cultural searches/surveys. A site visit was conducted on January 29, 2020 and the County provided copies of the Paleontological Records Search and Cultural Resources Assessment prepared for the proposed project. The Shingle Springs Band of Miwok Indians (SSR) requested copies of cultural searches/surveys, which were provided.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

D. PREVIOUS ENVIRONMENTAL DOCUMENT:

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigable impacts resulting from the proposed project. Relevant analysis from the County-wide General Plan and Specific Plan Certified EIRs, and other project-specific studies and reports that have been generated to date, were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan Certified EIR, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15168 relating to Program EIRs indicates that where subsequent activities involve site-specific operations, the agency would use a written checklist or similar device to document the evaluation of the site and the activity, to determine whether the environmental effects of the operation were covered in the earlier Program EIR. A Program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It will also be incorporated by reference to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The following documents serve as Program-level EIRs from which incorporation by reference will occur, pursuant to CEQA Guidelines Section 15150:

- ➔ Placer County General Plan EIR;
- ➔ BRSP EIR; and
- ➔ Addendum to the BRSP EIR.

It should be noted that the BRSP Draft EIR, BRSP Final EIR, and the 2015 Addendum to the BRSP EIR are referred to collectively within this Initial Study as the BRSP EIR. These documents are available at Placer County Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603.

E. EVALUATION OF ENVIRONMENTAL IMPACTS:

The Initial Study checklist recommended by the State CEQA Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project (see CEQA Guidelines, Appendix G). Explanations to answers are provided in a discussion for each section of questions as follows:

- a) A brief explanation is required for all answers including "No Impact" answers.
- b) "Less Than Significant Impact" applies where the project's impacts are insubstantial and do not require any mitigation to reduce impacts.
- c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as 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 may be cross-referenced).

- d) "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.
- e) All answers must take account of the entire 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 [CEQA Guidelines, Section 15063(a)(1)].
- f) 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 [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
 - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.
 - ➔ **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. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - ➔ **Mitigation measures** – For effects that are checked as "Less Than Significant with Mitigation Measures," 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.
- g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)				X
3. 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (PLN)	X			
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)	X			

Discussion Item I-1:

Examples of typical scenic vistas would include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. Federal and State agencies have not designated any such locations within Placer County for viewing and sightseeing. Similarly, Placer County, according to the Placer County General Plan, has determined that the Planning Area of the General Plan does not contain officially designated scenic highways, corridors, vistas, or viewing areas.

Given that established scenic vistas are not located on or adjacent to the proposed project site, the proposed project would not have a substantial adverse effect on a scenic vista, and a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item I-2:

According to the California Scenic Highway Mapping System, Placer County does not contain officially designated State Scenic Highways. As such, the proposed project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, there is **no impact**.

Discussion Item I-3:

The 24.95-acre project site is located approximately one mile southeast of the intersection of SR 193 and Clark Tunnel Road. The project site is located atop three interconnected ridges forming a horseshoe shape. The site is currently undeveloped, consisting primarily of grasses, oak woodland, and scattered rock outcroppings. The densely wooded area to the north of the project site slopes steeply downward towards the La Faille Ranch property in the valley below.

Distinguishing between public and private views is important when evaluating changes to visual character or quality, because private views are views seen from privately-owned land and are typically associated with individual viewers, including views from private residences. Public views are experienced by the collective public, and include views of significant landscape features and along scenic roads. In the case of the proposed project, views from SR 193, north of the project site, and from roadways within the Bickford Ranch development, would be considered public views. According to CEQA (Pub. Resources Code, § 21000 et seq.) case law, only public views, not private views, are protected under CEQA. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720 [3 Cal. Rptr.2d 488], the court determined that “we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: “[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.” Therefore, it is appropriate to focus the aesthetic impact analysis on potential impacts to public views.

Public views of the project site are available from SR 193, which is located approximately one mile to the north of the project site. The proposed project would develop the project site with single-family homes and associated improvements, changing the visual character of the project site from rural, undeveloped oak woodland to a developed residential landscape. In addition, the adjusted baseline for this environmental analysis assumes completion of BRSP Phase 1, which would place homes and public roads (e.g., Bickford Ranch Road) in close proximity to the project site, where views of the site would be available. Further analysis is necessary to evaluate changes to the visual character and quality of the project site and its surroundings from SR 193 and future Bickford Ranch Road. Therefore, a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Aesthetics chapter of The Ridge EIR.

Discussion Item I-4:

The proposed project site is currently vacant. As such, sources of light and glare do not exist on the site. Development of the proposed project would introduce new sources of light to the site in the form of light fixtures on the exteriors of the buildings and motor vehicle traffic within internal roadways. Further analysis is required to ensure that the proposed project would comply with applicable standards related to light and glare and would not result in excess nighttime light pollution. Therefore, a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Aesthetics chapter of The Ridge EIR.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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? (PLN)			X	
2. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)			X	
3. 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))? (PLN)			X	
4. Result in the loss of forest land or conversion of forest land to non-forest use? (PLN)			X	
5. 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? (PLN)			X	
6. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN)			X	

Discussion Item II-1, 5:

According to the Farmland Mapping and Monitoring Program, the project site is classified as Farmland of Local Importance, while the off-site improvement areas are classified as Grazing Land.³ The project site and off-site improvement areas do not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Existing on-site agricultural uses are limited to seasonal cattle grazing. As such, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland) to non-agricultural use. Conversion of Grazing Land associated with buildout of the BRSP, including the Phase 2 extension

³ Farmland Mapping and Monitoring Program. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed June 2020.

of Bickford Ranch Road up to the project frontage, was previously analyzed in the BRSP EIR. Impacts were determined to be less than significant, and mitigation was not required.

Based on the above, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; or 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. Therefore, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item II-2, 6:

The Placer County General Plan designates the site as Agriculture/Timberland 10-Ac. Min. and the site is zoned F-B-X 10-Ac. Min. The project site is not under a Williamson Act Contract.⁴ The proposed project would include a GPA to change the General Plan land use designation of the project site from Agriculture/Timberland 10 Ac. Min to MDR (13.85 acres) and LDR (11.10 acres) (Figure 6). In addition, the project would include a Rezone to change the site's zoning designation from F-B-X 10-Ac. Min. to RS-B-8 (13.85 acres) and RS-B-10 (11.10 acres) (see Figure 7). While the project site's existing General Plan land use and zoning designations allow for commercial agricultural uses, on-site agricultural uses are currently limited to seasonal cattle grazing. Use of the site for other forms of commercial agriculture is limited by the on-site soil types, as indicated by the lack of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. Furthermore, the areas to the east, south, and west of the project site have been approved for development with single-family residential uses as part of the BRSP.

Currently, seasonal cattle grazing occurs on the undeveloped ranch to the north of the project site, which is owned by the project applicant. Placer County has adopted a Right-to-Farm Ordinance (Section 5.24.040 of the Placer County Code) to minimize loss of the County's commercial agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. In addition, the Placer County General Plan includes policies to limit potential conflicts with agricultural uses. Policy 1.H.5 requires development within or adjacent to designated agricultural areas to incorporate design, construction, and maintenance techniques that protect agriculture and minimize conflicts with adjacent agricultural uses. Policy 7.B.1 states that the County shall identify and maintain clear boundaries between urban/suburban and agricultural areas and require land use buffers between such uses where feasible. These buffers shall occur on the parcel for which the development permit is sought and shall favor protection of the maximum amount of farmland.

Table 1-4 in the Land Use/Circulation Diagrams and Standards section of the Placer County General Plan establishes minimum separation distances between areas designated Agriculture or Timberland and proposed residential uses. Specific buffer distances are provided for the following agricultural/timber uses: field crops, irrigated orchards, irrigated vegetables or rice, rangeland/pasture, timberland, and vineyard. For rangeland/pasture uses, which most closely represents the parcel to the north of the site, the minimum residential exclusion area is 50 feet, with a buffer width range of 50 to 200 feet, depending on site-specific characteristics. The proposed residential lots would be separated from the existing off-site grazing uses by the densely wooded and steep slope to the north of Caperton Canal, which provides a natural buffer between the site boundary and the La Faille Ranch property. The wooded slope would prevent cattle from grazing within 60 feet of the proposed residences. The County would require a standard condition of project approval to require notification to future homeowners of the County's Right-to-Farm Ordinance. Therefore, the proposed project would not conflict with the County's Right-to-Farm Ordinance provisions or County's agricultural buffer requirements.

Based on the above, the proposed project would not conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy; or conflict with General Plan or other policies regarding land use buffers for agricultural operations. Therefore, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item II-3, 4:

Per Public Resources Code Section 12220(g), "forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Per Public Resources Code Section 4526, "Timberland" means land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species are determined by the State Board of Forestry and Fire Protection on a district basis.

⁴ California Department of Conservation. *Placer County Williamson Act FY 2015/2016, Sheet 1 of 2*. 2015

Per an Arborist Report prepared for the proposed project, the project site, the 50-foot area surrounding the project site, and the off-site Fuel Management Zone include a total of 37.82 acres of oak woodland habitat.⁵ The native oak trees within the project footprint provide over 10 percent cover and, thus, are considered forest land, as defined by Public Resources Code Section 12220(g). In addition, the area is designated Timberland in the County General Plan. Per the General Plan, the Timberland designation is applied to mountainous areas of the County where the primary land uses relate to the growing and harvesting of timber and other forest products, together with limited, low-intensity public and commercial recreational uses.

The proposed project would be subject to the Placer County Conservation Plan (PCCP), which was adopted on September 1, 2020. The PCCP identifies oak woodland as a key natural community that defines the major biological values of the PCCP. Pursuant to the PCCP, impact to oak woodland is subject to payment of PCCP Development Fees – Land Conversion for the foothills, which would fully address potential forest land/oak woodland impacts through off-site purchase of oak woodland preserves. Further discussion of PCCP fee requirements will be provided in the Biological Resources chapter of The Ridge EIR.

Based on the above, the proposed project would not conflict with existing zoning for forest land or timberland, and would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, a **less-than-significant** impact would occur. No mitigation measures are required.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (AQ)	X			
2. 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? (AQ)	X			
3. Expose sensitive receptors to substantial pollutant concentrations? (AQ)	X			
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (AQ)			X	

Discussion Items III-1, 2:

The proposed project site is located within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides (SO_x), nitrogen oxides (NO_x), and lead. At the federal level, the SVAB area is designated as nonattainment for the 8-hour ozone and the 24-hour particulate matter 2.5 microns in diameter (PM_{2.5}) AAQS, and attainment or unclassified for all other federal criteria pollutant AAQS. At the State level, the SVAB area is designated as nonattainment for the 1-hour ozone, 8-hour ozone, particulate matter 10 microns in diameter (PM₁₀) AAQS, and attainment or unclassified for all other State AAQS.

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site and off-site improvement areas. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which include PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM.

⁵ Helix Environmental Planning. *Arborist Report and Oak Woodland Inventory, The Ridge ±56.6-Acre Study Area, Placer County, California*. April 2020.

Furthermore, development of the proposed project would result in an increased number of vehicle trips associated with traffic to and from the project site. Operation of the proposed project would result in emissions associated with area sources such as natural gas combustion from heating mechanisms, equipment used to routinely clear vegetation on the Fuel Management Zone to the north of the project site, and landscape maintenance equipment exhaust. The additional traffic and operations associated with the proposed project could result in increases in criteria pollutant emissions in the project vicinity above thresholds established by the PCAPCD. Therefore, the proposed project could conflict with or obstruct implementation of the applicable air quality plan.

Construction and operational emissions associated with the proposed project, in combination with other past, present, and reasonably foreseeable projects within the project region could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could 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. Based on the above, the proposed project could result in a **potentially significant** impact.

Further analysis of these impacts will be discussed in the Air Quality and Greenhouse Gas Emissions chapter of The Ridge EIR.

Discussion Item III-3:

The major pollutants of concern are localized CO emissions and toxic air contaminant (TAC) emissions. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project could increase traffic volumes on streets near the project site. Thus, the project could potentially increase local CO concentrations. Further analysis is required to determine whether the levels of service at area intersections would be substantially degraded as a result of the proposed project such that the concentrations of CO at the intersections would be considered a significant increase. In addition to CO emissions, construction equipment exhaust associated with the proposed project could result in TAC emissions.

Because the proposed project could cause an increase in the localized CO concentrations at area intersections, and would involve temporary TAC emissions associated with construction equipment, the proposed project could expose existing sensitive receptors to substantial pollutant concentrations. Accordingly, impacts related to exposure of sensitive receptors to substantial pollutant concentrations could be **potentially significant**.

Further analysis of these impacts will be discussed in the Air Quality and Greenhouse Gas Emissions chapter of The Ridge EIR.

Discussion Item III-4:

Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, visible emission (including dust), or emissions considered to constitute air pollutants. Air pollutants are discussed under Items III-1, 2, and 3 above. Therefore, the following discussion focuses on emissions of odors and visible emissions.

Examples of common land use types that typically generate significant odor impacts include, but are not limited to wastewater treatment plants; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The proposed project would not involve or be located in the vicinity of any such uses. Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and operation of equipment is regulated by federal, State, and local standards, including PCAPCD rules and regulations. Buildout of the proposed project would involve construction activity in different areas of the site and within off-site improvement areas throughout the construction period. Therefore, construction equipment would operate at varying distances from existing sensitive receptors, and potential odors from such equipment would not expose any single receptor to odors for a substantial period of time. Furthermore, construction activity would be restricted to certain hours of the day per the Placer County Code, Section 9.36.030(A)(7), which would limit the times of day during which construction related odors would potentially be emitted. Development of the proposed project would be required to comply with all applicable PCAPCD rules and regulations, which would help to control construction-related odorous emissions. Due to the temporary duration of construction and the regulated nature of construction equipment, project-related construction activity would not be anticipated to result in the creation of substantial odors.

As defined in PCAPCD Rule 202, visible emissions may be smoke, dust, or any other substance that obscures an observer's view based on standardized scales of opacity. Visible emissions may result from the use of internal

combustion engines, such as exhaust from diesel fueled equipment, the burning of vegetation, or the upset and release of soil as dust. PCAPCD Rule 202 specifically prohibits any person from discharging visible emissions of any air contaminant for a period or periods aggregating to more than three minutes in any one-hour time. Operation of the proposed residential land uses would not be anticipated to result in any visible emissions that would have the potential of violating Rule 202. Construction equipment on-site would be required to meet the visible emissions standards of Rule 202, and, considering the regulated nature of construction equipment, as well as the temporary use of such equipment on-site, would not be anticipated to result in substantial visible emissions. Considering the above, implementation of the proposed project would not be anticipated to result in substantial visible emissions during project construction or operations.

Based on the above, construction and operation of the proposed project would have a **less-than-significant** impact with respect to resulting in emissions (such as those leading to odors) adversely affecting a substantial number of people. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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 & Wildlife, U.S. Fish & Wildlife Service or National Marine Fisheries Service? (PLN)	X			
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, identified in local or regional plans, policies or regulations, or regulated by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, or Regional Water Quality Control Board? (PLN)	X			
3. Have a substantial adverse effect on federal or state protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)	X			
4. 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? (PLN)	X			
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (PLN)	X			
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)	X			
7. 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 of restrict the range of an endangered, rare, or threatened species? (PLN)	X			
8. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)	X			

The following discussions are primarily based on a Biological Resources Assessment prepared for the proposed project by Helix Environmental Planning.⁶

Discussion Items IV-1, -7:

According to a Biological Resources Assessment prepared for the proposed project, a total of 11 special-status plant species and 10 special-status wildlife species have the potential to occur within the project site and off-site improvement areas. In addition, the existing trees within the proposed disturbance areas provide suitable habitat for nesting and migratory birds protected by the Migratory Bird Treaty Act and Fish and Game Code. Ground-disturbing activities and/or tree removal associated with the proposed project, as well as brush clearing within the off-site Fuel Management Zone, could result in adverse effects to special-status species or other nesting and migratory birds if such species are present within or near the disturbance area. Therefore, the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish & Wildlife (CDFW), U.S. Fish & Wildlife Service (USFWS), or National Marine Fisheries Service. The proposed project is in the recently-adopted Placer County Conservation Program (PCCP) plan area and is considered a covered activity; therefore, the project must comply with the provisions of the PCCP and associated permits. Some of the species having the potential to occur on the project site are Covered Species under the PCCP, and their potential for occurrence triggers species-specific avoidance and minimization measures (see Discussion Item IV-6 for additional detail regarding the PCCP). Furthermore, the proposed project could substantially reduce the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate plant or animal communities, or substantially reduce the number of restrict the range of an endangered, rare, or threatened species. A **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Biological Resources chapter of The Ridge EIR.

