

Hidden Falls Regional Park Trails Expansion Project Modification - Proposed Trail Realignment

Addendum to the Hidden Falls Regional Park
Trails Expansion Project Subsequent EIR

Prepared for:

Placer County
Parks and Open Space Department
3091 County Center Drive
Auburn, CA 95603

Prepared by:

HELIX Environmental Planning, Inc.
1180 Iron Point Road, Suite 130
Folsom, CA 95630

June 2023 | 02340.00003.004

This page intentionally left blank

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION.....	3
2.1 Proposed Trail Realignment Location.....	3
2.2 2020 SEIR Project Description.....	3
2.3 Description of Proposed Trail Realignment.....	4
2.4 Previously Disclosed Impacts.....	4
3.0 ENVIRONMENTAL ANALYSIS	5
3.1 Land Use and Agricultural Resources	5
3.1.1 Summary of Land Use and Agricultural Resources Impacts from the 2020 SEIR ..	5
3.1.2 Land Use and Agricultural Resources Impacts Associated with Proposed Trail Realignment.....	6
3.1.3 Land Use and Agricultural Resources Mitigation Measures.....	6
3.2 Soils, Geology, and Mineral Resources.....	6
3.2.1 Summary of Soils, Geology, and Mineral Resources Impacts from the 2020 SEIR	6
3.2.2 Soils, Geology, and Mineral Resources Impacts Associated with the Proposed Trail Realignment.....	8
3.2.3 Soils, Geology, and Mineral Resources Mitigation Measures	9
3.3 Cultural and Tribal Cultural Resources	12
3.3.1 Summary of Cultural and Tribal Cultural Resources Impacts from the 2020 SEIR	12
3.3.2 Cultural and Tribal Cultural Resources Impacts Associated with the Proposed Trail Realignment.....	12
3.3.3 Cultural and Tribal Cultural Resources Mitigation Measures.....	13
3.4 Visual Resources	15
3.4.1 Summary of Visual Resources Impacts from the 2020 SEIR	15
3.4.2 Visual Resources Impacts Associated with the Proposed Trail Realignment	16
3.4.3 Visual Resources Mitigation Measures.....	16
3.5 Transportation and Circulation.....	16
3.5.1 Summary of Transportation and Circulation Impacts from the 2020 SEIR.....	16
3.5.2 Transportation and Circulation Impacts Associated with the Proposed Trail Realignment.....	17
3.5.3 Transportation and Circulation Mitigation Measures	17
3.6 Air Quality	18
3.6.1 Summary of Air Quality Impacts from the 2020 SEIR	18
3.6.2 Air Quality Impacts Associated with the Proposed Trail Realignment	18
3.6.3 Air Quality Mitigation Measures.....	19
3.7 Noise	21
3.7.1 Summary of Noise Impacts from the 2020 SEIR	21
3.7.2 Noise Impacts Associated with the Proposed Trail Realignment	22
3.7.3 Noise Mitigation Measures.....	22

3.8	Hydrology and Water Quality	23
3.8.1	Summary of Hydrology and Water Quality Impacts from the 2020 SEIR	23
3.8.2	Hydrology and Water Quality Impacts Associated with the Proposed Trail Realignment.....	23
3.8.3	Hydrology and Water Quality Mitigation Measures.....	24
3.9	Biological Resources	25
3.9.1	Summary of Biological Resources Impacts from the 2020 SEIR	25
3.9.2	Biological Resources Impacts Associated with the Proposed Trail Realignment	25
3.9.3	Biological Resources Mitigation Measures	27
3.10	Public Services and Utilities	35
3.10.1	Summary of Public Services and Utilities Impacts from the 2020 SEIR	35
3.10.2	Public Services and Utilities Impacts Associated with the Proposed Trail Realignment.....	36
3.10.3	Public Services and Utilities Mitigation Measures.....	36
3.11	Hazardous Materials and Hazards	36
3.11.1	Summary of Hazardous Materials and Hazards Impacts from the 2020 SEIR	36
3.11.2	Hazards and Hazardous Materials Impacts Associated with the Proposed Trail Realignment.....	37
3.11.3	Hazards and Hazardous Materials Mitigation Measures.....	38
3.12	Greenhouse Gas Emissions and Energy	39
3.12.1	Summary of Greenhouse Gas and Energy Impacts from the 2020 SEIR	39
3.12.2	Greenhouse Gas and Energy Impacts Associated with the Proposed Trail Realignment.....	40
3.12.3	Greenhouse Gas and Energy Mitigation Measures	40
3.13	Wildfire	40
3.13.1	Summary of Wildfire Impacts from the 2020 SEIR	40
3.13.2	Wildfire Impacts Associated with the Proposed Trail Realignment	41
3.13.3	Wildfire Mitigation Measures.....	41
4.0	CEQA DETERMINATION.....	43
5.0	REFERENCES.....	44

LIST OF FIGURES

<u>No.</u>	<u>Title</u>	<u>Follows Page</u>
1	Regional Location Map	3
2	Proposed Trail Realignment.....	3
3	Biological Communities Map	26

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessor's Parcel Number
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CO	carbon monoxide
County	Placer County
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CVRWQCB	Central Valley Regional Water Quality Control Board
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HELIX	HELIX Environmental Planning, Inc.
HFRP	Hidden Falls Regional Park
LRV	light rescue vehicle
MUP	Minor Use Permit
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NOx	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PCAPCD	Placer County Air Pollution Control District
PLT	Placer Land Trust
PM ₁₀	Particulate Matter with a diameter of 10 micrometers or less
ROG	Reactive Organic Gases

ACRONYMS AND ABBREVIATIONS (cont.)

SEIR	Subsequent Environmental Impact Report
SMARTS	Stormwater Multiple Application & Reports Tracking System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

Placer County (County) owns and operates the 1,200-acre Hidden Falls Regional Park (HFRP) near Auburn, California. HFRP contains approximately 30 miles of natural-surface, multi-use trails and two waterfall overlooks. HFRP initially opened in 2006 and was comprised of 221 acres. Then in January 2010, the Placer County Planning Commission approved a Conditional Use Permit (CUP No. 20090391) and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2007062084) which added the property formerly known as Spears Ranch (979 acres) to the 221-acre HFRP already open to the public (total of 1,200 acres).

In 2020, a Subsequent EIR (SEIR) was prepared to evaluate the expansion of the HFRP trails system onto lands to the northeast, west, and east of the park (hereafter referred to as the Trails Expansion project). On March 8, 2021, the Placer County Board of Supervisors (Board) approved the SEIR and modification to the Conditional Use Permit for a “Reduced Project Alternative” that limited the number of parking spaces provided throughout the Trails Expansion project area. The Trails Expansion project added approximately 2,765 acres to the existing HFRP, for a total acreage of approximately 3,965 acres. The existing trail network in HFRP will connect to the Trails Expansion area, which will add approximately 30 miles of additional existing and to-be constructed multi-use trails and create new parking and access areas for the public. The types of facilities to be developed within the Trails Expansion area include a natural-surface, multi-use trail system, ADA trails, bridges, overlooks, benches, kiosks, picnic areas, trash receptacles, drinking fountains, equestrian amenities, and access and parking areas with associated restrooms, wells, septic, and emergency landing zones.

This Addendum analyzes the current County-proposed modification to the Hidden Falls Regional Park Trails Expansion Project - Proposed Trail Realignment (hereafter referred to as the “Proposed Trail Realignment”) to realign approximately 2.1 miles of the to-be constructed multi-use, natural-surface trail system evaluated in the 2020 SEIR for the Trails Expansion project onto an adjacent 140-acre parcel (currently referred to as the “Rohrer 140 parcel”) purchased by the County in April of 2022. The realignment of this segment of the trail would eliminate the need for the construction of two vehicular bridges across Raccoon Creek. This Addendum also analyzes the potential realignment of approximately 0.5 mile of the proposed trail onto approximately 6.82 acres of the Rohrer’s adjacent property that has yet to be purchased by the County. Inclusion of the 6.82 -acre portion would allow for a better trail alignment for the various users. Although the 6.82-acre area may never become a part of the Proposed Trails Realignment, it is being evaluated within this Addendum in case the opportunity arises for the County to purchase the 6.82 acres. A total realignment of approximately 2.6 miles of trail would occur if the Proposed Trail Realignment is approved. Purchase of the 6.82 acres and a subsequent CUP Modification to bring both the 6.82 acres and the 140 acres into the modified Trails Expansion project would be necessary.

An Addendum to an EIR is appropriate under California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 for projects where there are no substantial changes to the project, or in circumstances surrounding the project, and where the project would not have new significant impacts or substantially more severe impacts than those disclosed in the previously certified EIR. Pursuant to Sections 15162 and 15164 of the CEQA Guidelines, an Addendum to a previously certified EIR can be prepared for a project if the criteria summarized below are satisfied:

- **No Substantial Project Change.** There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial Change in Circumstances.** No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No New Information of Substantial Importance.** There is no new information of substantial importance, which was not known or could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, which shows any of the following: the project will have one or more significant effects not discussed in the previous EIR; significant effects previously examined will be substantially more severe than shown in the previous EIR; mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or mitigation measures or alternatives which are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An Addendum need not be circulated for public review but can be included in or attached to the certified EIR. The decision-making body shall consider the Addendum with the certified EIR prior to making a decision on the project described in the Addendum.

None of the conditions identified in CEQA Guidelines Section 15162(a) would occur with implementation of the Proposed Trail Realignment because:

- a) The revisions to the project evaluated in the 2020 SEIR, as described in Section 2.0, Project Description, of this Addendum, are relatively minor in nature and would not result in new significant effects. The Proposed Trail Realignment includes the realignment of a segment of a trail that was evaluated as part of the Trails Expansion area to adjacent parcels in order to eliminate the need for two vehicular bridge crossings over Raccoon Creek. The proposed revisions to the Trails Expansion project would not result in any new significant environmental impacts or substantial increase in the severity of previously identified significant impacts. Refer to Section 3.0, Environmental Analysis, for details regarding the impacts associated with the Proposed Trail Realignment relative to the findings in the 2020 SEIR.
- b) Circumstances and existing conditions surrounding the Proposed Trail Realignment have remained largely the same as those described in the 2020 SEIR.
- c) There is no new information of substantial importance. There is no information available that indicates that the Proposed Trail Realignment would result in significant effects that were not addressed in the 2020 SEIR or a substantial increase in the severity of previously identified significant effects; or that mitigation measures or alternatives are available and feasible that would substantially reduce one or more significant effects on the environment.

As outlined above, none of the circumstances listed in CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR are present, and only minor technical changes or additions are necessary to update the previously certified SEIR; therefore, an Addendum may be prepared.