Discussion Items IV-2, 3:

Per an Aquatic Resources Delineation Report prepared for the proposed project, the project site contains 0.11-acre of depressional seasonal wetlands that could be subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE) and/or the Regional Water Quality Control Board (RWQCB).⁷ Such features could be disturbed by development of the proposed project, which would require payment of applicable PCCP Special Habitat fees. The Fuel Management Zone easement area was formally delineated in 2010, and contains portions of two jurisdictional features in the form of seasonal wetlands totaling 0.25-acre; however, maintenance activities within the Fuel Management Zone are not anticipated to result in adverse effects to these sensitive habitats. Therefore, the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies or regulations, or regulated by the CDFW, USFWS, USACE, or RWQCB, and could have a substantial adverse effect on federal or State protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by State statute, through direct removal, filling, hydrological interruption, or other means. A **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Biological Resources chapter of The Ridge EIR.

Discussion Item IV-4:

Wildlife corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. Wildlife corridors mitigate the effects of this fragmentation by: (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

According to the Biological Resources Assessment, the undeveloped private property surrounding the project site may be considered a wildlife migration corridor. Therefore, further analysis is required to ensure that the proposed project 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. A **potentially significant** impact could occur.

⁶ Helix Environmental Planning. *Biological Resources Assessment, The Ridge ±56.6-Acre Study Area, Placer County, California*. April 2020.

⁷ Helix Environmental Planning. *The Ridge Aquatic Resources Delineation Report*. May 15, 2019.

Further analysis of these impacts will be discussed in the Biological Resources chapter of The Ridge EIR.

Discussion Items IV-5, 8:

Placer County evaluates impacts to oak woodlands under the recently adopted PCCP (see additional discussion of the PCCP under Discussion Item IV-6 below). The Arborist Report prepared for the proposed project included an evaluation of oak woodland resources present within the project site, the 50-foot area surrounding the project site, and the off-site Fuel Management Zone, referred to hereafter as the “Study Area”. Per the Arborist Report, the Study Area includes a total of 37.82 acres of oak woodland habitat.⁸ Oak woodland is considered a Covered Natural Community under the PCCP. Impact to oak woodland is subject to payment of PCCP Development Fees – Land Conversion for the foothills.

Of the 37.82 acres of existing oak woodland within the Study Area, a total of 7.916 acres of oak woodland are anticipated to be directly impacted by the proposed project, and 7.618 acres of oak woodland are located within 50 feet of the project footprint and are therefore potentially subject to indirect impacts. Therefore, the proposed project could conflict with local policies and ordinances related to oak woodland protection, and could have a substantial adverse effect on the environment by converting oak woodlands. A **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Biological Resources chapter of The Ridge EIR.

Discussion Item IV-6:

On September 1, 2020, Placer County adopted the PCCP, which is a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. The PCCP includes the County Aquatic Resources Program (CARP) to issue permits related to the Federal Clean Water Act and the California Fish and Game Code. The proposed project would participate in the PCCP for incidental take coverage and mitigation for effects to waters of the U.S. and state and oak woodlands.

As a permittee under the PCCP, Placer County is able to provide take authorization to private entities conducting activities covered by this Plan and under their jurisdiction. Covered Activities are generally any actions undertaken in the Plan Area by or under the authority of the Permittees that may affect Covered Species or covered natural communities. The area proposed for permit coverage under the HCP/NCCP has two main parts and associated subcomponents. The project site is within Plan Area A, which is the main focus of the HCP/NCCP and where all future growth and most of the Covered Activities will take place. Plan Area A is covered by a comprehensive permit and is comprised of the city of Lincoln plus all unincorporated lands within western Placer County: approximately 210,000 acres, or roughly five-sixths of western Placer County.

The Foothills portion of Plan Area A, within which the project site is located, comprises the unincorporated communities along the Interstate 80 corridor, the unincorporated Auburn area, and the northern Foothills that support most of the woodland communities in the Plan Area. The Foothills portion comprises approximately 109,134 acres.

The PCCP addresses 14 Covered Species and several Covered Natural Communities, and includes conservation measures to protect all 14 Covered Species and their habitats. Some of the Covered Species have the potential to occur on the project site (e.g., Swainson’s hawk, valley elderberry longhorn beetle), and thus, will be subject to applicable avoidance and minimization measures set forth in Chapter 6 of the PCCP, which are intended to ensure that adverse effects on Covered Species and natural communities are avoided and minimized.

The applicant will be required to obtain a signed Certificate of PCCP Authorization form from Placer County for potential impacts to terrestrial and aquatic habitats. During the local impact authorization process, impact fees will be calculated utilizing land cover data. Anticipated fees include Land Conversion fees and Aquatic/Wetland Special Habitat fees. The project will comply with the requirements of the PCCP, including adherence to the Avoidance and Minimization Measures, as well as payment of fees to support the overall PCCP Conservation Strategy.

Further analysis is required to evaluate project compliance with the avoidance and minimization measures included in the PCCP. Thus, a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Biological Resources chapter of The Ridge EIR.

⁸ Helix Environmental Planning. *Arborist Report and Oak Woodland Inventory, The Ridge ±56.6-Acre Study Area, Placer County, California.* April 2020.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)			X	
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)		X		
3. Disturb any human remains, including those interred outside of dedicated cemeteries? (PLN)		X		
4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)		X		
5. Restrict existing religious or sacred uses within the potential impact area? (PLN)			X	

The following discussions are primarily based on a Cultural Resources Assessment prepared for the proposed project by Cogstone.⁹

Discussion Item V-1:

Section 15064.5 of the CEQA Guidelines provides instructions for a lead agency to consider the effects of projects on historical resources. A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 21084.1), a resource included in a local register of historical resources (PRC Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (PRC Section 15064.5[a][3]).

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state or national level under one or more of the following four criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- 2) It is associated with the lives of persons important to local, California, or national history;
- 3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- 4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance.

Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics. Per NRHP eligibility criteria, a resource must be at least 50 years old in order to be considered historic, except in exceptional circumstances.

As part of the Cultural Resources Assessment, a search for archaeological and historical records was completed by the North Central Information Center (NCIC) on September 20, 2018 (NCIC File No: PLA-18-96). A total of 61 cultural resources have been previously recorded within the one-mile search radius surrounding the project site, including 15 prehistoric archaeological resources, six historic archaeological resources, three multicomponent (prehistoric/historic) resources, and 38 historic built environment resources. Of the 61 cultural resources, one historic built environment resource, a previously recorded segment of the Caperton Canal (P-31-000963, CA-PLA-000840H), is located immediately north of the project site. P-31-000963 was originally recorded in 1995, by R. Windmiller, as an

⁹ Cogstone. *Cultural Resources Assessment for the Ridge Development Project, Penryn, Placer County, California*. Revised May 20, 2019.

approximately 900 foot-long segment located on the upper east slope of a steep-walled box canyon on the north side of Boulder Ridge (Windmiller 1995).

The following discussion of the Caperton Canal relies on Ric Windmiller's analysis in *Cultural Resources Assessment, La Faille Ranch, Placer County, California*, August 2012. Given that the Antelope Canal was constructed circa 1850s, and derives its water from the Caperton Canal, it is probable that the upper Caperton was constructed during a similar time period, or shortly thereafter. Whether its origins date back to the early mining era or to the beginning of the region's fruit industry, the Caperton Canal was one of the many peripheral ditches owned by the Bear River and Auburn Water and Mining Company, which was bought by George W. Reamer in 1868. Reamer extended the ditch system during his seven year ownership. In 1875, Reamer sold the system to F. Birdsall who focused on building an irrigation business in the fruit growing region from Clipper Gap to Penryn. Fifteen years later, in 1890, Birdsall sold the water system to the South Yuba Water Company.

While the Caperton Canal has ties to Placer County agriculture, it was not one of the principal canals, nor one of the best known laterals in the region. Completed in 1853, the Gold Hill and Bear River Canal was the first canal of importance in the region. The Boardman Canal, also part of the Bear River canal system, was built in 1893 and carried water from lake Theodore to the vicinity of Roseville. Along its route, there were many laterals. The main branches were: the Auburn, Freeman, Shirland, Newcastle, Greeley, Rock Springs, Red Ravine, Perry and Baughman Ditches.

Under Criterion 1, the La Faille Ranch segment of the Caperton Canal must have a significant association with a historically important event or pattern of events. Although the Caperton is associated with the development of water systems in Placer County and peripherally with mining and agriculture, that association is weak as the Caperton is not considered significant among the various laterals that brought water to the Newcastle-Penryn Area.

Under Criterion 2, the Caperton Canal would need to have an association with a specific person or persons significant in California's past and illustrative rather than commemorative of a person's important achievements. Generally, such an association would be with the project engineer or someone directly involved in the design or construction of the canal. No such association could be made with the Caperton.

Under Criterion 3, cultural resources like the Caperton Canal would be eligible for the California Register if they illustrated significant design or engineering innovation. As the Caperton is only a minor peripheral ditch with no features reflecting innovation, it would not be eligible under Criterion 3.

Under Criterion 4, the canal would need to be the principal source of information deemed important in history such as how local availability of materials or construction expertise affected the evolution of local water development. Such is not the case with the Caperton Canal segment on La Faille Ranch. Therefore, the canal segment is not eligible for the California Register under any criterion of eligibility.

An intensive pedestrian survey conducted by Cogstone confirmed the location of the previously recorded segment of the Caperton Canal. The canal was found to be in exceptional condition, appearing to be well-maintained and currently concreted. Shady sections of the canal have a moss/algae cover. This segment of the canal has two culverts, an overflow gate, and a spillway into the valley below. Two unpaved access roads were noted, each with associated bridges that cross the canal and allows repairs to the overflow gate. The recorded segment of the Caperton Canal was documented on a DPR 523 site form as part of the Cultural Resources Assessment. It should be noted that the BRSP EIR did not identify any known historic resources within the alignment of the planned Phase 2 Bickford Ranch Road extension.

The proposed project would include installation of three flumes over the top of the canal for drainage purposes. The flumes would be installed on concrete footings on either side of the Canal, such that the Canal would not be impacted during construction of the flumes. Further, as already discussed, the segment of the Caperton Canal along the project site is not considered historically significant.

In addition to the resources noted above, the pedestrian survey conducted by Cogstone resulted in the identification of a new historic site, Ridge FEA-02, within the project site boundaries. Ridge-FEA-02 is a historic trash scatter composed of fencing materials including barbed fencing and a post. Per the Cultural Resources Assessment, the historic trash scatter lacks specific associations and is not recommended eligible for the CRHR. Also identified during the survey was one isolated rusted metal enameled wash bucket along the western fence line of the project site. Soil changes or features were not found in association with the wash bucket.

Based on the above, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined per CEQA Guidelines, Section 15064.5, and a ***less-than-significant*** impact would occur. No mitigation measures are required.

Discussion Items V-2, 4:

While the record search completed as part of the Cultural Resources Assessment identified 61 historical and archaeological resources within one mile of the project site, the record search did not identify any recorded archaeological resources within the project site boundaries. In addition, a search of the Native American Heritage Commission (NAHC) Sacred Lands File did not identify any known sacred sites within the project area. The pedestrian survey conducted by Cogstone resulted in the identification of one new archaeological site, Ridge-FEA-01, within the project site boundaries. The archaeological site was recorded on DPR 523 site forms.

Within the project site, Ridge-FEA-01 is a prehistoric milling station, consisting of a single bedrock outcrop, with one oval mortar. Per the Cultural Resources Assessment, Ridge-FEA-01 is potentially eligible for the CRHR under Criteria 4, listed above under Discussion Item V-1. As part of the proposed project, Ridge-FEA-01 would be located within Lot B and surrounded by a new post-and-cable fence, providing a 20-foot buffer surrounding the resource. Therefore, Ridge-FEA-01 would not be exposed to future risk of disturbance associated with operation of the project. Nonetheless, the potential exists for Ridge-FEA-01 to be subject to disturbance during construction ground-disturbing activities.

With respect to off-site improvements, known archaeological resources are not located within the 300-foot wide Fuel Management Zone, north of the project site. Subsurface resources hitherto unknown could be located within the Fuel Management Zone and ground disturbing activities could expose and adversely affect such resources. The initial establishment of the Fuel Management Zone could involve ground disturbance, though it would be limited in nature, if at all.

For example, the Fire Safe Plan prepared for the project requires that all fuel reduction work be performed using every reasonable measure to minimize erosion, ground disturbing activities and soil damage. Fuel reduction work will include the mowing of annual grasses down to a height of four-inches or less, removal of dead and diseased trees, debris and the removal of tree limbs on live trees up to a height of 10-feet above the ground. In addition, understory fuels over 1-foot in height are to be removed in order to develop vertical separation and low horizontal continuity of fuels. Fuel reduction will also include the removal of all dead vegetation 4 inches or less in diameter. Notwithstanding the above, the possibility remains that the initial establishment of the Fuel Management Zone could result in limited ground disturbance, and thus, potential adverse effects to unknown cultural resources.

The remaining potential off-site improvements are limited to roadway, water, and sewer infrastructure improvements for a short section of Bickford Ranch Road. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward to the project site. The BRSP EIR included an evaluation of potential impacts to archaeological resources associated with buildout of the BRSP, including the construction of Bickford Ranch Road. No known archaeological resources were identified within the road right-of-way. The BRSP EIR concluded that with the implementation of Mitigation Measures C-A, C-B, C-C, and C-D, all impacts to cultural resources would be reduced to less-than-significant levels. Whichever party constructs said portion of Bickford Ranch Road, be it the BRSP applicant during Phase 2 improvements, or The Ridge applicant, would be legally required to implement the aforementioned mitigation measures.

Given the extent of documented Native American occupations within the project region, unknown archaeological resources have the potential to be uncovered during ground-disturbing activities associated with the proposed project. The proposed project would involve ground disturbance during site grading and excavation for utilities. Therefore, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 or cause a physical change which would affect unique ethnic cultural values, and a ***potentially significant*** impact could occur.

Mitigation Measures Items V-2, 4:

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

MM V-1

A Tribal Cultural Resource Awareness brochure and training program for all personnel involved in project implementation shall be developed in coordination with interested Native American Tribes. The brochure shall be

distributed and the training shall be conducted by Native American Representatives, or Tribal Monitors from culturally affiliated Native American Tribes, before any stages of project implementation and construction activities begin on the project site. The training may be done in coordination with the project archaeologist.

The program shall include relevant information regarding sensitive Tribal Cultural Resources, applicable regulations and protocols for avoidance, as well as consequences of violating State laws and regulations. The program shall describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and shall outline what to do and whom to contact if any potential Tribal Cultural Resources or archaeological resources are encountered. The program shall underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native Americans Tribal values. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

MM V-2

The Improvement Plans shall include the following Cultural Resources notes to the satisfaction of the County:

- The project proponent shall contact the consulting tribe at least two weeks prior to project ground-disturbing activities in order to retain the services of one Tribal Monitor. The construction schedule shall be shared with the consulting tribe at time of contact.
- One Tribal Monitor from the traditionally and culturally affiliated Native American tribe shall be permitted to monitor all clearing, grubbing, and stripping of vegetation in the project area, as well as all grading activity associated with the project, including infrastructure and home construction, to a depth of two feet.
- Native American Monitors act as representatives of their tribal government and have the authority to direct that work be temporarily stopped, diverted, or slowed within 100 feet of any sites or objects of significance to Native Americans. Temporary construction interruption in the area of an identified resource shall not exceed a total of 24 hours without County concurrence. Only a Native American Monitor or Representative from a culturally affiliated tribe can recommend appropriate treatment and final disposition of Tribal Cultural Resources.
- The frequency and duration of monitoring shall be adjusted in accordance with survey results, the nature of construction activities, and the results of monitoring. The Tribal Monitor, in consultation with the County representative, shall be responsible for determining the duration and frequency of monitoring. If tribal monitoring during infrastructure work identifies limited or no cultural resources, continued monitoring may not be warranted. The consulting tribe and the County shall confer to establish protocols for future monitoring during home construction, if determined to be warranted. If monitoring is deemed necessary on individual lots, a minimum of seven calendar days prior to beginning earthwork or other soil disturbance activities on a lot, the construction manager or lot owner shall notify the County's representative of the proposed earthwork start-date, in order to provide the County with time to contact the tribe. A tribal representative shall be invited to inspect the work site, including any soil piles, trenches, or other disturbed areas, within the first five days of ground-breaking activity, at the discretion of the tribe.
- Field-monitoring activities shall be documented by the Tribal Monitor on a Tribal Monitor log. Copies of monitoring logs shall be submitted to the Community Development Resource Agency on a weekly basis. The Tribal Monitor shall wear appropriate construction safety equipment including steel-toed construction boots, safety vest and hard hat. Construction shall not be delayed in the event the Tribal Monitor is unavailable to report to the project site at the designated construction start time.