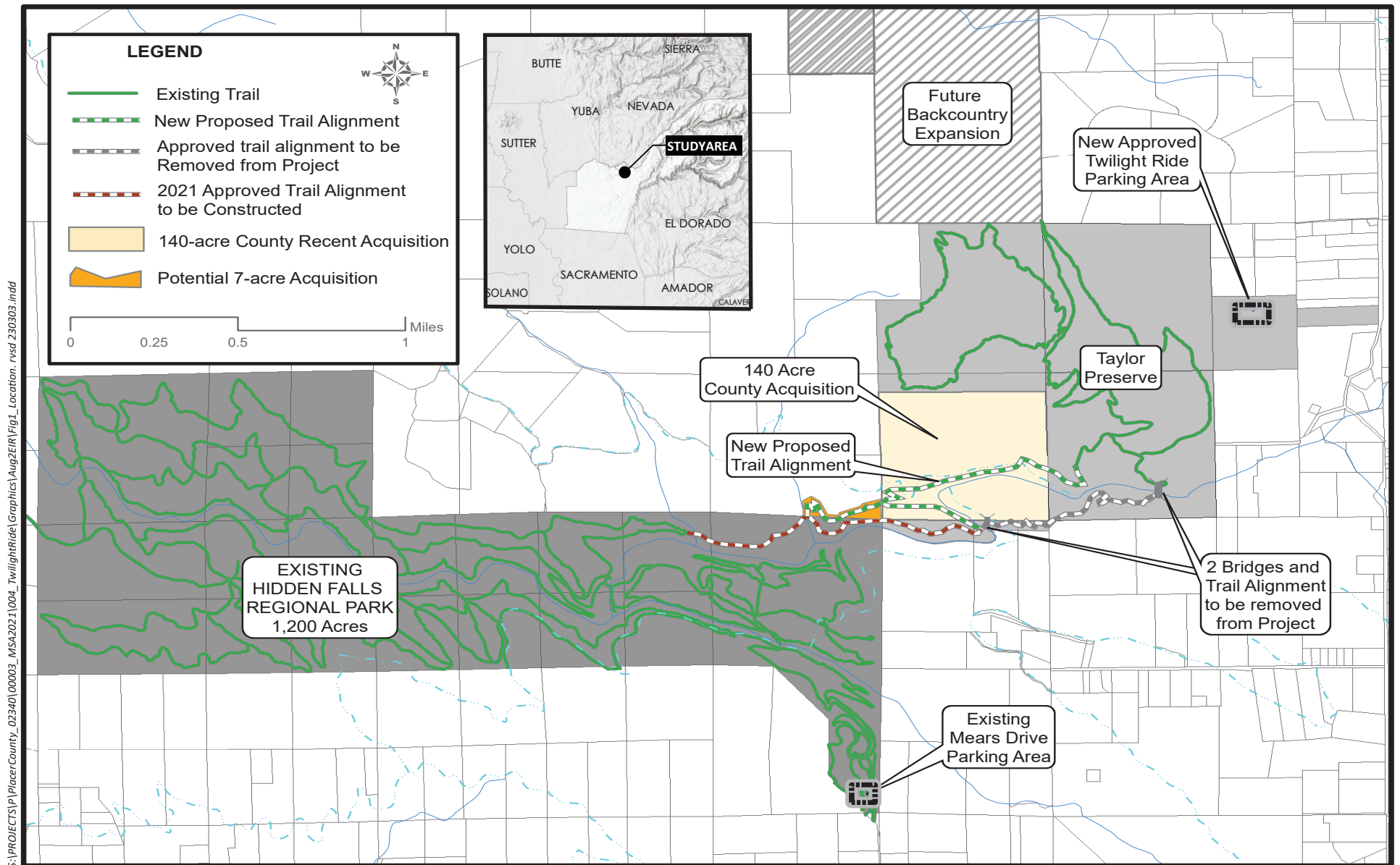
2.0 PROJECT DESCRIPTION

2.1 PROPOSED TRAIL REALIGNMENT LOCATION

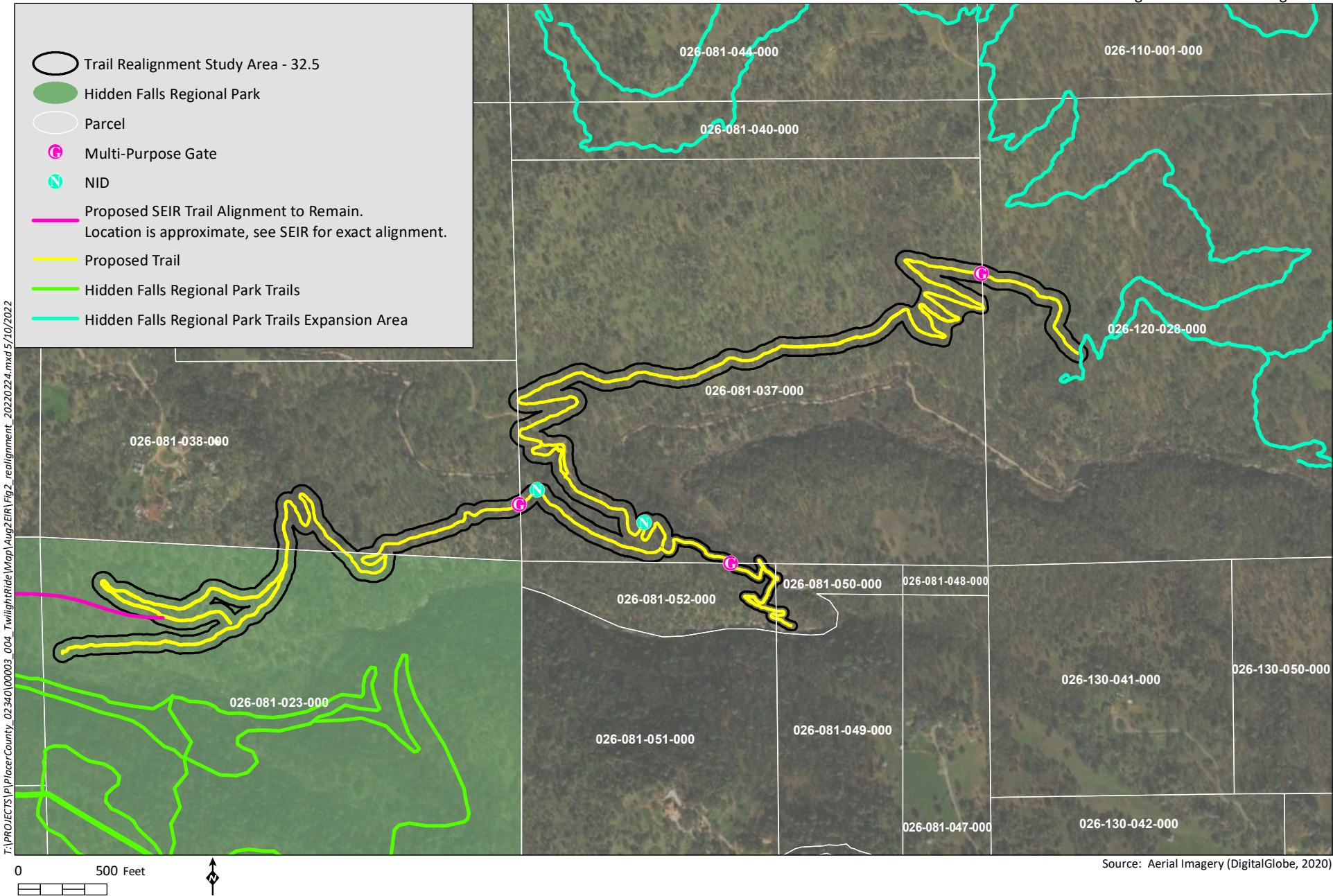
The Proposed Trail Realignment is located adjacent and northeast of the existing HFRP in Placer County, approximately 40 miles northeast of Sacramento (see Figure 1, Regional Location Map). HFRP currently encompasses approximately 1,200 acres in the Sierra Nevada foothills. The Trails Expansion project approved by the Board in 2021 approved an additional 2,765 acres of land for inclusion within the CUP, for a total of approximately 3,965 acres. The proposed addition of the 140-acre parcel and the approximately 6.82-acre parcel would bring the total acreage of the Trails Expansion project to approximately 4,112 acres. The land surrounding the Proposed Trail Realignment area includes expansive undeveloped areas consisting of rolling hills and is comprised of primarily private lands used for agriculture, grazing, and rural residences. The Proposed Trail Realignment would connect an existing trail in the northeast corner of the HFRP property to an existing trail in the southwest corner of the Taylor Preserve property within the Trails Expansion area analyzed in the 2020 SEIR. The Proposed Trail Realignment would include approximately 13,500 feet of trails (approximately 2.6 miles) primarily located on portions of Assessor's Parcel Numbers (APNs) 026-081-037-000 and 026-081-038-000. Currently, the County only owns the 140-acre parcel with APN 026-081-037-000. The County may, at some point in the near future, purchase approximately 6.82 acres of the adjacent parcel to the west (APN 026-081-038-000). Should that purchase occur, both the 140-acre parcel and 6.82-acre parcel would need to be added to the Trails Expansion project. Short segments of the proposed trail realignment would also be located on APNs 026-081-023-000, 026-081-052-000, 026-081-050-000, and 026-120-028-000. The Proposed Trail Realignment is located in Sections 13, 14, and 23 of Township 13 North, and Range 7 East of the U.S. Geological Survey (USGS) 7.5-minute "Gold Hill" quadrangle map (quad). The Proposed Trail Realignment would overlap with an existing Nevada Irrigation District (NID) easement in two locations. No physical improvements would be made within the existing NID easement. See Figure 2, Proposed Trail Realignment, for the location of the Proposed Trail Realignment.

2.2 2020 SEIR PROJECT DESCRIPTION

As noted above, the County owns and operates the existing 1,200-acre HFRP near Auburn, California. In 2021, the County certified an SEIR for the expansion of the HFRP trail system onto lands either owned by Placer Land Trust (PLT) or held in a Conservation Easement by PLT, with associated trail easements held by the County, or onto land owned by the County or where the County had purchased an easement. The Trails Expansion area evaluated in the SEIR will increase the trail network by extending the existing HFRP trail system onto the lands described above and providing parking to support recreational activities. The Hidden Falls Regional Park Trails Expansion Project SEIR evaluated an expanded trail network and associated parking to support recreational activities. The expansion analysis included approximately 30 miles of additional existing and to-be-constructed multi-use trails, two new points of access into the expanded trail network system, and additional automobile and equestrian parking. The SEIR also evaluated the facilities and events allowed within the existing HFRP and expanded Trails Expansion area.



Source: Placer County, 2023



2.3 DESCRIPTION OF PROPOSED TRAIL REALIGNMENT

The Trails Expansion area previously analyzed in the 2020 SEIR provided for the expansion of the trail network to the northeast, east, and west of the existing HFRP and south of Bear River, with interconnections to existing trails within the park. The original trail alignment analyzed in the 2020 SEIR, which would connect trails in the northeast corner of the HFRP property to the trails in the southwest corner of the Taylor Preserve property within the Trails Expansion area, would have transected land shown in Figure 2 as APNs 026-081-052, 026-081-050, 026-081-048 and the northwest corner of APN 026-130-041. The original trail alignment analyzed in the 2020 SEIR included two vehicular bridge crossings of Raccoon Creek. The Proposed Trail Realignment evaluated in this Addendum would realign this one segment of the trail described in the 2020 SEIR and eliminate the need for the two bridge crossings of Raccoon Creek.

Similar to the original trail alignment evaluated in the 2020 SEIR, the Proposed Trail Realignment would connect existing trails in the northeast corner of the HFRP property to trails in the southwest corner of the Taylor Preserve property within the Trails Expansion area but through a different route than previously analyzed. The Proposed Trail Realignment would include approximately 13,500 feet (approximately 2.6 miles) of trails primarily located on two adjacent parcels. The total study area (project footprint) for the Proposed Trail Realignment is approximately 32.5 acres. The two parcels that contain the majority of the realigned trail are APNs 026-081-037-000 and 026-081-038-000. APN 026-081-037-000 is a 140-acre parcel owned by the County. The County is also seeking to acquire approximately 6.82 acres of APN 026-081-038. The Proposed Trail Realignment would also include the construction of short segments of trail immediately to the south and east of these two parcels, on County-owned and PLT-owned parcels within the Trails Expansion area. The trail would continue to the northeast, to connect with the existing trail system in the Trails Expansion area in APN 026-120-028-000 to the east.

The trails in the Proposed Trail Realignment would consist of natural surface, multi-use trails up to 60 inches (5 feet) wide. The trails would be constructed using smaller equipment and hand tools with a typical excavation depth of approximately 6 inches with up to 36 inches of excavation in limited locations. Soil generated by full-bench trail excavation would be side cast below the location of the excavation, with soil being directed away from tree trunks and stabilized to prevent erosion. Any excess soil would be balanced on site, and no import or export of soil would be necessary for project construction. Trail switchbacks would be constructed in the steeper areas of the project footprint to minimize the slope of the trail. Trail construction features would include design features utilized at HFRP to prevent erosion and provide trail stability, such as grade reversals and out sloping, as well as Best Management Practices such as preservation of the existing vegetative buffer, rock-protected outfalls, and topical seeding/straw mulch application. Construction of the trails is anticipated to last approximately three months. The Proposed Trail Realignment would include a realignment of a short segment (approximately 0.8 mile) of the approved trail system with the new alignment (approximately 2.6 miles) and as such, would not include new points of access into the HFRP trail network system, additional automobile and equestrian parking, restroom facilities, or drinking fountains.

2.4 PREVIOUSLY DISCLOSED IMPACTS

As disclosed in the 2020 SEIR, implementation of the Trails Expansion project would result in potentially significant but mitigable (to less than significant levels) impacts on Soils, Geology, Seismicity and Mineral Resources, Cultural and Tribal Cultural Resources, Transportation and Circulation, Air Quality, Noise,

Hydrology and Water Quality, Biological Resources, Public Services and Utilities, Hazardous Materials and Hazards, Greenhouse Gas Emissions and Energy, and Wildfire. The project would result in significant and unavoidable impacts to Visual Resources and significant and unavoidable cumulative impacts to Transportation and Circulation related to Vehicle Miles Traveled (VMT). The 2020 SEIR determined that all other resource sections would have a less than significant impact with no mitigation required.