MM V-3

If potential Tribal Cultural Resources (TCRs), archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.

A qualified cultural resources specialist and Native American Representative from the traditionally and culturally affiliated Native American Tribe(s) will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the traditionally and culturally affiliated Native American Tribe, and/or returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community (UAIC) does not consider curation of TCRs to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.

If articulated or disarticulated human remains are discovered during construction activities, the County Coroner and Native American Heritage Commission shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendant(s) 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 appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the Placer County Community Development Resource Agency following coordination with cultural resources experts and tribal representatives as appropriate.

The Improvement Plans shall include this information as a Cultural Resources note to the satisfaction of the County.

MM V-4

Prior to initiation of ground-disturbing activities at the project site, a temporary no-disturbance buffer with a radius of 20 feet shall be established around the prehistoric milling station (Ridge-FEA-01) located on the site. The Improvement Plans shall show the extent of the buffer clearly marked with orange safety fencing or an alternative barrier of equal or greater effectiveness to the satisfaction of the County. The fencing shall remain in place until a new permanent post-and-cable fence is established around Ridge-FEA-01.

Discussion Item V-3:

Procedures of conduct following the discovery of human remains on non-federal lands in California have been mandated by Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e) (CEQA). Although human remains or evidence thereof was not identified during the site surveys conducted by Cogstone, the potential for unknown human remains to be discovered during construction cannot be eliminated given the known prehistoric occupation of the vicinity by Native American tribes. As a result, in absence of appropriate mitigation, the proposed project could have a **potentially significant** impact to human remains.

Mitigation Measures Item V-3:

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

Implement MM V-3.

Discussion Item V-5:

The Cultural Resources Assessment prepared for the project site did not identify any known historic religious or sacred uses associated with the project site. As noted above, a search of the NAHC Sacred Lands File did not identify any known sacred sites within the project area. Furthermore, the known resource on the project site would be protected in perpetuity within Lot B, and during construction, as a result of MM V-4. As such, a **less-than-significant** impact would occur. No additional mitigation measures are required.

VI. ENERGY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (PLN)			X	
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (PLN)	X			

Discussion Item VI-1:

The main forms of available energy supply are electricity, natural gas, and oil. Energy would be used to construct the proposed project, and once constructed, energy would be used for the lifetime of the proposed residences.

Construction of the proposed project is required to comply with the California Green Building Standards Code (CBSC, also known as the CALGreen Code) and the 2019 Building Energy Efficiency Standards (which is a portion of the CBSC). All construction equipment and operation thereof would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. The purpose of the CBSC is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. Building Energy Efficiency Standards achieve energy reductions through requiring high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. CARB standards for construction equipment include measures to reduce emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements and imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. The proposed project construction would also be required to comply with all applicable PCAPCD rules and regulations related to energy efficiency, which would help to further reduce energy use associated with the proposed project.

Energy use associated with operation of the proposed project would be typical of single-family residential uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, refrigeration, appliances, and security systems. In addition, maintenance activities during operations, such as landscape maintenance and brush clearing within the off-site Fuel Management Zone, would involve the use of electric or gas-powered equipment. While the proposed project would introduce new operational energy demands to the proposed project area, this demand does not necessarily mean that the proposed project would have an impact related to energy sources. The proposed project would result in an impact if the project would result in an inefficient use or waste of energy. The proposed project is required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, including the CBSC, CARB, and PCAPCD standards noted above, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. Adherence to the most recent CALGreen and the 2019 Building Energy Efficiency Standards would require that 100 percent of the electricity required for operation of the proposed residences would be provided by on-site renewable resources, as well as ensure the efficient use of natural gas through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Furthermore, given that the proposed project would only include 34 residences, the operational energy use associated with the project would be relatively minimal compared to overall demands associated with buildout of the BRSP.

Accordingly, the proposed project would not be considered to result in a wasteful, inefficient, or unnecessary use of energy, and impacts related to construction and operational energy would be considered **less than significant**. No mitigation measures are required.

Discussion Item VI-2:

The Placer County Sustainability Plan (PCSP), adopted by the Placer County Board of Supervisors on January 28, 2020, includes goals and policies for energy efficiency. Further analysis is required in order to ensure that the proposed project would be consistent with such goals and policies. Thus, a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Air Quality, Greenhouse Gas Emissions, and Energy chapter of The Ridge EIR.

VII. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Result in substantial soil erosion or the loss of topsoil? (ESD)		X		
2. 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? (ESD)		X		
3. Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property? (ESD)		X		

4. 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? (EH)				X
5. Directly or indirectly destroy a unique paleontological resource or unique geologic or physical feature? (PLN)		X		
6. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
7. Result in substantial change in topography or ground surface relief features? (ESD)		X		
8. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, seismic-related ground failure, or similar hazards? (PLN, ESD)		X		

The following discussions are based primarily on the preliminary Grading Plan and BMP Plan and on a Geotechnical Exploration prepared for the proposed project by ENGEO Inc.¹⁰

Discussion Item VII-1:

Erosion refers to the removal of soil from exposed bedrock surfaces by wind or water. Although naturally occurring, erosion is often accelerated by human activities that disturb soil and vegetation. The soils present on the project site are considered moderately susceptible to erosion where drainage concentrations occur. Buildout of the proposed project would require grading, excavation, and other construction-related activities, which, during the early stages of construction, could cause topsoil to be exposed, potentially resulting in wind erosion or an accelerated rate of erosion during storm events. Upon development of the site with buildings and structures, the amount of exposed soil that may be lost due to wind or stormwater runoff would be minimized.

Improvement Plans provided to the County prior to authorization of construction would conform to provisions of the County Grading Ordinance (Article 15.48 of the Placer County Code) and the Stormwater Quality Ordinance (Article 8.38 of the Placer County Code) that are in effect at the time of submittal. The preparation of and compliance with a stormwater pollution prevention plan (SWPPP) would be part of the project's National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit, issued by the Central Valley Regional Water Quality Control Board (CVRWQCB). Before Improvement Plan approval, the Placer County Engineering and Surveying Division (ESD) would require evidence of the State-issued Waste Discharge Identification Number or filing of the Notice of Intent and fees. The SWPPP would include strategies to manage stormwater from the construction site and treat runoff before being discharged from the site. The site-specific SWPPP developed for the proposed project would have protocols to be followed and monitored during construction, including effective response actions if necessary. The SWPPP is considered a "living document" that could be modified as construction activities progress.

With respect to off-site improvements, while routine clearing of understory brush would be performed within the off-site 300-foot Fuel Management Zone to reduce fire hazards, such clearing would not involve substantial ground-disturbing activities. The Fire Safe Plan prepared for the project requires that all fuel reduction work be performed using every reasonable measure to minimize erosion, ground disturbing activities and soil damage, and where the ground is exposed by fuel reduction efforts, the area shall be revegetated and/or erosion control measures installed prior to October 15. Thus, the proposed brush clearing activities would not result in substantial soil erosion.

The remaining potential off-site improvements are limited to roadway, water, and sewer infrastructure improvements for a short section of Bickford Ranch Road to the project site and along the entire project frontage. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward to the project site and along the entire project frontage. The BRSP EIR included an evaluation of potential soil erosion associated with buildout of the BRSP, including the construction of Bickford Ranch Road. The BRSP EIR concluded that with the implementation of Mitigation Measures G-A through G-D, all impacts related to erosion would be reduced to less-than-significant levels. Whichever party constructs said portion of Bickford Ranch Road, be it the BRSP applicant during Phase 2 improvements, or The Ridge applicant, would be legally required to implement the aforementioned mitigation measures.

¹⁰ ENGEO, Inc. *Preliminary Geotechnical Exploration, The Ridge Subdivision, Placer County, California*. April 12, 2019.

Although topsoil exposure would be temporary during early construction activities and would cease once development of buildings and structures occurs, after grading and leveling and prior to overlaying the ground surface with structures, the potential exists for erosion to occur. Therefore, short-term, construction related impacts associated with soil erosion and the loss of topsoil would be considered ***potentially significant***.

Mitigation Measures Item VII-1:

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

MM VII-1

The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division review and approval. The report shall address and make recommendations on the following:

- A) Road, pavement, and parking area design;
- B) Structural foundations, including retaining wall design (if applicable);
- C) Grading practices;
- D) Erosion/winterization;
- E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
- F) Slope stability

Once approved by the Engineering and Surveying Division (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

If the geotechnical engineering report indicates the presence of critically expansive or other soil problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a lot- by-lot basis or on a Tract basis. This shall be so noted on the Improvement Plans, in the Development Notebook (if required), in the Conditions, Covenants and Restrictions (CC&Rs), and on the Informational Sheet filed with the Final Subdivision Map(s).

MM VII-2

Prior to any construction commencing, the applicant shall provide evidence to the Engineering and Surveying Division of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit.

MM VII-3

The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual (LDM) that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and, if applicable, Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction costs shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans.

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.

The Final Subdivision Map(s) shall not be submitted to the Engineering and Surveying Division (ESD) until the Improvement Plans are submitted for the second review. Final technical review of the Final Subdivision Map(s) shall not conclude until after the Improvement Plans are approved by the ESD.

Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division one copy of the Record Drawings in digital format (on compact disc or other acceptable media) along with one blackline hardcopy (black print on bond paper) and one PDF copy. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.

MM VII-4

The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation.

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate using the County's current Plan Check and Inspection Fee Spreadsheet for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. For an improvement plan with a calculated security that exceeds \$100,000, a minimum of \$100,000 shall be provided as letter of credit or cash security and the remainder can be bonded. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded or released, as applicable, to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

Discussion Items VII-2, 3, 8:

According to the Placer County General Plan, Placer County lies within a seismically active area of the western United States, but beyond the influence of the highly active faults found along California's coast. The western portion of the County, in which the proposed project is located, is generally characterized by low seismicity, and is not in an area at risk for severe ground shaking associated with earthquakes.¹¹ Per the Geotechnical Exploration prepared for the proposed project, the project site is not underlain by any active faults and is not located within an Alquist-Priolo Fault Study Zone. While lower-intensity earthquakes could potentially occur at the site, the design of project structures would be required to adhere to the provisions of the 2019 CBSC. The 2019 CBSC contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The Geotechnical Exploration determined that based on site observations, topographic and lithologic data, subsurface data, and regional geology, the overall potential for landslides, lateral spreading, or subsidence at the site is low to negligible. The downslope area to the north of the project site does not contain any existing development that would be subject to potential landslide or mudslide hazards a result of the proposed project.

In order to evaluate the stability of the Caperton Canal within the site in relation to the proposed v-ditch construction upslope of the canal, ENGEO, Inc. has conducted an analysis of soil conditions underlying the canal. Subsurface

¹¹ Placer County. *Countywide General Plan EIR* [pg. 9-1]. July 1994.

exploration conducted by ENGEO, Inc. in 2012 indicates that the section of the Caperton Canal within the project site is underlain by Mehrten Conglomerate Formation. Per ENGEO, Inc., the engineering properties of the Mehrten Conglomerate Formation include relatively low permeability, little soil development, and very robust strength (cemented matrix). The formation is not known to have significant slope instability within the project region. Furthermore, the physical alignment and geometry of the proposed v-ditch would be approximately 30 to 100 feet away (in plan view) and approximately 10 to 35 feet upslope from the canal. The construction of the ditch would involve cutting along the alignment and removal of material upslope of the Caperton Canal, thus, reducing overall driving forces from a slope stability perspective. Accordingly, ENGEO, Inc. concluded that the proposed drainage ditch would not have an adverse effect on the stability of Caperton Canal or the slope above the canal.

Soil liquefaction results from loss of strength during cyclic loading, such as loading imposed by earthquakes. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands. Based on the results of soil borings conducted on the project site as part of the Geotechnical Exploration, the soils encountered within the project site are generally very dense/cemented and contained a significant proportion of fine-grained material. In addition, the sands were above the anticipated static groundwater elevation. Thus, ENGEO, Inc. concluded that the potential for liquefaction at the project site is relatively low during seismic shaking events.

Expansive soils shrink/swell when subjected to moisture fluctuations, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Laboratory testing conducted as part of the Geotechnical Exploration did not identify any highly expansive clay soils within any of the soil samples collected on the project site. Based on the local geology of the project area and experience with other residential development projects within the County, ENGEO concluded that any potentially expansive soils occurring within the project site could be managed through selective grading and pad reprocessing (blending of soil), and would not adversely affect the proposed development. The final geotechnical engineering report prepared for the proposed project would need to include project-specific design considerations to appropriately address expansive soils during grading activities.

Per the Geotechnical Exploration, from a geotechnical standpoint, the project site is preliminarily considered suitable for the proposed construction.¹² Based on the above, the proposed project would not likely be subject to issues associated with lateral spreading, subsidence, liquefaction, collapse, or expansive soils. However, implementation of the recommendations included in the Geotechnical Exploration would be required in order to ensure adequate support of the proposed improvements. Such recommendations include, but are not limited to, overexcavation and recompaction of existing native soils. Because a final geotechnical engineering report has not yet been prepared, a **potentially significant** impact could occur related to being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, exposing people or property to geologic and geomorphological (i.e. avalanches) hazards such as earthquakes, landslides, mudslides, seismic-related ground failure, or similar hazards, or being located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property.

Mitigation Measures Item VII-2, 3, 8:

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

Implement MM VII-1

Discussion Item VII-4:

The proposed project would require annexation of the project site into Placer County SMD 1 for the provision of sewer service. As part of the proposed annexation, the project would be subject to payment of applicable annexation fees pursuant to Section 13.12.260 of the Placer County Code. Given that the proposed project would be served by a public sewer system, the project would not result in adverse effects related to having soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems. Therefore, there is **no impact**.

Discussion Item VII-5:

The Cultural Resources Assessment prepared for the proposed project included a paleontological resources assessment for the project area, based on the findings of a Paleontological Records Search. Per the Cultural Resources Assessment, the project site is underlain by Mehrten Formation. Two subunits of Mehrten Formation are present within the project area: a younger caprock of volcanic mudflow tuff breccia overlies a cemented, poorly bedded cobble to boulder conglomerate. Both of the units are assigned a low potential to contain paleontological

¹² ENGEO, Inc. *Preliminary Geotechnical Exploration, The Ridge Subdivision, Placer County, California* [pg. 5]. April 12, 2019.

resources. Paleontological resources have not been discovered on or in the vicinity of the project site. Thus, implementation of the proposed project would be considered to have a low potential to uncover or damage fossils or cause significant impacts to any resource that currently qualifies as a significant paleontological resource.

With respect to off-site improvements, known paleontological resources are not located within the 300-foot wide Fuel Management Zone, north of the project site. While subsurface resources hitherto unknown could be located within the Fuel Management Zone, the initial establishment and ongoing maintenance of the Fuel Management Zone would not involve any ground disturbance. For example, fuel reduction work will include the mowing of annual grasses down to a height of four-inches or less, removal of dead and diseased trees, debris and the removal of tree limbs on live trees up to a height of 10-feet above the ground. In addition, understory fuels over 1-foot in height are to be removed in order to develop vertical separation and low horizontal continuity of fuels. Fuel reduction will also include the removal of all dead vegetation 4 inches or less in diameter. Thus, the proposed project would not have any potential to result in adverse effects to unknown paleontological resources within the Fuel Management Zone.

The remaining potential off-site improvements are limited to roadway, water, and sewer infrastructure improvements for a short section of Bickford Ranch Road. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward to the project site. The BRSP EIR included an evaluation of potential impacts related to paleontological resources and unique geologic features associated with buildout of the BRSP, including the construction of Bickford Ranch Road. The BRSP EIR concluded that with the implementation of Mitigation Measure C-F, all impacts to expansive soils would be reduced to less-than-significant levels. Whichever party constructs said portion of Bickford Ranch Road, be it the BRSP applicant during Phase 2 improvements or The Ridge applicant, would be legally required to implement the aforementioned mitigation measures.