3.0 ENVIRONMENTAL ANALYSIS

This Addendum to the 2020 HFRP Trails Expansion Project SEIR includes the following analysis to ascertain whether or not environmental impacts associated with the Proposed Trail Realignment are relatively minor in nature and would not result in new significant impacts compared to those identified in the 2020 SEIR.

3.1 LAND USE AND AGRICULTURAL RESOURCES

3.1.1 Summary of Land Use and Agricultural Resources Impacts from the 2020 SEIR

The 2020 SEIR found that impacts related to agricultural resources for the Trails Expansion project would be less than significant. The project area considered in the 2020 SEIR is designated as Farmland of Local Importance, and large portions of the area are under Williamson Act contract. Current grazing activities will continue on the properties while also allowing the public to use the trails constructed as part of the Trails Expansion project proposed in the 2020 SEIR. Grazing activities are a component of the County's 2007 Vegetation, Fuels, and Range Management Plans for operations and maintenance of the existing park as well as the Land Management Plans for the various properties owned by PLT. When actively managed, outdoor recreation uses are considered compatible with agricultural uses. Within existing portions of the HFRP and the expansion areas analyzed in the 2020 SEIR, wildlife-friendly barbed wire fencing (i.e. barbed top and bottom wire with barbed wire for the middle 2 strands) will be strategically used to create managed paddocks for rotational grazing and in specific areas, to create separation between the public and sensitive, privately grazed lands. Management Plans and the Placer County Public Recreation Ordinance would be adapted to ensure regulation of public activities that have the potential to impact agricultural operations on expansion properties. Therefore, it was determined that the properties' agricultural use would be sustained as part of the project and project elements would ensure compatibility with the land uses adjacent to the project area.

The 2020 SEIR found that impacts related to land use would be less than significant. The Trails Expansion project area includes expansive undeveloped lands, and the surrounding area consists of rolling hills and comprises primarily private lands used for agriculture, grazing and rural residences; therefore, the project would not divide an established community. The zoning of the Trails Expansion area analyzed in the 2020 SEIR is Farm combining Building Site ranging from 10- to 160-acre minimums. According to the Placer County Zoning Code, the project would be allowed as zoned with the approval of a Minor Use Permit (MUP) and would not require rezoning. The existing HFRP area is managed and operated through a Conditional Use Permit (CUP), which is a higher-level use permit than a MUP. During the approval process for the Trails Expansion project, a CUP Modification was approved which covers not only the existing HFRP but also the Trails Expansion area. The Trails Expansion area is considered compatible with grazing and agricultural use, with grazing activities continuing after the project is implemented.

Therefore, the SEIR determined that the project was consistent with existing plans, policies, and regulations.

3.1.2 Land Use and Agricultural Resources Impacts Associated with Proposed Trail Realignment

The Proposed Trail Realignment evaluated in this document consists of the realignment of a short segment of a trail proposed as part of the Trails Expansion Project area. The properties that would be transected by the Proposed Trail Realignment are zoned as Farm combining Building Site 40 or 160-acre minimum and some are currently used for cattle grazing, which could continue during construction and following implementation of the Proposed Trail Realignment. As discussed above, outdoor recreational land uses are not considered to be incompatible with agricultural uses. As with the properties analyzed as part of the Trails Expansion Project in the 2020 SEIR, the existing agricultural use of the properties associated with the Proposed Trail Realignment could be sustained as part of the project and ensure compatibility with the land uses adjacent to the project area. As shown in Figure 2, multi-purpose gates would be installed within the Proposed Trail Realignment area at three locations where the proposed trail intersects with the eastern, southern, and western boundaries of APN 026-081-037-000 to keep cattle within the boundaries of the property. The Proposed Trail Realignment would have no new impacts to agricultural resources, and impacts would be less than significant.

As with the properties analyzed in the 2020 SEIR, the Proposed Trail Realignment area is surrounded by undeveloped private lands used primarily for agriculture, grazing, and rural residences; therefore, development of the realigned trails would not divide an established community. The properties analyzed in this Addendum are zoned as Farm, combining Building Site 40 or 160-acre minimum, which would allow for the development of the Proposed Trail Realignment with approval of a CUP Modification and would not require rezoning. The Proposed Trail Realignment is considered compatible with the existing grazing practices. Therefore, the Proposed Trail Realignment is consistent with existing plans, policies, and regulations related to land use, and no new impact to land use would occur. Land use impacts would be less than significant.

3.1.3 Land Use and Agricultural Resources Mitigation Measures

As described above, impacts to land use and agricultural resources as a result of the 2.6-mile trail realignment would be less than significant, and no new mitigation is required. All mitigation measures identified in the 2020 SEIR will be implemented.

3.2 SOILS, GEOLOGY, AND MINERAL RESOURCES

3.2.1 Summary of Soils, Geology, and Mineral Resources Impacts from the 2020 SEIR

Several resource issue areas were determined to have no impact associated with the Trails Expansion project and were not analyzed further in the 2020 SEIR. These included ground failure/liquefaction, subsidence and lateral spreading, expansive soils, mineral resources, paleontological resources, and unique geologic features.

The 2020 SEIR determined that the Trails Expansion Project would have a less than significant impact on landslides and would have soils capable of supporting the use of septic tanks. Landslide risk in the Trails

Expansion area was considered low, and impacts were determined to be less than significant. Slope alterations required to construct new facilities or structures could also result in removing existing ground vegetation that could be needed to stabilize steep slopes. Trails were designed to cross the Raccoon Creek channel, which is very irregular and contains many boulders, overgrown banks, and steep vertical drops which possess the potential for soil instability and limit opportunities for crossing. Two vehicular bridges were proposed across Raccoon Creek at locations where a preliminary study suggests the abutments could be supported on existing rock.

Other resource issues related to soils, geology, and mineral resources were determined to have potentially significant impacts that could be reduced to less than significant with mitigation. Based on soil types and topography, the excavation and grading of soil could result in erosion during construction, and use and maintenance of the area could result in erosion over time. However, implementation of Mitigation Measure S5-1, which requires preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs) as part of a project-specific Central Valley Regional Water Quality Control Board (CVRWQCB) permit to reduce the amount of soil eroding and entering area waterways, reduced these potential impacts to less than significant. Various soil types in the project area are characterized as having slight to high erosion hazards, and all ground-disturbing activities could result in localized erosion. Without implementation of mitigation measures to control erosion of soil, sedimentation in Raccoon Creek could impede beneficial uses and harm water quality. Trail construction would follow BMPs and include design features to prevent erosion. Mitigation Measure S5-1 also lessened construction- and operation-related erosion hazards to a less than significant level.

Soil disturbance during construction activities for new trails and other facilities could expose workers and nearby recreationists to increased health risks from inhaling dust that contains asbestos. The Trails Expansion project is located in an area that is moderately likely to contain naturally occurring asbestos, and disturbance of soil during construction could expose workers to asbestos. The potential to impact human health from exposure to asbestos material was found to be potentially significant. Implementation of Mitigation Measure 9-1 required the implementation of an asbestos dust control plan, as needed, and reduced risks to people from naturally occurring asbestos to a less than significant level.

The potentially active Deadman Fault crosses the eastern portion of the Trails Expansion project area evaluated in the 2020 SEIR. The approved Trails Expansion project would increase human activity and presence in the area by developing new access, parking, and trails. Although all project-related facilities and structures would be designed and constructed in accordance with the current design requirements for the California Building Code (CBC) and the project area is not located in an Alquist-Priolo Earthquake Fault Zone, the project could construct buildings and/or structures on top of a known fault trace. Because the project could create a substantial increased risk of injury or property damage from strong seismic ground shaking and/or fault rupture, this impact was found to be potentially significant. Implementation of Mitigation Measure S5-2, which required the County to obtain the services of a qualified, licensed geotechnical engineer to prepare seismic engineering design recommendations reduced the impact to a less than significant level.

3.2.2 Soils, Geology, and Mineral Resources Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects with respect to soils, geology, and mineral resources. As with the 2020 SEIR, the Proposed Trail Realignment would have no impact on ground failure/liquefaction, subsidence and lateral spreading, expansive soils, mineral resources, paleontological resources, and unique geologic features. Septic tanks are not proposed as part of the Proposed Trail Realignment. Landslide potential is also considered low, and impacts would be less than significant. The Proposed Trail Realignment would eliminate the need for two vehicular bridge crossings of Raccoon Creek, further reducing the potential for the project to be located on unstable soils. The Proposed Trail Realignment would have no new impacts, and these geology and soils impacts would be less than significant.

Similar to the Trails Expansion project, construction and maintenance of the Proposed Trail Realignment could result in erosion over time. However, as the Proposed Trail Realignment eliminates construction of the two vehicular bridges, both construction and maintenance activities could result in less erosion over time than the Trails Expansion project which included the bridges. Construction methods for other smaller water crossings proposed within the Proposed Trail Realignment would be similar in number, design, and location to what was described in the 2020 SEIR. Soil types in the area of the Proposed Trail Realignment are characterized as having slight to high erosion hazards. However, implementation of Mitigation Measure S5-1 would address erosion concerns and reduce potential erosion hazards to a less than significant level. Similarly, construction of the Proposed Trail Realignment could expose workers or nearby recreationists to increased health risks from inhaling dust that contains asbestos. The Proposed Trail Realignment is located in an area moderately likely to contain naturally occurring asbestos (PCAPCD 2008). However, the implementation of Mitigation Measure 9-1 requires the implementation of an asbestos dust control plan and will reduce risks to people from naturally occurring asbestos to a less than significant level. The Proposed Trail Realignment would have no new impact, and these geology and soils impacts would be less than significant with mitigation incorporated.

The Proposed Trail Realignment would be constructed over the potentially active Deadman Fault. The Proposed Trail Realignment would not result in the construction of any new structures, but the construction of the trail would increase human activity and presence in the area and therefore could create an increased risk of injury or property damage from strong seismic ground shaking and/or fault rupture. Consistent with the 2020 SEIR, implementation of Mitigation Measure S5-2 would reduce the impact to a less than significant level.

Due to the removal of the two vehicular bridges from the Proposed Trail Realignment, the potential soils, geology and mineral resources impacts related to the construction of the two bridges would be eliminated. Other smaller water crossings/small bridges included within the Proposed Trail Realignment are similar in design and impacts to those previously analyzed within the Trails Expansion project. Therefore, impacts on soils, geology and mineral resources generated by the Proposed Trail Realignment would be less than those previously analyzed and would not result in new significant impacts. The geology impacts would remain less than significant with mitigation incorporated.

3.2.3 Soils, Geology, and Mineral Resources Mitigation Measures

Mitigation Measures S5-1, 9-1, and S5-2 remain applicable to the Proposed Trail Realignment and are provided below.

Mitigation Measure S5-1: Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required

A. Implement Stormwater BMPs.

Water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment (2015), and for Industrial and Commercial (or other similar source as approved by the County).

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 County. 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 appropriate regulatory authorities.

All permanent BMPs shall be maintained as required to ensure effectiveness.

B. Obtain RWQCB Permit and Implement Construction BMPs.

Prior to any construction commencing on projects with ground disturbance exceeding one acre, the applicant shall provide evidence 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.

BMPs shall be designed to ensure that pollutants contained in project-related storm water discharges are reduced to the maximum extent practicable and that non-storm water discharges are prevented from leaving the site, both during and after construction, as required by Placer County's Stormwater Quality Ordinance.

Construction (temporary) BMPs for the project include, but are not limited to:

- Use temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils;
- Store materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water;
- Use water for dust control;

- Construct sediment control basins;
- Regular sweeping of entry and exit areas to minimize off-site sediment transport;
- Install traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains; and
- Use barriers, such as straw bales, perimeter silt fences, or placement of hay bales, to minimize the amount of uncontrolled runoff that could enter drains or surface water.