Although the project site does not contain any known paleontological resources or unique geologic features, the potential exists, while unlikely, for paleontological resources to be found in the Mehrten Formation underlying the project site. Thus, a unique paleontological resource or site could be unearthed during project construction activities, and a **potentially significant** impact could occur.

Mitigation Measures Item VII-5:

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

MM VII-5

Should paleontological resources be discovered during ground disturbing activities, work shall be halted in the area within 50 feet of the find. The applicant shall notify the Placer County Community Development Resources Agency and retain a qualified paleontologist to inspect the discovery. If deemed significant under criteria established by the Society for Vertebrate Paleontology with respect to authenticity, completeness, preservation, and identification, the resource(s) shall then be salvaged and deposited in an accredited and permanent scientific institution (e.g., University of California Museum of Paleontology [UCMP] or Sierra College), where the discovery would be properly curated and preserved for the benefit of current and future generations. The Improvement Plans shall include this information as a Cultural Resources note to the satisfaction of the County. Construction may continue in areas outside of the buffer zone.

Discussion Items VII-6, 7:

The most unique topographic feature within the project vicinity is the downward slope to the north of the project site boundaries. However, lots 15 to 25 and 29 to 34 would maintain a minimum rear building setback of 30 feet or the top of slope of 30 percent, whichever is greater. Within the project site, the proposed project would include removal of existing vegetation, grading for building pads, roads, and other associated project improvements. In addition, routine clearing of understory brush would be performed within the off-site 300-foot Fuel Management Zone, to reduce fire hazards. Substantial ground-disturbing activities would not be required within the Fuel Management Zone. While the proposed project may require extension of Bickford Ranch Road from the Phase 1 terminus eastward to the project site and along the project frontage, if the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, the roadway improvements would be consistent with what has been anticipated per the approved BRSP. Given that the planned roadway alignment contains an existing dirt road, the necessary improvements would not result in substantial modifications to the existing topography.

Nonetheless, the proposed project would include site preparation, grading, paving, utility placement, and various other construction activities which would disrupt on-site soils. As such, soils on the project site would be reworked as

necessary to support the development, potentially resulting in disruptions, displacements, compaction, or overcrowding of the soils. The proposed project would include modifications to the project site that would alter the existing topography and ground surface relief features. Thus, the proposed project could result in significant disruptions, displacements, compaction or overcrowding of on-site soils, and/or substantial change in topography or ground surface relief features, and a **potentially significant** impact could occur.

Mitigation Measures Item VII-6, 7:

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

Implement MM VII-1, MM VII-3, and MM VII-4

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (PLN, Air Quality)	X			
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (PLN, Air Quality)	X			

Discussion Items VIII-1, 2:

Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Recognizing the global scale of climate change, California has enacted several pieces of legislation in an attempt to address GHG emissions. Specifically, Assembly Bill (AB) 32 and Senate Bill (SB) 32 have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was updated in 2017. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by AB 32 and SB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve emissions reductions in line with the Scoping Plan and emissions reductions targets, including AB 32 and SB 32.

Estimated GHG emissions attributable to future project development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations. As such, the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with applicable plans, policies, and regulations for the purpose of reducing the emissions of GHGs. Therefore, impacts related to GHG emissions and global climate change could be cumulatively considerable and considered **potentially significant**.

Further analysis of these impacts will be discussed in the Air Quality, Greenhouse Gas Emissions, and Energy chapter of The Ridge EIR.

IX. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (EH)			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EH)			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (AQ)			X	
4. 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? (EH)			X	
5. 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 excessive noise for people residing or working in the project area? (PLN)				X
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (PLN)			X	
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (PLN)	X			

The following discussions are primarily based on a Phase I Environmental Site Assessment (ESA) prepared for the proposed project by ENGEO, Inc.¹³

Discussion Item IX-1:

A significant hazard to the public or the environment could result from the routine transport, use, or disposal of hazardous materials. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. The proposed project would not be industrial in nature. Operations of the proposed single-family residential project would not include any activities that would involve the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. During operations, hazardous material use would be limited to landscaping products such as fertilizer, pesticides, as well as typical commercial and maintenance products (cleaning agents, degreasers, paints, batteries, and motor oil). Proper handling and usage of such materials in accordance with label instructions would ensure that adverse impacts to human health or the environment would not result. Thus, operations of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Based on the above, the proposed project would not create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous materials. Thus, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item IX-2, 4:

The proposed project site is currently undeveloped. The project site does not contain existing habitable structures, and, thus, asbestos-containing materials (ACMs) or lead-based paints do not occur on-site. Features such as septic systems, wells, above-ground storage tanks (ASTs), underground storage tanks (USTs), or other features related to uses of environmental concern were not identified on the site per the Phase I ESA. In addition, given that the site has not been subject to previous development, the presence of such features on the site is unlikely. Furthermore, the

¹³ ENGEO, Inc. *Phase I Environmental Site Assessment, The Ridge Subdivision, Placer County, California*. September 19, 2018.

project site is not included on any lists of hazardous material sites compiled pursuant to Government Code Section 65962.5. The Phase I ESA did not identify any historic recognized environmental concerns.

Construction activities associated with implementation of the proposed project, would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. The project contractor is required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b),¹⁴ the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Placer County Environmental Health Department [PCEHD]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractors are required to notify the PCEHD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures.

With respect to off-site improvements, while routine clearing of understory brush would be performed within the off-site 300-foot Fuel Management Zone to reduce fire hazards, such clearing would not involve substantial ground-disturbing activities. Per the Fire Safe Plan prepared for the proposed project, the removal of annual grasses and other fine fuels would be completed through the use of plastic string weed trimmers or other Penryn Fire Protection District (PFPD) or CAL FIRE approved equipment. All chipped material would be removed from the site unless otherwise approved by the landowner representative. Prescribed burning and/or herbicide use would not be allowed within the Fuel Management Zone unless such use is approved by Placer County, PCWA, CAL FIRE, and the PFPD. Thus, CAL FIRE would approve the type of equipment used within the Fuel Management Zone, and herbicide use is not anticipated. Based on the above, off-site improvements within the Fuel Management Zone would not result in significant impacts related to the routine transport, use, or disposal of hazardous materials. In addition, the area has not been subject to prior development and, thus, is not likely to contain contaminated soils or other existing hazardous materials. Accordingly, the proposed brush clearing activities would not result in upset of existing hazardous materials within the Fuel Management Zone.

The remaining potential off-site improvements are limited to roadway, water, and sewer infrastructure improvements for a short section of Bickford Ranch Road. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward to the project site (a distance of approximately 400 linear feet). The BRSP EIR included an evaluation of potential upset of hazardous materials associated with buildout of the BRSP, including the construction of Bickford Ranch Road. The BRSP EIR concluded that impacts related to upset of hazardous materials during construction activities would be less than significant, and mitigation was not required. Known hazardous materials have not been identified within the 400-foot portion of Bickford Ranch Road between the project site boundaries and the limit of Phase 1 improvements associated with the BRSP.

Based on the above, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project would not expose people to existing sources of potential health hazards, as such hazards do not exist. Thus, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item IX-3:

The proposed project site is not located within one-quarter mile of a school. The nearest school, Penryn Elementary, is located approximately 1.7 miles southeast of the project site. Therefore, the project would have a **less-than-significant** impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No mitigation measures are required.

Discussion Item IX-5:

The proposed project is not located within an airport land use plan or within two miles of a public airport or public use

¹⁴ Subdivision (a) does not apply to a person engaged in the transportation of a hazardous material on a highway that is subject to, and in compliance with, the requirements of Sections 2453 and 23112.5 of the Vehicle Code.

airport. The nearest airports relative to the proposed project site are the Lincoln Regional Airport located 7.6 miles east of the project site and Auburn Municipal Airport, which is located approximately eight miles northeast of the site. Therefore, the proposed project would not result in a safety hazard associated with an airport or airstrip. There is **no impact**.

Discussion Item IX-6:

The primary access for the proposed project would be provided by a private entry street from Bickford Ranch Road, which is planned to be extended along the project frontage as part of the BRSP, roughly contiguous with the existing alignment of Clark Tunnel Road. In addition, a gated, 20-foot-wide paved EVA would connect the proposed internal private residential street with Bickford Ranch Road. The project would not include any substantial modifications to the Bickford Ranch Road alignment or configuration relative to what has been anticipated per the BRSP. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item IX-7:

As part of the Fire and Resource Assessment Program, CAL FIRE identifies fire hazard severity zones in both State Responsibility Areas, which includes those portions of the State where CAL FIRE has the primary duty for wildland fire prevention and suppression, and Local Responsibility Areas, which include those parts of the State where a local jurisdiction, such as Placer County, has primary responsibility. Per the Fire Safe Plan prepared for the proposed project, the project site is in a State Responsibility Area, and is in an area rated Moderate for fire hazards.¹⁵ Furthermore, the project site is located within a hillside area that has been previously designated by CAL FIRE and the PFPD as a potential Wildland Urban Interface (WUI) Zone, should buildings be constructed in the area. Given the fire risk present within the project area, further analysis is required to ensure that the proposed project would not result in the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, and a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Wildfire chapter of The Ridge EIR.

X. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade ground water quality? (EH)		X		
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (EH)			X	
3. 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: a) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; b) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? (ESD)		X		
4. Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)		X		

¹⁵ Philips Consulting Services. *Fire Safe Plan, The Ridge Subdivision Project*. September 2019.

5. Place housing or improvements within a 100-year flood hazard area either as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map which would: a) impede or redirect flood flows; b) expose people or structures to risk of loss, injury, or death involving flooding; or c) risk release of pollutants due to project inundation? (ESD)				X
6. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (EH)			X	

The following discussions are primarily based on the preliminary Grading Plan, Utility Plan, BMP Plan, and preliminary Drainage Report prepared for the proposed project by Morton & Pitalo, Inc.¹⁶

Discussion Items X-1, 2, 6:

The project site is located within the North American Subbasin and the jurisdiction of the West Placer Groundwater Sustainability Agency (WPGSA). The WPGSA was formed in 2017 as a partnership between Placer County, the cities of Roseville and Lincoln, the PCWA, and the California American Water Company in order to comply with the requirements of the Sustainable Groundwater Management Act (SGMA). The goal of the WPGSA is to manage portions of the North American Subbasin by protecting against overdraft and creating sustainable water supplies.

Groundwater levels in southwestern Placer County and northern Sacramento County have generally decreased in recent history, with many wells experiencing declines at a rate of approximately 1.5 feet per year.¹⁷ However, per the San Juan Water District *2015 Urban Water Management Plan*, the North American Subbasin, within which the project site is located, is not identified by the California Department of Water Resources (DWR) as being in a state of overdraft.¹⁸ Groundwater overdraft is a condition within a developed groundwater basin in which the amount of water pumped from the basin exceeds the sustainable yield of the basin over the long term.

Water supply service for the proposed project would be provided by the PCWA. According to the PCWA's *2015 Urban Water Management Plan*, the PCWA relies primarily on surface water for water supplies. PCWA does not anticipate utilizing groundwater to support normal year water deliveries. Existing groundwater wells maintained by PCWA are used for backup and dry-year supplies. As such, groundwater supplies would not typically be used to serve the project.¹⁹ Per the Preliminary Drainage Report prepared for the proposed project, the on-site soils are characterized as Hydrologic Soils Group (HSG) D; such soils have a very slow infiltration rate (high runoff potential) when thoroughly wet and consist primarily of soils that have a very slow rate of water transmission. Given the limited infiltration potential of the on-site soils, development of the project site with impervious surfaces would not substantially interfere with the infiltration of stormwater into local groundwater. In addition, the proposed would not substantially degrade groundwater quality as groundwater was not observed on-site during subsurface explorations; thus, on-site construction and operation of the proposed project would not interact with underlying groundwater.

Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Items X-4:

The following sections provide an analysis of potential impacts to water quality associated with construction and operation of the proposed project.

Construction

Construction of the proposed project would include grading, excavation, trenching for utilities, and other construction-related activities that could cause soil erosion at an accelerated rate during storm events. All such activities have the

¹⁶ Morton & Pitalo, Inc. *Preliminary Drainage Report, The Ridge Subdivision*. September 25, 2020.

¹⁷ California Department of Water Resources. *California's Groundwater, Bulletin 118, Sacramento Valley Groundwater Basin, North American Subbasin*. January 20, 2006.

¹⁸ San Juan Water District. *2015 Urban Water Management Plan* [pg. 6-3]. June 2016.

¹⁹ Placer County Water Agency. *2015 Urban Water Management Plan*. Adopted June 2, 2016.

potential to affect water quality and contribute to localized violations of water quality standards if impacted stormwater runoff from construction activities enters downstream waterways.

Soils exposed by the aforementioned types of construction activities have the potential to affect water quality in two ways: 1) suspended soil particles and sediments transported through runoff; or 2) sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants should enter receiving waters in sufficient quantities. Discharge of polluted stormwater or non-stormwater runoff could violate waste discharge requirements. However, in general, impacts from construction-related activities would be short-term and of limited duration. It should be noted that while routine clearing of understory brush would be performed within the off-site 300-foot Fuel Management Zone to reduce fire hazards, such clearing would not involve substantial ground-disturbing activities. Thus, the proposed brush clearing activities would not result in substantial soil erosion.

Because the proposed project would require construction activities that would result in a land disturbance of approximately 10.46 acres, the project applicant would be required by the State to comply with the most current Construction General Permit requirements. Per the requirements, a SWPPP would be prepared for the overall project, which would include the site map, drainage patterns and stormwater collection and discharge points, BMPs, and a monitoring and reporting framework for implementation of BMPs, as necessary. In addition, a Notice of Intent (NOI) would be filed with the RWQCB. In accordance with the Construction General Permit, the project site would also be inspected during construction before and after storm events and every 24 hours during extended storm events in order to identify maintenance requirements for the implemented BMPs and to determine the effectiveness of the implemented BMPs. As a "living document", the site-specific SWPPP that would be prepared for the proposed project would be modified as construction activities progress. A Qualified SWPPP Practitioner (QSP) would ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The QSP for the project would amend the SWPPP and revise project BMPs, as determined necessary through field inspections, to protect against substantial erosion or siltation on- or off-site.

The remaining potential off-site improvements are limited to roadway, water, and sewer infrastructure improvements for a short section, approximately 400 linear feet, of Bickford Ranch Road. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward to the project site and along the project frontage. The BRSP EIR included an evaluation of potential water quality impacts associated with buildout of the BRSP, including the construction of Bickford Ranch Road. The BRSP EIR concluded that implementation of Mitigation Measures G-B, H-D, and HE, all impacts to water quality due to erosion and sedimentation during construction activities would be reduced to less-than-significant levels. Whichever party constructs said portion of Bickford Ranch Road, be it the BRSP applicant during Phase 2 improvements, or The Ridge applicant, would be legally required to implement the aforementioned mitigation measures.

Implementation of BMPs to control erosion, and thus sediment related pollution, is further mandated by Mitigation Measures VII-1 through VII-4 within this Initial Study.

Operation

Development of the proposed project would result in the conversion of a undeveloped parcel to single-family residential uses and associated improvements. Such new land uses could result in new stormwater pollutants being introduced to the project area. Pollutants associated with the operational phase of the proposed project could include nutrients, oil and grease, metals, organics, pesticides, bacteria, sediment, trash, and other debris. Nutrients that could be present in post-construction stormwater include nitrogen and phosphorous resulting from fertilizers applied to landscaping. Excess nutrients could affect water quality by promoting excessive and/or a rapid growth of aquatic vegetation, which reduces water clarity and results in oxygen depletion. Pesticides, which are toxic to aquatic organisms and can bioaccumulate in larger species, such as birds and fish, can potentially enter stormwater after application to landscaped areas within the project site. Oil and grease could enter stormwater from vehicle leaks, traffic, and maintenance activities. Metals could enter stormwater as surfaces corrode, decay, or leach. Clippings associated with landscape maintenance and street litter could be carried into storm drainage systems. Pathogens (from pets, wildlife, and human activities) have the potential to affect downstream water quality.

Phase II MS4 Permit Requirements

The proposed project is located within the permit area covered by Placer County's MS4 Permit (NPDES General Permit No. CAS000004, Order No. 2013-0001-DWQ), pursuant to the NPDES Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. Specifically, as noted above, regulated projects are required to divide the project area into drainage management areas (DMAs) and implement and direct water to appropriately-sized site design measures (SDMs) and Baseline Hydromodification Measures to each DMA. Source control measures must be designed for pollutant-generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and must be shown on the Improvement Plans.

Proposed Storm Drain System

The detention/retention basin included on Lot B would receive stormwater runoff from Pro1A (9.56 acres) and Pro1B (7.4 acres) (see Figure 10). Pro1A generally consists of the internal roadway (Road A), Lane B along the project's western boundary, Lots 1 through 12, and Lots 26 through 28. Pro1B generally consists of Lots 14 through 23 and downslope portions of Lots 29 through 31. Stormwater runoff from Pro1A would flow from the streets to the detention/retention basin via a vegetated swale. Stormwater runoff from Pro1B would be captured in the rock cobble cutoff v-ditch and directed to the detention/retention basin.

The basin will be used to mitigate the peak flow volumetric impacts from the entire project. A 30-inch drainage discharge pipe would be directed to the flume over the Caperton Canal. The infiltration elevation of the basin, to be located upstream of the Caperton Canal, would be below the elevation of the existing canal. As such, infiltration from the detention/retention basin would not adversely affect the integrity of the canal.

Pro2 consists of the remainder of the subdivision (Lots 23 through 25, 32 through 34, and Lane C) and is divided into Pro2A (7.08 acres) and Pro2B (4.13 acres). Stormwater runoff from Pro2 would be captured in the rock cobble cutoff v-ditch and continue to drain to two proposed Caperton Canal flume crossings without restriction; the crossings are identified as POI 3 and POI 5 on the Watershed Map (see Figure 10). Water treatment for the sheds would be provided by the vegetated swales adjacent to the roadway pavement and disconnected roof drains for the residential lots. The proposed cobble-lined v-ditch along the downslope section of the lots will convey the flows to the point of discharge.

Pro3 (19.22 acres) is existing and is not proposed for development as part of the project. Pro4 (3.06 acres) would be directed to the portion of Bickford Ranch Road along the project's frontage with construction of the roadway improvements. Treatment of runoff from Pro4 would be provided by the proposed roadside vegetated drainage swale.

Maintenance and Inspection

In order to ensure continued operation of the proposed detention/retention basin, the SWQP must include detailed, site-specific inspection and maintenance procedures to be implemented by the project applicant. Required maintenance activity should include, but not necessarily be limited to, removal of debris and sediment from the basin.

Conclusion

Compliance with the State NPDES Construction General Permit and Article 8.28 and 15.48 of the Placer County Code, as described above and required by Mitigation Measures VII-1 through VII-4, would minimize the potential degradation of stormwater quality and downstream surface water associated with construction of the proposed project. In addition, BMPs would be required to be designed in accordance with the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction and for New Development/Redevelopment (or other similar source as approved by the Engineering and Surveying Division). Therefore, without implementation of the following mitigation measures, a **potentially significant** impact related to water quality could occur.

Mitigation Measures Item X-4:

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

Implement MM VII-1 through MM VII-4

MM X-1

The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and vegetated swales within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek." or other language and/or graphical icons to discourage illegal dumping as

approved by the Engineering and Surveying Division (ESD). The Home Owners' association is responsible for maintaining the legibility of stamped messages and signs.

MM X-2

This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES)). Project-related storm water discharges are subject to all applicable requirements of said permit.

The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant-generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat storm water, and provide baseline hydromodification management as outlined in the West Placer Storm Water Quality Design Manual.

MM X-3

Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface (excepting projects that do not increase impervious surface area over the pre-project condition) are also required to demonstrate hydromodification management of storm water such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions.

MM X-4

The Improvement Plans shall show water quality treatment facilities/Best Management Practices (BMPs) designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All permanent BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. The project owners/permittees shall provide maintenance of these facilities and annually report a certification of completed maintenance to the County DPW Stormwater Coordinator, unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan or Final Subdivision Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance.

Discussion Item X-3:

The project site is part of the overall Auburn Ravine watershed. The site drains into the Caperton Canal. The proposed project would include the creation of approximately 304,445 sf (6.99 acres) of impervious surface. Per the County's MS4 Permit, projects that create and/or replace one or more acres of impervious surface are considered regulated hydromodification management projects. As noted previously, regulated projects are required to divide the project area into DMAs and implement and direct water to appropriately-sized SDMs, additional treatment facilities as necessary, and Baseline Hydromodification Measures to each DMA.

Hydromodification Management

To serve the project, Bickford Ranch Road will be required to be extended to the eastern limits of the project and along the project frontage. With the construction of Bickford Ranch Road, approximately 14.6 acres that were tributary to the project would be diverted to the west. This includes the landscape area located between the northern boundary of Bickford Ranch Road and the southern boundary of the project.

The detention/retention basin included on Lot B will receive stormwater runoff from drainage sheds Pro1A (9.56-acres) and Pro1B (7.4-acres). Pro1A generally consists of the internal roadway (Road 'A'), Lane B along the project's western boundary, Lots 1-12, and Lots 26-28. Stormwater runoff from these areas would flow from the streets to the detention/retention basin. Pro1B generally consists of Lots 14-23, and downslope portions of Lots 29-31. Stormwater runoff from Pro1B will be captured in the rock cobble cutoff V-ditch and directed to the detention/retention basin. The detention/retention basin will be used to mitigate the impacts from the entire project site. The proposed rock cobble cutoff v-ditch has been sized to accommodate flow from a 100-year storm, with 0.50 feet of freeboard. The proposed detention basin has also been sized to detain runoff from the 100-year storm event in the basin to ensure that post-development runoff does not exceed pre-development runoff.²⁰ From the basin (POI 2), drainage will be directed north over the Caperton Canal via a flume, then released to drain downhill to an existing natural drainage conveyance (labeled POI 4 on Figure 10).

Approximately 11.2 acres of the project site, labeled as Pro2 in Figure 10, would drain to two proposed Caperton Canal flume crossings (identified as Points of Interest 3 and 5 on Figure 10). Pro2 consists of the remainder of the subdivision (Lots 23-25, 32-34, and Lane C). Treated stormwater runoff from Pro2 will be captured in the rock cobble cutoff v-ditch and continue to drain to two proposed Caperton Canal flume crossings without restriction. From these flume crossings, drainage will be released to drain downhill to an existing natural drainage conveyance.

Volumetric Reduction

The project will require the project to mitigate storm water volumetric increases to predevelopment levels for the 100-year, 8-day storm event. Per the Preliminary Drainage Report prepared for the proposed project, based on the 100-year, eight-day storm event, the project would be required to retain approximately 43,560 cubic feet (CF) on-site.

The project's detention/retention basin would provide volumetric storage by storing the stormwater within the bottom 4± feet of the basin.

Conclusion

Based on the above, the proposed project would satisfy the treatment and flow control requirements set by the West Placer Storm Water Quality Design Manual and would appropriately manage runoff for 100-year storm events. Thus, the project would not substantially alter the existing drainage pattern of the project area or substantially increase the rate or amount of surface runoff. A final drainage report would be required with the project Improvement Plans to substantiate the preliminary drainage design. Without approval of a final drainage report, a **potentially significant** impact could occur.

Mitigation Measures Item X-3:

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

Implement MM VII-1 through MM VII-4

MM X-5

As part of the Improvement Plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the Improvement Plans to confirm conformity between the two. [If no Environmental Review, then use the following sentence instead of the first two sentences: The Improvement Plan submittal shall include a final Drainage Report for review and approval.] The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared in

²⁰ Morton & Pitalo, Inc. *Preliminary Drainage Report, The Ridge Subdivision, Placer County*. September 25, 2020.

conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Stormwater Management Manual that are in effect at the time of Improvement Plan submittal.

MM X-6

The Improvement Plan submittal and final Drainage Report shall provide details showing that storm water run-off peak flows and volumes shall be reduced to pre-project conditions through the installation of detention/retention facilities. Detention/retention facilities shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project's final Drainage Report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. Maintenance of detention/retention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. No detention/retention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

Discussion Item X-5:

According to the November 2, 2018 Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 06061C0740H, the proposed project site is located within Flood Hazard Zone X, which is described by FEMA as an area of minimal flood hazard, usually above the 500-year flood level. Furthermore, the project is not located within any local 100 year floodplain. Consequently, the proposed project would not place housing or improvements within a 100-year flood hazard area either as mapped on a federal Flood Hazard boundary, FIRM, or other flood hazard delineation map which would: a) impede or redirect flood flows; b) expose people or structures to risk of loss, injury, or death involving flooding; or c) risk release of pollutants due to project inundation. Therefore, there is **no impact**.

XI. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)			X	
2. 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? (EH, ESD, PLN)	X			
3. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)			X	
4. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)			X	

Discussion Item XI-1:

Currently, the project site is not located within or adjacent to an established community. In addition, the proposed project would be consistent with the type and intensity of land uses planned to the east, west, and south of the project site as part of the BRSP. Therefore, the proposed project would not physically divide an established community or disrupt or divide the physical arrangement of an established community, and a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XI-2:

The General Plan Guidelines published by the State Office of Planning and Research defines consistency as follows, "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." Therefore, the standard for this analysis is in general agreement with the policy language and furtherance of the policy intent (as determined by a review of the policy context). The determination that the project is consistent or inconsistent with the Placer County General Plan policies or other County plans and policies is ultimately the decision of the Placer County Board of Supervisors. Furthermore, although CEQA analysis may identify some areas of general consistency with County policies, the County has the ability to impose additional requirements or conditions of approval on a project, at the time of its approval, to bring a project into more complete conformance with existing policies.

The proposed project would include a GPA to change the General Plan land use designation of the project site from Agriculture/Timberland 10 Ac. Min to MDR (13.85 acres) and LDR (11.10 acres) (Figure 6). In addition, the project would include a Rezone to change the site's zoning designation from F-B-X 10-Ac. Min. to RS-B-8 (13.85 acres) and RS-B-10 (11.10 acres) (see Figure 7). Approval of the GPA and Rezone are discretionary actions subject to approval by the Placer County Board of Supervisors. Should the Placer County Board of Supervisors approve the requested entitlements, the project would be rendered consistent with the County's General Plan and Zoning Ordinance.

As discussed throughout this Initial Study, the proposed project would be generally consistent with General Plan policies adopted for the purpose of avoiding or mitigating environmental effects. Per Section II, Agricultural and Forest Resources, of this Initial Study, the proposed project would comply with the agricultural buffer requirements included in General Plan Policies 1.H.5 and 7.B.1. While the proposed GPA and Rezone would result in a net loss of agriculturally-designated land in Placer County, such loss is not a physical environmental impact. The loss of valuable agricultural lands would be considered a physical environmental impact, but as demonstrated in Section II of this Initial Study, the project site is classified as Farmland of Local Importance, while the off-site improvement areas are classified as Grazing Land. The site has not historically been used for agricultural operations, nor is it reasonably foreseeable that the site or off-site improvement areas could be used for agricultural operations due to the poor soil quality, hilltop location, and immediate proximity to approved BRSP residential land uses. Given that the requested GPA and Rezone would not result in physical loss of valuable agricultural lands, the project would not conflict with General Plan Policy 7.A.1., which states that the County shall protect agriculturally-designated areas from conversion to non-agricultural uses. Because the project site and off-site improvement areas have not historically been used for agricultural operations and are not suitable for agricultural uses, the project would be consistent with General Plan Policy 7.A.3, which states that the County shall encourage continued and, where possible, increased agricultural activities on lands suited to agricultural uses.

Per Section IV, Biological Resources, of this Initial Study, the Biological Resources chapter of The Ridge EIR will include an analysis of whether the proposed tree removal activities would conflict with the County's Tree Ordinance or the 2007 Draft Guidelines for Evaluating Impacts to Oak Woodlands. Consistency with plans and policies related to GHG emissions will be evaluated in the Air Quality and Greenhouse Gas Emissions chapter of The Ridge EIR. As discussed in Section VII, Geology & Soils, of this Initial Study, the proposed project would be subject to State guidelines, Articles 8.28 and 15.48 of the Placer County Code, and Policy 6.A.5 of the Placer County General Plan, which require project implementation of BMPs designed to control erosion and other non-stormwater management and materials management BMPs. Thus, the project would not conflict with Policy I.K.6 related to erosion and sedimentation risks from new development on hillsides. Consistency with Policy I.K.6 is further supported by Section X, Hydrology & Water Quality, of this Initial Study, which notes that the project would be required to prepare a SWPPP that includes BMPs for stormwater runoff. Furthermore, as discussed in Section XIII, Noise, of this Initial Study, the proposed project would not conflict with any applicable County policies related to noise exposure. Consistency with General Plan policies related to transportation will be evaluated in the Transportation chapter of The Ridge EIR.

The proposed project is also required to comply with Placer County's adopted Affordable Housing and Employee Accommodation Fee Program. Ten percent of the project's units would be required to be affordable due to the requested land use designation and zoning changes that would increase permitted residential density. Four affordable housing units are required (3.4 rounded up). The applicant may build or acquire the units at the affordability guidelines on or off site or pay an in-lieu fee. A specific approach to meeting the affordable housing requirement has not been selected at this time.

Based on the above, the potential for the proposed project to 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 will be evaluated in the technical chapters of The Ridge EIR. Pending further analysis, a **potentially significant** impact could occur.

Further analysis of applicable policies related to aesthetics, air quality, biological resources, transportation, and wildfire will be discussed in their respective chapters of The Ridge EIR.

Discussion Item XI-3:

Of the 34 total residential lots, 28 would be low-density lots ranging in size from 13,700 square feet (sf) to 38,416 sf, with an average size of 18,206 sf and an average net density of 2.3 units per acre. The remaining six residential lots would be rural residential lots ranging in size from 1.1 to 2.2 acres, with an average net density of 0.60 units per acre. Combined, the proposed project would result in an average net density of 1.55 units per acre. The proposed lot sizes would be consistent with the BRSP parcels to the east and west of the project site. The proposed development

standards for the proposed project are generally similar to the County-approved Rural Residential and Low Density Residential standards as set forth in the BRSP Development Standards. Therefore, the proposed project would not result in the development of incompatible uses and/or the creation of land use conflicts, and a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XI-4:

CEQA does not require an analysis of social issues unless a direct link to the physical environment exists. One way that social issues are typically handled in CEQA documents is to consider the potential for a project to change the socioeconomics of a community, which could lead to physical blight. In recent years, the State courts have identified the term urban decay as the physical manifestation of a project's potential socioeconomic impacts and specifically identified the need to address the potential for urban decay in environmental documents for large retail projects. The leading case is *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, in which the court set aside two environmental impact reports for two proposed large retail projects that would have been located fewer than five miles from each other.

The proposed project would develop a residential subdivision within a portion of the County which is primarily characterized by existing rural residential land uses, as well as vacant grazing land. The proposed project would not develop retail uses that would result in increased vacancy rates or abandonment of commercial spaces in the project vicinity, resulting in urban decay. Therefore, the project would not cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration, and a **less than significant** impact would occur. No mitigation measures are required.

XII. MINERAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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? (PLN)			X	
2. 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? (PLN)			X	

Discussion Items XII-1, 2:

Per the California Division of Mines and Geology (CDMG), the project site is classified as MRZ-3a for gold and chromite deposits.²¹ The MRZ-3a designation is used to describe areas underlain by geologic settings within which undiscovered mineral resources similar to known deposits in the same producing district or region may be reasonably expected to exist. However, according to the Geotechnical Exploration prepared for the proposed project, the project site does not contain evidence of historic mining activities. Furthermore, the BRSP EIR concluded that based on the number of mine tunnels and prospects located within the project region, the potentially gold-bearing rocks within the MRZ-3a-designated portion of the project area have been reasonably explored. The General Plan does not identify any mineral resources within the planning area. As such, the proposed project would not result in the loss of availability of a known mineral resource or a local-important mineral resource recovery site, and a **less-than-significant** impact would occur. No mitigation measures are required.

²¹ California Division of Mines and Geology. *Mineral Land Classification Map, Auburn 15-Minute Quadrangle, Plate 6, Placer Deposits (gold, chromite)*. 1984.