C. Implement Post-Development BMPs.

Post-development (permanent) BMPs for the project include, but are not limited to:

- The project will have an effective system of erosion and sedimentation control, consisting of vegetative and structural measures and management practices, to reduce the damage of erosion and costly clean-up procedures.
- Following trail construction, wattles/fiber rolls and/or gravel-filled bags will remain in place until permanent stabilization measures have proven successful.
- For the duration of the project, storm drainage within ditch systems associated with switchback construction will have stabilized ditch protection. This will consist of filter fabric, mulch, or a 3- inch gravel base.
- Plan development to fit the particular topography, soils, waterways, and natural vegetation of the site, to avoid the creation of erosion problems on the site.
- Reduce erosion hazards and runoff volumes and velocity by limiting the length and steepness of slopes. Slopes subject to erosion should not be steeper than 2:1 horizontal to vertical.
- Break up long steep slopes by benching, terracing, or diversion structures.
- Use existing vegetation to control erosion to (a) shield the soil surface from rain, (b) increase infiltration, (c) reduce velocity of runoff and (d) hold soil in place and act as a filter.
- Time the project so that grading and construction occur during the normal dry season to the extent feasible.
- The County shall also consult with the RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification.

Mitigation Measure 9-1: Conduct On-Site Soil Testing and Prepare and Implement an Asbestos Dust Control Plan

Prior to the start of construction activities, the County shall test the on-site soils for the presence of asbestos. If asbestos is not present in on-site soils, no further measures would be required. If asbestos is

determined to be present on-site, the County shall prepare and implement an asbestos dust control plan as described below.

The project shall comply with PCAPCD Rule 228 for fugitive dust control. In addition, the County shall prepare an asbestos dust control plan for approval by PCAPCD as required in Section 93105 of the California Health and Safety Code, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The asbestos dust control plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds to ensure that no visible dust crosses the property line. The County shall submit the plan to the County Planning Department for review and PCAPCD review and approval before construction of the first project phase. Approval of the plan must be received from PCAPCD before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the asbestos dust control plan by PCAPCD, the County shall ensure that construction contractors implement the terms of the plan throughout the construction period.

Mitigation Measure S5-2: Obtain and Implement Seismic Engineering Design Recommendation

- a. Prior to issuance of grading permits, the applicant shall obtain the services of a qualified, licensed geotechnical engineer to examine for traces of any relevant fault zone within the project area, and develop engineering design recommendations for the project area. The recommendations shall include calculation of seismic shaking hazards using the appropriate computer modeling software, and shall include specific structural design recommendations to minimize potential damage to buildings and structures from seismic events. The recommendations shall also include an examination of the traces of the Bear Mountain fault system within the project area, including surface reconnaissance, and shall make recommendations for building foundation and infrastructure design accordingly. All appropriate design recommendations shall be implemented during the project design and construction phases.
- b. No structures intended for human occupancy shall be constructed within a 100-foot-wide no building zone over the Bear Mountain fault traces. However, following completion of the seismic study required in (a) above, the no building zone may be modified if recommended by the geotechnical engineer.
- c. Prior to issuance of grading permits, the applicant shall obtain the services of a qualified, licensed geotechnical engineer to prepare a comprehensive final geotechnical report for the entire project area with specific design recommendations sufficient to ensure the safety of soil conditions, project structures, and site occupants. The report shall include project design and construction recommendations to address:
 - Site preparation and grading, including surface and subsurface prep work, engineered fill materials, fill placement and compaction, trench backfill, erosion/winterization, slope stability, and surface drainage;
 - Foundation requirements specific to the location of each component of the proposed project;
 - Concrete slabs-on-grade, both interior and exterior;

- Retaining and below grade walls;
- Road, pavement, and parking area design; and
- The seismic engineering design recommendations shall be incorporated into the project design. Adequate field inspection shall occur during construction.

It is the responsibility of the applicant to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

3.3 CULTURAL AND TRIBAL CULTURAL RESOURCES

3.3.1 Summary of Cultural and Tribal Cultural Resources Impacts from the 2020 SEIR

Surveys conducted in support of the 2020 SEIR discovered two historic-era resources, Rock Walls (HF-2016-01) and a Water Conveyance Ditch and Stacked Rock Wall (HF-2017-01), although analysis determined that these resources are not considered significant under National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) criteria. Further, Native American consultation did not determine that sites of cultural or spiritual importance to the present-day Native American community were known to exist within the project development area for the Trails Expansion project improvements. Impacts were determined to be less than significant with the implementation of Mitigation Measures 6-2, 6-3, and S6-4.

3.3.2 Cultural and Tribal Cultural Resources Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would not result in new significant environmental effects or substantially increase the severity of previously identified, potentially significant effects with respect to cultural and/or Tribal cultural resources.

Potential impacts to cultural resources and Tribal cultural resources by the proposed Trail Realignment were assessed through a cultural resources records search, Native American outreach, and a pedestrian survey of the revised portions of the trail alignment. These efforts are summarized briefly below.

Cultural Resource Record Search: On February 17, 2022, an archival records search in support of the proposed trail realignment was conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System, located at California State University, Sacramento. The records search addressed all portions of the proposed trail realignment and a 0.25-mile radius around the study area. The records search determined that no cultural resources have been documented within the study area.

Native American Outreach: On February 17, 2022, HELIX requested that the Native American Heritage Commission (NAHC) conduct a search of their Sacred Lands File for the presence of Native American sacred sites or human remains in the vicinity of the proposed trail realignment. As of June 7, 2023, no response from NAHC has been received.

Archaeological Survey: On February 2, 2022, HELIX Senior Archaeologist Clarus Backes, RPA conducted a pedestrian survey to characterize any prehistoric or historic-era archaeological resources located within the Proposed Trail Realignment. During the survey, the ground surface along and adjacent to the trail realignment was examined for the presence of historic-era artifacts (e.g., metal, glass, ceramics), prehistoric artifacts (e.g., flaked stone tools, tool-making debris), and other features that might represent human activity that took place more than 50 years ago. No prehistoric or historic-era cultural resources were encountered during the survey.

In summary, the cultural resources records search, Native American outreach, and pedestrian survey failed to provide evidence of prehistoric or historic-era cultural resources within or adjacent to the proposed trail realignment. As such, the trail realignment would not result in any new or substantially increased impacts related to cultural or Tribal cultural resources.

3.3.3 Cultural and Tribal Cultural Resources Mitigation Measures

No evidence of previously documented or newly discovered cultural or Tribal cultural resources were found during this analysis. Nevertheless, given the general archaeological sensitivity of the area, the potential exists for undocumented cultural resources, Tribal cultural resources, and human remains to be encountered during implementation of the Proposed Trail Realignment. Mitigation Measures 6-2, 6-3, and S6-4 would apply to the Proposed Trail Realignment and are provided below. Mitigation Measure 6-1 from the 2020 SEIR required the Trails Expansion project to modify the plans to avoid potentially significant cultural resources that had been identified. Mitigation Measure 6-1 would not apply to the Proposed Trail Realignment as there were no potentially significant cultural or historic resources identified within the Proposed Trail Realignment area.