XIII. NOISE – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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? (PLN)		X		
2. Generation of excessive groundborne vibration or groundborne noise levels? (PLN)			X	
3. 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? (PLN)				X

The following discussions are based primarily on an Environmental Noise Assessment prepared for the proposed project by j.c. brennan & associates, Inc.²².

Discussion Item XIII-1:

The following section includes a discussion of noise standards and criteria applicable to various land uses, as well as an analysis of railroad noise levels at the project site, project construction noise, and project traffic noise. It should be noted that CEQA does not require an analysis of the environment's impact on the project; however, impacts to future residents of the proposed project due to railroad noise is evaluated for the purposes of considering the project's consistency with policies in the County's General Plan.

Sensitive Receptors

Certain land uses are more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure time and shielding from noise sources) and the types of activities typically involved. Noise sensitive land uses typically include residences, schools, child care centers, hospitals, long-term health care facilities, convalescent centers, retirement homes, and recreation areas. The nearest existing sensitive receptor in the project vicinity is a single-family residence located approximately 1,000 feet to the north of the site. Under the environmental baseline used for this analysis, which includes buildout of Phase 1 of the BRSP, the nearest sensitive receptors would be the planned single-family residences located to the west of the project site boundaries within the LDR-08 area of Phase 1 shown in Figure 4 of this Initial Study.

Existing Noise Environment

On July 8, 2019, j.c. brennan & associates, Inc. staff conducted short-term noise level measurements on the project site to quantify the existing daytime ambient noise environment at the project site, and in the vicinity of the project site. The noise measurement locations are shown on Figure 14. The noise level measurement survey results are provided in Table 3. A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used for the ambient noise level measurement survey. The sound level meter was programmed to record the average, median, and maximum noise levels at each monitoring site during the survey.

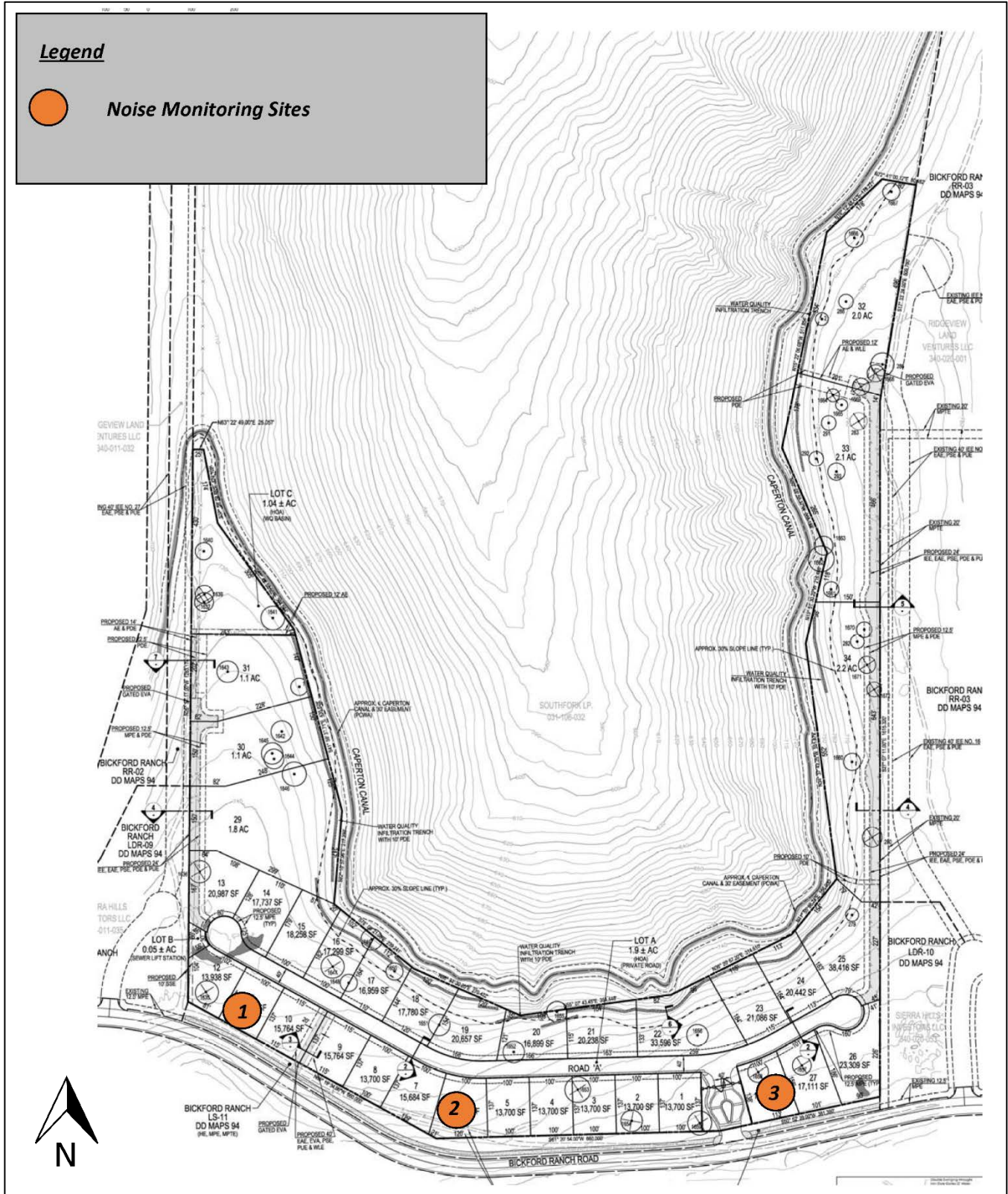
Table 3
Summary of Noise Level Measurements

Site	Location	Time	Leq	L50	Lmax	Notes
1	West end of project site	8:10 AM	36.5 dB	34.0 dB	40.2 dB	Very quiet, distant traffic
2	South-central portion of project site	8:40 AM	42.3 dB	41.2 dB	44.0 dB	Distant train operation
3	East end of project site	9:30 AM	37.7 dB	35.1 dB	40.8 dB	Very quiet, distant traffic

Source: j.c. brennan & associates, Inc., 2020.

²² j.c. brennan & associates, Inc. *Revised Environmental Noise Assessment, The Ridge Subdivision, Placer County, California*. March 3, 2020.

Figure 14
Noise Measurement Locations



The average value, denoted L_{eq} , represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50} , represents the sound level exceeded 50 percent of the time during the monitoring period. The maximum value, denoted L_{max} , represents the highest noise level measured.

Based upon Table 3, the noise environment is considered to be very quiet. Even distant railroad operations noise levels are considerably quiet. This is expected due to the distance of approximately 2,100 feet from the nearest railroad track to the project site.

County Noise Standards

Section 9.36.060 of the Placer County Code establishes non-transportation noise level standards for noise-sensitive receptors, as follows:

Table 4		
Noise Level Standards for Non-Transportation Noise Sources		
Sound Level Descriptor	Daytime (7 AM to 10 PM)	Nighttime (10 PM to 7 AM)
Hourly L_{eq} , dB	55	45
L_{max} , dB	70	65
<i>Source: Placer County Noise Ordinance.</i>		

Per Section 9.36.030 of the Placer County Code (Exemptions), sound or noise emanating from construction activities between the hours of 6:00 AM and 8:00 PM Monday through Friday, and between the hours of 8:00 AM and 8:00 PM Saturday and Sunday, is exempt from Section 9.36.060 of the Placer County Code Noise Ordinance, provided that all construction equipment is fitted with factory installed muffling devices and that all construction equipment is maintained in good working order. However, the hours of construction were modified in the Planning Commission revisions to the Placer County Board of Supervisors Minute Order 90-08 and, thus, the following standards are applicable to the proposed project:

Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur: a) Monday through Friday, 6:00 a.m. to 8:00 p.m. (during daylight savings) b) Monday through Friday, 7:00 a.m. to 8:00 p.m. (during standard time) c) Saturdays, 8:00 a.m. to 6:00 p.m.

In addition, temporary signs shall be located throughout the project, as determined by the Development Review Committee, at key intersections depicting the above construction hour limitations.

With regard to residential uses affected by transportation noise sources, the Placer County General Plan Noise Element applies 60 dB day-night weighted average (L_{dn} /CNEL) exterior and 45 dB L_{dn} /CNEL interior noise level standards. The County may conditionally allow exterior noise levels between 60 and 65 dB L_{dn} for residential uses, provided that practical noise reduction measures have been implemented and interior noise levels remain in compliance with the 45 dB L_{dn} interior standard.

Substantial Noise Increase Criteria

Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to measurably severe noise levels. In practice, a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in transportation noise associated with the proposed project is a factor in determining significance.

Placer County, like many jurisdictions, does not have an adopted policy regarding significant increases in ambient noise. A common practice in many jurisdictions is to use a 3.0 to 5.0 dB increase as a threshold of significance. However, a limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. The following table was developed by the Federal Interagency Committee on Noise (FICON) as a means of developing thresholds for identifying project-related noise level increases. The rationale for the graduated scales is that test subject's reactions to increases in noise levels varied depending on the starting level of noise. Specifically, with lower ambient noise environments, such as those below 60 dB L_{dn} , a larger increase in noise levels was required to achieve a negative reaction than was necessary in environments where noise levels were already elevated. Therefore, because the County does not have defined thresholds for what would be considered a substantial increase in traffic noise levels, information from Table 5 is used. This approach to assessing

the significance of increases in off-site traffic noise is also consistent with recent Placer County EIRs and the industry-standard approach in general.

Table 5	
Significance of Changes in Cumulative Noise Exposure	
Ambient Noise Level Without Project, dB	Increase Required for Significant Impact
<60	+5.0 dB or more
60-65	+3.0 dB or more
>65	+1.5 dB or more

Railroad Noise Levels at Project Site

Noise sources at the project site include railroad noise associated with the railroad tracks located approximately 2,000 feet to the southeast of the site. Per the Environmental Noise Assessment, the distance to the 60 dB L_{dn} noise contour associated with the railroad tracks is approximately 226 feet from the track centerline. Thus, noise associated with the railroad tracks does not exceed the County's 60 dB L_{dn} /CNEL exterior noise level standard at the project site.

Project Construction Noise

Construction activities associated with the proposed project, including off-site improvements, would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., backhoes, bulldozers, excavators, front loaders) and other construction equipment (e.g., compactors, scrapers, graders). Construction worker traffic and construction-related material delivery trips would raise ambient noise levels along local roadways.

The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. As shown in Table 6 below, maximum noise levels generated by various types of construction equipment can range from 76 to 90 dB L_{max} at 50 feet.

Table 6	
Construction Equipment Noise	
Type of Equipment	Noise Level at 50 feet (dB L_{max})
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: j.c. brennan & associates, Inc., 2020.

Given that construction equipment would operate at various locations of the project site at any one time and construction activity would occur farther than 50 feet from the nearest sensitive receptors, project construction noise at nearby sensitive receptors would be lower than the reference levels in Table 6. The nearest existing sensitive receptor is located approximately 1,000 feet from the project site, where construction would take place. At such a distance, construction noise levels would be expected to range from approximately 50 dB to 64 dB L_{max} . In terms of BRSP Phase 1 residential receptors under the adjusted baseline, the nearest sensitive receptors would be the planned residences located approximately 900 feet west of the project site. At a distance of 900 feet, construction noise levels would be expected to range from approximately 51 dB to 65 dB L_{max} . It should be noted that neither of the above noise level estimates account for the topography of the intervening area between the noise source and the sensitive receptor.

On-site construction activities would be temporary in nature and the Placer County Code would limit construction activity to the following time periods: a) Monday through Friday, 6:00 AM to 8:00 PM (during daylight savings); b) Monday through Friday, 7:00 AM to 8:00 PM (during standard time); and c) Saturdays, 8:00 AM to 6:00 PM. Per Section 9.36.030 of the Placer County Code, sound or noise emanating from construction activities occurring during such hours is exempt from the noise level standards included in the County's Noise Ordinance, provided that all construction equipment is fitted with factory installed muffling devices and that all construction equipment is maintained in good working order.

If such requirements are not met, construction of the proposed project could conflict with the Placer County Code, and the project could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Thus, a potentially significant impact could occur.

The potential off-site improvements in the vicinity of the planned sensitive receptor locations are limited to roadway, water, and sewer infrastructure improvements for a short section of Bickford Ranch Road. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward to the project site. The BRSP EIR included an evaluation of potential construction noise impacts associated with buildout of the BRSP, including the construction of Bickford Ranch Road. The BRSP EIR concluded that with implementation of Mitigation Measures N-A, N-B, and T-B, all construction noise impacts would be reduced to less-than-significant levels. Whichever party constructs said portion of Bickford Ranch Road, be it the BRSP applicant during Phase 2 improvements, or The Ridge applicant, would be legally required to implement the aforementioned mitigation measures.

Project Operational Noise

The primary operational noise source associated with the proposed residential development would be traffic noise along area roadways.

j.c. brennan & associates, Inc. employed the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise levels. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the receiving area. Existing and future traffic volume data provided by Fehr & Peers traffic consultants was used as direct inputs to the model. The predicted traffic noise levels along Sierra College Boulevard are shown in Table 7 and Table 8 below.

Table 7								
Predicted Traffic noise Levels: Existing and Short Term Plus Project								
Roadway	Segment	Traffic Noise Levels (L_{dn}, dB)						
		Distance (feet)	Existing	Existing Plus Project	Change	Short Term No Project	Short Term Plus Project	Change
Sierra College Boulevard	SR 193 to Bickford Ranch Road	75	64	64	0	65	65	0
	Bickford Ranch Road to Oak Tree Lane	75	64	64	0	67	67	0
	Oak Tree Lane to Twelve Bridges Drive	75	64	64	0	67	67	0
Note: Distances to traffic noise contours are measured in feet from the centerline of Sierra College Boulevard.								
Source: j.c. brennan & associates, Inc., 2020.								

Table 8					
Predicted Traffic noise Levels: Cumulative Plus Project					
Roadway	Segment	Traffic Noise Levels (L_{dn}, dB)			
		Distance (feet)	Cumulative No Project	Cumulative Plus Project	Change
Sierra College Boulevard	SR 193 to Bickford Ranch Road	75	66	66	0
	Bickford Ranch Road to Oak Tree Lane	75	67	67	0
	Oak Tree Lane to Twelve Bridges Drive	75	71	71	0
Note: Distances to traffic noise contours are measured in feet from the centerline of Sierra College Boulevard.					
Source: j.c. brennan & associates, Inc., 2020.					

As shown in the tables, the addition of traffic from the proposed project would not result in significant increases in traffic noise levels along Sierra College Boulevard. Therefore, the project would not result in substantial noise level increases at existing residences located along the roadway.

Similar to the above traffic noise level data for Sierra College Boulevard, given the low level of vehicle trips generated by the proposed project (322 average daily trips), traffic noise level increases on Bickford Ranch Road attributable to the project would not result in substantial traffic noise level increases to BRSP Phase 1 homes along the roadway,

especially considering that the BRSP includes construction of walls along the roadway.²³ It is also noted that the proposed project would include construction of a six-foot sound wall along its Bickford Ranch Road frontage, though environmental noise effects on the proposed project's future residents is not a CEQA issue.

Conclusion

Based on the above, operation of the proposed project would not result in significant traffic noise level increases or cause new conflicts with the County's established noise level standards. However, compliance with applicable County standards would be necessary to ensure that the proposed construction activities would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Thus, a **potentially significant** impact could occur.

Mitigation Measures Item XIII-1:

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

MM XIII-1

The following criteria shall be included in the Improvement Plans. Exceptions to allow expanded construction activities shall be reviewed on a case-by-case basis as determined by the Community Development Resource Agency Director.

- Noise-generating construction activities (e.g. construction, alteration or repair activities), including truck traffic coming to and from the project site for any purpose, shall be limited to the hours outlined in Placer County Board of Supervisors Minute Order 90-08; specifically, a) Monday through Friday, 6:00 AM to 8:00 PM (during daylight savings); b) Monday through Friday, 7:00 AM to 8:00 PM (during standard time); and c) Saturdays, 8:00 AM to 6:00 PM.
- Project construction activities should be limited to daytime hours unless conditions warrant that certain construction activities occur during evening or early morning hours (i.e., extreme heat).
- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise-control features that are readily available for that type of equipment.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- Construction site and access road speed limits shall be established and enforced during the construction period.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- Project-related public address or music systems shall not be audible at any adjacent receptor.
- As a means of avoiding the potential for annoyance, haul trucks shall be restricted along the local roadways to the same hours as construction activities are allowed unless a request is made for the County to allow greater flexibility in order to minimize potential AM peak hour traffic conflicts.

Discussion Item XIII-2:

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. The threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v). Per the Environmental Noise Assessment, the threshold at which human annoyance can occur is 0.1 in/sec p.p.v. Table 9 shows the typical vibration levels produced by construction equipment.

²³ See BRSP RDEIR, pg. 9-13, and Bickford Ranch Development Standards (December 8, 2015), Section 8.1.

Table 9
Vibration Levels for Typical Construction Equipment

Type of Equipment	p.p.v. at 25 feet (in/sec)	p.p.v. at 50 feet (in/sec)	p.p.v. at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

Source: j.c. brennan & associates, Inc., 2020.

The primary vibration-generating activities associated with the proposed project would occur during construction, particularly during grading and utility placement. As shown in the table above, the greatest vibration levels would be associated with the use of vibratory compactors/rollers.

The nearest existing sensitive receptor in the project vicinity is a single-family residence located approximately 1,000 feet to the north of the site. Upon buildout of Phase 1 the BRSP, the nearest residences would be located over 900 feet from areas of the project site that might require grading or paving. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward to the project site. The Bickford Ranch Road extension would be located approximately 475 feet from the nearest BRSP sensitive receptors.

At distances of 475 feet or greater, vibration levels associated with project construction would be below 0.1 in/sec p.p.v. Thus, groundborne vibration associated with the proposed project would not result in human annoyance or damage to buildings. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Based on the above, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XIII-3:

The project site is not covered by an airport land use plan and is not located within two miles of a private airstrip, public airport, or public use airport. As such, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with air traffic. Therefore, there is **no impact**.

XIV. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial unplanned population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (PLN)			X	
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (PLN)			X	

Discussion Item XIV-1:

Growth can be induced in a number of ways, including through the elimination of obstacles to growth or through the stimulation of economic activity within the region. Examples of projects likely to have growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or office complexes in areas that are currently only sparsely developed or are undeveloped.

The proposed 34-unit single-family development would increase the available housing within the project area, which would be expected to increase population in the area. Using the 2.6 persons/household average household size from

the BRSP EIR, the project would house an estimated 89 residents. Given that the project site is currently designated Agriculture/Timberland 10 Ac. Min. per the General Plan and zoned F-B-X 10-Ac. Min., residential uses have not been previously anticipated for the site. However, the relevant CEQA threshold is whether the proposed project would “induce” substantial population growth, which is more appropriately a question focused on the project’s ability to remove obstacles to growth, thus causing growth in other areas. The direct effects of the project’s population are evaluated throughout this Initial Study, and effects related to air quality, GHG emissions, energy, and transportation will be studied further in The Ridge EIR.

Development of the proposed project is dependent upon the installation of Bickford Ranch Road and associated utilities through Phase 1 of the BRSP and extension of such infrastructure through a portion of BRSP Phase 2 to the project entry. Extension of BRSP and associated infrastructure to the project site was analyzed in the BRSP EIR. Thus, the proposed project would not require extension of major infrastructure to serve the proposed development beyond what has been previously anticipated by the County and evaluated in the BRSP EIR. In addition, buildout of the BRSP will result in the construction of 1,890 new residential units in the project vicinity, accommodating a population of 4,154 people. The proposed development would represent approximately two percent of the growth already anticipated per the BRSP. Of the 1,890 BRSP units, 1,010 would be constructed as part of Phase 1 of the BRSP and, thus, are included in the environmental baseline for the analysis within this Initial Study.

Considering the above, the proposed project would include development that would result in direct on-site population growth. However, the proposed on-site infrastructure improvements would be sized to accommodate only the proposed 34 residential units. Off-site extension of Bickford Ranch Road and associated water and sewer lines between the BRSP Phase 1 boundaries and the project site boundaries have been previously planned per the BRSP and are anticipated to serve planned population growth within the BRSP area. As a result, the proposed project would not be considered to induce substantial unplanned population growth, and a **less-than-significant** impact would result. No mitigation measures are required. It should be noted that potential impacts related to growth inducement will be discussed further within the Statutorily Required Sections chapter of The Ridge EIR.

Discussion Item XIV-2:

The project site does not contain any existing housing. Therefore, the proposed project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere, and a **less-than-significant** impact would occur. No mitigation measures are required.

XV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Fire protection? (ESD, PLN)			X	
2. Sheriff protection? (ESD, PLN)			X	
3. Schools? (ESD, PLN)			X	
4. Parks? (PLN)			X	
5. Other public facilities? (ESD, PLN)			X	
6. Maintenance of public facilities, including roads? (ESD, PLN)			X	

Discussion Item XV-1:

The project site is within PFPD jurisdiction. The BRSP area and adjoining unincorporated areas near the project site are served by the Placer County Fire Protection District (PCFD). Existing mutual aid agreements between PCFD and PFPD are in place. The closest fire station to the project site is PFPD Station No. 38 located on Church Street in the Penryn community. Upon completion of Phase 1 of Bickford Ranch Road to the project site, response times from PFPD Fire Station 38 will be on average 10 minutes or less for all fire and rescue emergencies.²⁴ Policy 4.I.2 of the Placer County General Plan states that the County shall encourage local fire protection agencies to maintain average response times to emergency calls at 10 minutes in rural areas. Thus, PFPD would be able to maintain acceptable response times to the project site within implementation of the proposed project.

²⁴ Phillips Consulting Services. *The Ridge Subdivision Project Fire Safe Plan*. September 2019, pg. 2-4.

The 2015 BRSP Development Agreement requires the BRSP applicant to commence construction of a new fire station within the BRSP (Parcel PF-1) no later than issuance of the 1,000th residential building permit for BRSP and diligently pursue its construction through to completion within 12 months of the fire station construction start date.²⁵ Given that Phase 1 of the BRSP includes 1,010 units, construction of the fire station is expected to commence before construction of the proposed project. Response times from the new BRSP fire station would be significantly improved, as compared to PFPD Fire Station 38, due to its closer proximity to the project site. PCFD would operate the new BRSP fire station, and thus, would be expected to be the first responder to any incidents at The Ridge project..

Because the PFPD response times from Station 38 to the project would meet the County's response time goal for rural areas, and these response times would be further improved upon construction of the new BRSP fire station, a **less-than-significant** impact would occur with respect to resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 fire protection services.

Discussion Item XV-2:

The proposed project would be primarily served by the Placer County Sheriff's South Placer Substation located in Loomis at the intersection of Horseshoe Bar Road and I-80, approximately four miles to the southeast of the project site. The threshold for this impact, as identified in Appendix G of the CEQA Guidelines, is related to whether the project would result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios or performance objectives. Thus, the proposed project, which would include 34 residential units, would not substantially increase demand for Sheriff services such that construction or expanded facilities would be required, construction of which could cause significant environmental impacts, and a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XV-3:

The project site is served by the Loomis Union School District and the Placer Union High School District. Based on student generation rates included in the BRSP EIR, the proposed project would add approximately 16 students to the Loomis Union School District (34 units X 0.46 students/unit) and eight students to the Placer Union High School District (34 units X 0.2362 students/unit). While the proposed 34-unit residential development would result in a slight increase in demand for school services associated with students housed by the project, the proposed project would not necessitate the construction of new school facilities. In addition, the proposed project would be subject to payment of applicable school impact fees to fund necessary facility improvements at both of the school districts serving the project.

According to SB 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[...] legislative or adjudicative act [...] involving [...] the planning, use, or development of real property" (Government Code 65996[b]). Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or performance objectives for maintenance of schools. Thus, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XV-4:

As noted above, the project would result in the construction of 34 single-family homes and, based on an average of 2.54 persons per household used for the *Placer County Park and Recreation Facilities Fee Study* (Fee Study), would be anticipated to house approximately 87 new residents on the project site.²⁶ As noted in Section XIV, Population & Housing, of this Initial Study, the BRSP EIR identifies an average household size of 2.6 persons per household. However, the 2.54 persons per household figure is used in this section in order to maintain consistency with the Fee Study. The 34 proposed residences would only minimally increase demand on existing parks and recreational facilities, and, thus, the project is unlikely to require new facilities or expansion of existing facilities.

General Plan Policy 5.A.1 sets a standard of five acres of active parkland and 5 acres of passive recreation area or

²⁵ Placer County. *Amended and Restated Development Agreement by and between the County of Placer and LV Bickford Ranch, LLC, relative to the Bickford Ranch Specific Plan*. December 8, 2015.

²⁶ Placer County. *Placer County Park and Recreation Facilities Fee Study*. September 2003.

open space per 1,000 residents. Using 2.54 persons per household (*Placer County Park and Recreation Facilities Fee Study*), approximately 0.43-acre of active parkland and 0.43-acre of passive recreation area or open space would be required for the proposed 34 single-family unit project. With respect to active parkland, Section 16.08.100(D) of the County Code states that for 50 parcels or less, only the payment of in-lieu parkland fees is required rather than on-site dedication of active parkland. As the tentative map does not include active parkland or passive recreation area or open space, the applicant will be required to pay the full in-lieu parkland fees.

Given that the project's relatively small increase in population would not result in the need for new or physically altered parks, the construction of which could have substantial adverse physical impacts, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Items XV-5, 6:

The following section describes the proposed project's potential adverse physical effects associated with maintenance and construction of County roads and library facilities.

Roads

The proposed project would result in the construction of 34 new single-family residences and associated infrastructure, including a private internal road that would connect to a public road (Bickford Ranch Road) that has been planned for extension to the project site as part of the BRSP. All roadway improvements included in the proposed project would be funded by the project applicant.

While project-generated traffic could result in an incremental increase in maintenance of County roads in the project area, such an increase would be negligible due to the limited number of proposed residences and associated vehicle trips. Currently, the County uses gasoline tax and federal and State funding for transportation infrastructure maintenance.

Libraries and Other Public Facilities and Services

Placer County maintains public facilities such as public libraries and community buildings which could potentially be used by residents of the proposed project. However, given the size of the proposed development, any additional demand generated by the proposed project would be relatively minor, and is not likely to result in the need to alter existing facilities or construct new facilities. Furthermore, the project applicant would be required to pay a Capital Facilities Fee to the County prior to issuance of building permits on a per unit basis. Capital Facilities Fees are used to construct or expand a range of facilities, including jails, office space, libraries, health labs, and clinics.²⁷ A list of the specific facilities to be constructed is included in the County's Multi-Year Capital Plan.

Conclusion

Based on the above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or performance objectives for maintenance of public facilities, including roads, or for other government services. Thus, a **less-than-significant** impact would occur. No mitigation measures are required.

XVI. RECREATION:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Would the project 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? (PLN)			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN)			X	

²⁷ Placer County. *Memorandum, Office of the County Executive, FY 2014-15 Capital Facilities Impact Fee Annual Report*. September 15, 2015.

Discussion Items XVI-1, 2:

As discussed under Section XV above, the 34 proposed residences would only minimally increase demand on existing parks and recreational facilities, and, thus, the project is unlikely to require new facilities or expansion of existing facilities. In addition, the proposed project would be required to pay applicable in-lieu park fees pursuant to Section 16.08.100 of the Placer County Code. Therefore, the proposed project would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of such facilities would occur or be accelerated. Thus, the proposed project would result in a **less-than-significant** impact related to recreation. No mitigation measures are required.

XVII. TRANSPORTATION – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with a program, plan, ordinance or policy, except LOS (Level of Service) addressing the circulation system (i.e., transit, roadway, bicycle, pedestrian facilities, etc.)? (ESD)	X			
2. Substantially increase hazards to vehicle safety due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)	X			
3. Result in inadequate emergency access or access to nearby uses? (ESD)	X			
4. Result in insufficient parking capacity on-site or off-site? (ESD, PLN)			X	
5. Would the project result in VMT (Vehicle Miles Traveled) which exceeds an applicable threshold of significance, except as provided in CEQA Guidelines Section 15064.3, subdivision (b)? (ESD)	X			

Discussion Item XVII-1:

The proposed project would result in an increase in vehicle traffic on the street system surrounding the project area. In addition, the project has the potential to generate new bicycle and pedestrian traffic. As noted under Discussion Item XVII-2 below, determination of traffic impacts based solely on vehicle LOS is no longer allowable based on CEQA Guidelines Section 15064.3. However, the potential remains for the proposed project to result in conflicts with General Plan policies related to transportation facilities, including transit, roadway, bicycle, and pedestrian facilities. Therefore, a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Transportation chapter of The Ridge EIR.

Discussion Items XVII-2, 3:

The primary access for the proposed project would be provided by a private entry street from Bickford Ranch Road, which is planned to be extended along the project frontage as part of the BRSP, roughly contiguous with the existing alignment of Clark Tunnel Road. The project entry would include a gated entry feature and a village entrance monument, all similar to those designed and included in the approved BRSP Development Standards and Design Guidelines.

In the event the Phase 2 improvements of Bickford Ranch have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, off-site improvements to a segment of Bickford Ranch Road would be required to extend services and complete access to the project site. Specifically, such improvements would include the extension of Bickford Ranch Road from the Phase 1 terminus thereof, along the frontage of the project, the project entry street, and the emergency vehicle access road, including all required water, sewer, drainage and dry utilities therein. The extension of Bickford Ranch Road would be constructed in accordance with the cross-sections approved as part of the BRSP, and the County's roadway standards.

Based on the above, the project would not result in substantial adverse effects to vehicle safety due to roadway design features or incompatible uses and/or inadequate emergency access or access to nearby uses. Therefore, a **less-than-significant** impact would occur.

Discussion Item XVII-4:

Per Section 17.54.060 of the Placer County Code, the proposed project would be required to provide a minimum of two spaces for each dwelling unit. As part of the proposed project, on-street parking would be provided along the south side of the proposed private roadway (Road A) within the project site. In addition, two private garage parking spaces would be provided on each of the proposed residential lots. On-street parking would not be permitted on the proposed private drives at the western and eastern site boundaries (Lane B and Lane C, respectively).

The County has determined that the proposed project would provide for sufficient on-site parking in accordance with Section 17.54.060 of the Placer County Code. Therefore, the proposed project would not result in insufficient parking capacity on-site or off-site, and a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XVII-5:

The proposed project would result in increased VMT associated with future residents travelling between the project site and other locations within the project region. While Placer County has not yet adopted a formal VMT threshold, further analysis is required to evaluate whether the proposed project would be consistent with the goals of the County and Sacramento Area Council of Governments (SACOG) related to VMT, including consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the proposed project could conflict with CEQA Guidelines Section 15064.3(b) related to VMT, and a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Transportation chapter of The Ridge EIR.

XVIII. TRIBAL CULTURAL RESOURCES – 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:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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), or (PLN)		X		
2. 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. (PLN)		X		

Discussion Items XVIII-1, 2:

As discussed previously, the proposed project site does not contain any existing permanent structures. A search of the Sacred Lands File maintained by the NAHC returned negative results for the presence of known Native American sacred sites in the immediate project vicinity.

Pursuant to Assembly Bill 52, Placer County sent invitations to consult to tribes who requested notification of proposed projects on December 20, 2019. In addition, pursuant to SB 18, invitations to consult were sent to tribes traditionally and culturally affiliated with the project area on December 20, 2019. The United Auburn Indian Community of the Auburn Rancheria (UAIC) initiated consultation, requested a site visit, and requested copies of cultural searches/surveys. A site visit was conducted on January 29, 2020 and the County provided copies of the Paleontological Records Search and Cultural Resources Assessment prepared for the proposed project. The Shingle Springs Rancheria requested copies of cultural searches/surveys, which were provided, and no further consultation has been requested to date.

While none of the contacted tribes identified additional known Tribal Cultural Resources on the project site beyond the resources identified in the Paleontological Records Search and Cultural Resources Assessment prepared for the proposed project, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource if previously unknown tribal cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a **potentially significant** impact could occur.

Mitigation Measures Item XVIII-1, -2:

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

Implement MM V-1 through MM V-4

XIX. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (EH, ESD, PLN)			X	
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (EH)			X	
3. Result in a determination by the wastewater treatment provider which 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? (EH, ESD)			X	
4. 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? (EH)			X	
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (EH)			X	

Discussion Item XIX-1:

Currently, water, sewer, stormwater, and other utilities are not available in the project vicinity. However, under the adjusted baseline, water and sewer lines would be stubbed near the southwestern corner of the project site, in Bickford Ranch Road. An approximately 400-foot gap would exist between the terminus of the Phase 1 roadway segment and the southwestern corner of the project site. In the event the Phase 2 improvements of Bickford Ranch Road have not yet been constructed, and the proposed project has obtained necessary entitlements and is ready to proceed, the proposed project would require the extension of Bickford Ranch Road (and water and sewer lines within the road right-of-way) from the Phase 1 terminus eastward approximately 400 feet to the project site and along the project frontage. Water would be provided by PCWA, and wastewater service would be provided by the Placer County Department of Public Works Environmental Engineering Division. The proposed project would include annexation of the project site into Placer County SMD 1 for sewer service. In conjunction with the requested annexation into SMD 1 as part of the proposed project, the project applicant would be subject to payment of an annexation fee of \$6,344/acre. In addition, the proposed project would be subject to payment of applicable SMD 1 regional connection fees, currently assessed at \$3,628/equivalent dwelling unit.

The sewer infrastructure within Bickford Ranch Road will consist of a 12-inch sewer main. As noted in a memorandum prepared for the proposed project by Morton & Pitalo, Inc. (Sewer Memo),²⁸ the BRSP sewer facilities will convey

²⁸ Morton & Pitalo, Inc. *The Ridge Subdivision Sewer Master Plan*. September 25, 2019.

wastewater to a regional wastewater treatment facility located in the City of Lincoln. The City of Lincoln maintains and operates the treatment facility, while Placer County operates and maintains the trunk sewer facilities.

The Sewer Memo prepared for the proposed project includes an evaluation of the ability of the planned BRSP sewer infrastructure to accommodate wastewater generated by the proposed project. As noted in the Sewer Memo, per the 2014 Bickford Ranch Specific Plan Sanitary Sewer Master Plan Update (Sewer Master Plan), the average dry weather sewer flow for residential lots is 190 gallons per day (gpd) per dwelling unit. Accounting for factored flow rates and peaking factors, the proposed residential development would generate a design flow of 32.2 gallons per minute (gpm) (34 lots x 0.00019 million gallons per day x 2.0 factored flow x 3.59 peaking factor).

Based on a review of the topographic survey and proposed grades for the internal roadways on the project site and future Bickford Ranch Road, the proposed gravity sewer line within the project site would be able to drain into the future 12-inch gravity sewer main to be located in Bickford Ranch Road. Per the Sewer Memo, the contribution of the 32.2 gpm design flow associated with the proposed project would not cause the pipe capacity or depth/pipe diameter ratio to be exceeded for the planned BRSP sewer infrastructure; therefore, modifications to the BRSP sewer sizes and slopes would not be required.

On-site drainage facilities would be private and would consist of conventional subsurface and surface drainage facilities designed and installed in conformance with Placer County Standards. Runoff from impervious surfaces within the western portion of the project site would be routed to a new detention basin, located on Lot B. For the eastern portion of the site, runoff would flow through vegetated drainage swales. In addition, in order to protect the integrity of the existing Caperton Canal located just outside the northern property boundary, the current project proposal includes a rock cobble lined cutoff v-ditch designed to capture the drainage from the natural ungraded slope areas along the northern boundary of the project that flow toward the off-site Caperton Canal. For the western portion of the site, the newly proposed v-ditch would pass this ungraded slope area's drainage into the project's detention basin and to a new flume that would convey flows over the Caperton Canal; and for the eastern portion, the runoff from the vegetated drainage swales would be routed to the v-ditch and then to two new flumes over the canal. Soil erosion, slope stability, and potential effects to the canal have been addressed throughout this Initial Study and have been determined to be less than significant with implementation of mitigation. The remaining potential environmental effects related to air quality, GHG emissions, and biological resources will be evaluated in the project EIR as necessary.

Water conveyance infrastructure for the proposed project would consist of two new connections to the planned 12-inch water main to be located within Bickford Ranch Road. Given that the proposed project would only include 34 single-family residences, the water conveyance infrastructure planned as part of the BRSP, including the 12-inch water main at the project site frontage, would provide adequate flow and pressure to accommodate the relatively modest water demand associated with the proposed project. With regard to electrical, natural gas, and telecommunications infrastructure, planned BRSP infrastructure within the Bickford Ranch Road right-of-way would be adequate to serve the project without upsizing from what has been anticipated per the BRSP.

Given that all utilities necessary to serve the proposed project have been planned for extension to the project site as part of the BRSP, the proposed project would not require or result in the relocation or construction of new off-site utilities beyond what has been anticipated by the County and analyzed in the BRSP EIR. Impacts related to requiring or resulting in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects, would be **less-than-significant**. No mitigation measures are required.

Discussion Item XIX-2:

The proposed project would include development of a total of 34 single-family homes on the project site, as well as associated landscaping improvements. Thus, the project would result in increased demand for water supplies relative to existing conditions. Water supplies for the proposed project would be provided by PCWA.²⁹

The PCWA service area includes five zones, which all have unique water supply characteristics. The proposed project site is located within Zone 1, which is the largest of the five zones, extending from the City of Auburn to the City of Lincoln and south to the border of the City of Roseville. Within Zone 1, the project site is located within the Horseshoe Bar/Penryn subarea, which receives "Retail Treated" water. Retail Treated water is water provided directly to PCWA's municipal and industrial customers that meets all requirements for potable water use. Currently, Zone 1 Retail Treated water demands account for over 96 percent of the Retail Treated demands in the entire PCWA service area.

²⁹ Placer County Water Agency. *Water Availability for the Ridge*. April 1, 2019.

Per Tables 7-1 through 7-3 in the 2015 UWMP, PCWA has sufficient water supplies to accommodate projected demand within the PCWA service area, including Zone 1, during average year, single dry year, and multiple dry year conditions. Any potential shortfall in supply that may occur in Zone 1 in a dry year may be addressed through groundwater production. In addition, to accommodate potential additional demand created by future development not accounted for within the 2015 UWMP, the PCWA has established a placeholder of 2,000 acre-feet (af) of annual demand beginning in 2040, expanding to 4,000 af by build-out conditions. It should be noted that the future development evaluated in the 2015 UWMP demand projections includes buildout of the BRSP.

Per the 2015 UWMP, PCWA uses a future demand factor of 0.60 af/unit per year for residential lots between 10,000 and 17,000 sf within Lower Zone 1. For lots greater than 90,000 sf, a future demand factor of 0.85 af/unit is used.³⁰ Of the 34 total residential lots included in the proposed project, 28 would be low-density lots ranging in size from 13,700 sf to 38,416 sf, with an average size of 18,206 sf. The remaining six residential lots would be rural residential lots ranging in size from 1.1 to 2.2 acres. Thus, the proposed project would result in a future water demand of approximately 21.9 af per year. (28 units x 0.60 + six units x 0.85). Per Table 7-3 of the 2015 UWMP, the PCWA anticipates annual surpluses ranging from 12,759 af to 78,349 af for multiple dry year conditions. Thus, the increase in water demand associated with the proposed project would be accommodated by the projected water supply surplus. Adequate water supplies exist to serve buildout of the PCWA service area, including the proposed project site.

Furthermore, the project would be subject to the water efficiency requirements within the County's Water Efficient Landscaping Ordinance (WELO). Requirements for establishing water efficient landscaping include the use of compost and mulch, installation of climate adapted plants, restrictions on turf areas, and requirements for irrigation systems. Compliance with the County's WELO would ensure that irrigation water consumption is minimized and occurs in compliance with the County's standards. According to preliminary landscaping water use calculations, the proposed project would have an estimated total water use (ETWU) approximately 30 percent lower than the maximum allowed water allowance (MAWA) for the project based on the total area of landscaped areas proposed.

Based on the above, sufficient water supplies would be available to serve the proposed project and reasonably foreseeable future development during normal, dry and multiple dry years. Thus, a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XIX-3:

Wastewater from the proposed project would be conveyed to the City of Lincoln Wastewater Treatment Plant (LWWTP). Currently, the LWWTP has a capacity average dry weather flow (ADWF) of 5.9 MGD, and the facility receives an average of 4.2 MGD. The LWWTP is currently at the design capacity for biochemical oxygen demand (BOD); however, the City of Lincoln has plans designed to expand the plant in two phases of 1.2 MGD and 0.9 MGD, respectively.³¹ The proposed project is required to pay the SMD-1 Regional Connection Fee to fund the purchase of treatment capacity from Lincoln. Payment of regional sewer fees would constitute the project's fair share contribution towards the expansions that have been designed for the LWWTP.

Given that the proposed residential development would be limited to 34 new units, the wastewater generated by the proposed project would be relatively minor compared to demands associated with the BRSP; buildout of BRSP Phase 1 would include construction of 1,010 new units. The BRSP EIR concluded that wastewater demands associated with buildout of the BRSP would be accommodated by the LWWTP. Thus, while buildout of the project site was not accounted for in the BRSP EIR analysis, similar to the BRSP, the proposed project would not cause the LWWTP to exceed the currently permitted capacity. The LWWTP would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, and a **less-than-significant** impact would occur. No mitigation measures are required.

Discussion Item XIX-4, 5:

Solid waste would be collected by Recology Auburn Placer, a private collection firm, and transported to the Western Placer Waste Management Authority's Western Regional Sanitary Landfill located in the City of Lincoln, California. As of 2017, the year for which the most recent information is available, the remaining capacity of the landfill was 24,468,271 cubic yards (CY) with an estimated closure date of 2058. The landfill has a maximum permitted capacity

³⁰ Placer County Water Agency. *2015 Urban Water Management Plan* [Table 4-6]. Adopted June 2, 2016.

³¹ Ray Leftwich, Public Works Director/City Engineer, City of Lincoln Public Works Department. Personal Communication [email] with Nick Pappani, Vice President, Raney Planning & Management, Inc. September 30, 2020.

of 36,350,000 CY; thus, approximately 70 percent of the permitted capacity was available in 2017.³² Recology has issued a Will-Serve letter indicating that the firm is capable of providing service to the project.³³ Furthermore, given that the proposed residential development would be limited to 34 units, solid waste generation associated with construction and operation of the proposed project would be relatively minor. Based on the above, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws, and a **less-than-significant** impact would occur. No mitigation measures are required.

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

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially impair an adopted emergency response plan or emergency evacuation plan? (PLN)	X			
2. 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? (PLN)	X			
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) the construction or operation of which may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (PLN)	X			
4. Expose people or structures to significant risks, including downslope or downstream flooding, mudslides, or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (PLN)	X			

Discussion Items XX-1, 2, 3, 4:

Per the Fire Safe Plan prepared for the proposed project, the project site is in a State Responsibility Area, and is in an area rated Moderate for fire hazards.³⁴ Furthermore, proposed Lots 15 through 25 and 29 through 34 are located within a hillside area that has been previously designated by CAL FIRE and the PFPD as a potential Wildland Urban Interface (WUI) Zone, should buildings be constructed in the area. The WUI area includes the following undeveloped areas that have the potential to impact the structures constructed within the project due to the topography and vegetation types present:

- The 168-acre La Faille Ranch area that forms a canyon below the project site;
- An approximately 125+ acre designated open space area in BRSP west of the project site; and
- An approximately 80+ acre designated open space area in BRSP east of the project site.

The open space and undeveloped areas north of Bickford Ranch Road near the project site consist of a series of small canyons and drainages that flow north towards SR 193. The canyons in this area have steep topography on both sides of the drainage. The canyon areas have extensive vegetation and tree canopies in most areas, creating the potential for rapid wildfire growth that may quickly impact the project. The open space and undeveloped areas are of concern to the fire agencies due to the adjacent canyon steep slopes that limit fire apparatus access and can potentially create a "Chimney Effect" condition during intense wildland fire activity. The applicant intends to address this risk by creating a 300-foot wide Fuel Management Zone adjacent to the project's northern boundary. Additional evaluation related to the ability of the fuel break to address the wildfire risk posed by the WUI is required. Thus, a **potentially significant** impact could occur.

Further analysis of these impacts will be discussed in the Wildfire chapter of The Ridge EIR.

³² Western Placer Waste Management Authority. *Joint Technical Document, Western Regional Sanitary Landfill, Placer County, California* [Table 4-1]. Revised August 2017.

³³ Recology Auburn Placer. *Will Serve, Project Site: The Ridge Project #PLN 18-00301*. May 17, 2019

³⁴ Philips Consulting Services. *Fire Safe Plan, The Ridge Subdivision Project*. September 2019.

F. MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Yes	No
1. 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X	<input type="checkbox"/>
2. 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.)	X	<input type="checkbox"/>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	X	<input type="checkbox"/>

Discussion Item F-1:

As discussed in Section V, Cultural Resources, of this Initial Study the proposed project would not result in significant impacts to historic resources. With implementation of MM V-1 and MM V-2, potential impacts to archaeological resources would be reduced to less-than-significant levels. However, further analysis is required to ensure that the proposed project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

Further analysis of these impacts will be discussed in The Ridge EIR.

Discussion Item F-2:

The proposed project in conjunction with other development within Placer County could incrementally contribute to cumulative impacts in the project area. In particular, as discussed in Section III, Air Quality, of this Initial Study, the proposed project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants. Per Section VIII, Greenhouse Gas Emissions, of this Initial Study, buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations, and impacts related to GHG emissions and global climate change could be cumulatively considerable. In addition, per Section XVII, Transportation, of this Initial Study, the proposed project could result in a contribution to regional VMT.

Further analysis of these impacts will be discussed in The Ridge EIR.

Discussion Item F-3:

As described in this Initial Study, implementation of the proposed project could result in impacts related to air quality and wildfire. As such, in the absence of appropriate mitigation, the project could cause substantial adverse effects on human beings.

Further analysis of these impacts will be discussed in The Ridge EIR.

G. OTHER RESPONSIBLE AND TRUSTEE AGENCIES whose approval is required:

<input checked="" type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input checked="" type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Health Services	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input checked="" type="checkbox"/> U.S. Army Corps of Engineers
<input type="checkbox"/> California Department of Transportation	<input type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/>
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/>

H. DETERMINATION – The Environmental Review Committee finds that:

<input checked="" type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
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I. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

Planning Services Division, Christopher Schmidt, Chairperson
 Planning Services Division-Air Quality, Angel Green
 Engineering and Surveying Division, Phillip A. Frantz, P.E.
 Department of Public Works-Transportation, Phil Vassion
 DPW-Environmental Engineering Division, Sarah Gillmore, P.E.
 Flood Control and Water Conservation District, Brad Brewer
 DPW- Parks Division, Ted Rel
 HHS-Environmental Health Services, Joseph Scarbrough
 Placer County Fire Planning/CDF, Brian Skehan

Signature



Leigh Chavez, Environmental Coordinator

Date December 29, 2020

J. SUPPORTING INFORMATION SOURCES: The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available at the following web address: <https://www.placer.ca.gov/2526/Environmental-Impact-Reports>

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input checked="" type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input checked="" type="checkbox"/> Tree Ordinance	
Trustee Agency Documents	<input type="checkbox"/>	
	<input type="checkbox"/> Department of Toxic Substances Control	
Site-Specific Studies	Planning Services Division	<input checked="" type="checkbox"/> Biological Study
		<input checked="" type="checkbox"/> Cultural Resources Pedestrian Survey
		<input checked="" type="checkbox"/> Cultural Resources Records Search
		<input type="checkbox"/> Lighting & Photometric Plan
		<input checked="" type="checkbox"/> Paleontological Survey

		<input checked="" type="checkbox"/> Tree Survey & Arborist Report
		<input type="checkbox"/> Visual Impact Analysis
		<input checked="" type="checkbox"/> Wetland Delineation
		<input checked="" type="checkbox"/> Acoustical Analysis
		<input type="checkbox"/>
	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input checked="" type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input checked="" type="checkbox"/> West Placer Storm Water Quality Design Manual
		<input checked="" type="checkbox"/> Traffic Study
		<input checked="" type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input checked="" type="checkbox"/> Utility Plan
		<input checked="" type="checkbox"/> Tentative Map
		<input checked="" type="checkbox"/> BMP Plan
		<input checked="" type="checkbox"/> SWQP
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input checked="" type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
		<input type="checkbox"/>
	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/>
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
		<input type="checkbox"/> Fire Safe Plan