Mitigation Measure 6-2: Protect Previously Unknown Cultural Resources

Given the potential for subsurface deposits, if undocumented resources are encountered during construction, all work in the vicinity of the find shall cease until a qualified professional archaeologist can assess the significance of the find and, if appropriate, provide recommendations for treatment. Preferred measures for treatment may include no action, avoidance of the resource through the relocation of facilities (e.g., “field-fit” of a trail alignment to avoid the resource) or subsurface testing, or relocation to another location not subject to disturbance. For any such discovery, a memorandum documenting the results of the evaluation shall be provided to the County by the archaeologist, and the County shall forward the memorandum to the California Department of Parks and Recreation and the State Historic Preservation Officer.

Mitigation Measure 6-3: Stop Potentially Damaging Work if Human Remains are Uncovered During Construction

In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the construction contractor or the County, or both, shall immediately halt potentially damaging excavation in the area of the burial and notify the County coroner and a qualified professional archaeologist to determine the nature of the remains. The coroner shall examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands, in accordance with Section 7050(b) of the Health and Safety Code. If the coroner determines that the remains are those of a Native American, he or she shall contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050(c)). After the coroner’s findings are presented, the County, the archaeologist, and the NAHC-designated Most Likely Descendant (MLD) shall

determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed.

Upon the discovery of Native American remains, the procedures above regarding involvement of the County coroner, notification of the NAHC, and identification of a MLD shall be followed. The County shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have 48 hours after being granted access to the site to complete a site inspection and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. AB 2641 (Chapter 863, Statutes of 2006) suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641 includes a list of site protection measures and states that the County shall comply with one or more of the following measures:

- Record the site with the NAHC or the appropriate Information Center.
- Utilize an open-space or conservation zoning designation or easement.
- Record a document with the county in which the property is located.

The County or its authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD, or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The County or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner. Adherence to these procedures and other provisions of the California Health and Safety Code and AB 2641 would reduce potential impacts on human remains to a less than significant level.

Mitigation Measure S6-4: Post Ground-Disturbance Site Visit

Although no unique archaeological resources have been identified within the project development areas and the NAHC Sacred Lands database search was negative, there is a possibility that resources which UAIC or Colfax Todds Valley tribal members consider to be Tribal Cultural Resources could be unearthed during project construction.

Once new trails and/or parking areas have been graded and prior to the new trails and/or parking areas being opened to the public, the County will notify the UAIC and the Colfax Todds Valley Consolidated Tribe so they may conduct an additional site visit, if they desire.

In addition, if tribal cultural resources are identified that have the potential to be adversely affected by the project, Placer County will work with the tribes to minimize those impacts. Examples of impact minimization could include:

- 1) avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context.

- 2) treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - a) protecting the cultural character and integrity of the resource;
 - b) protecting the traditional use of the resource; or
 - c) protecting the confidentiality of the resource.

3.4 VISUAL RESOURCES

3.4.1 Summary of Visual Resources Impacts from the 2020 SEIR

The Trails Expansion project as described in the 2020 SEIR was determined to have no impact on scenic vistas or scenic highways as there were none that could be affected by the project. Therefore, these resource issues were not evaluated.

While construction activity and areas of vegetation removal would be temporarily visible during and immediately after construction of the Trails Expansion project and associated project facilities, the changes in views would be minimal, temporary, and not visible from most off-site public locations. Construction of structures at Mears Place parking lot would be more visible as the area is currently accessible to the public. However, the 2020 SEIR concluded that the visual impact of construction would be less than significant because views of most construction-related activity would be at least partially obscured by topography and vegetation, and construction would be temporary.

The Trails Expansion project is located in a remote area where visibility of the site from off-site public locations is low. Most park improvements would not be prominently visible from off-site public locations with the exception of overlooks which would be in certain areas that offer prominent views of the region. Although facilities and structures associated with the project may be partially visible to the public from off-site locations, they would be constructed of natural material and colors so that they would appear similar in nature to the type of structures viewers expect to see in a rural setting. Because of the limited visibility of the project area, the large distance between the park structures and the observer, and the incorporation of natural materials and color palettes, the post project views would appear like views of existing structures in the project area. Implementation of the project would have a less than significant impact on long-term views.

The Trails Expansion project approved the widening of Garden Bar Road which would require the removal of numerous mature oak trees and change the visual character. The 2020 SEIR found that visual impacts from the widening of Garden Bar Road would be significant and unavoidable. The 2010 EIR found that even with the implementation of Mitigation Measure 7-1, Revegetate and Restore All Disturbed Areas to Minimize Visual Quality Impacts and Mitigation Measure S12-7, Protect Oak Woodland Habitat, visual impacts associated with removal of oak trees along Garden Bar Road would be significant and unavoidable.

The Trails Expansion project also included the construction of a parking/trailhead area on the Harvego Bear River Preserve area of the project. It should be noted that although the certified SEIR evaluated a larger project, the Board of Supervisors approved a CUP Modification for the “Reduced Project”, which removed the trailhead and parking at Harvego from the project description. Construction of the Harvego

parking/trailhead area would have changed the aesthetics along segments of Curtola Ranch Road (the road leading to the Harvego trailhead) as the road would have been changed permanently from a narrow, gravel road to a 20-foot wide, paved road in order to safely accommodate vehicles. While the changes would have been permanent, Curtola Ranch Road is not a scenic vista nor a State scenic highway. Therefore, while the trail expansion may have resulted in changes to the visual character of the area, any such change would have been limited in scope because the number of viewers with direct line of sight to project modifications is limited.

3.4.2 Visual Resources Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects with respect to visual resources. There are no scenic highways or scenic vistas which would be affected by the Proposed Trail Realignment. Visual impacts related to construction would continue to be temporary, and views from off-site public lands would be at least partially obscured by vegetation and topography. The Proposed Trail Realignment is also located in a remote area where visibility of the site from public locations is low and would have a less than significant impact on long-term views. The Proposed Trail Realignment would not affect the planned widening of Garden Bar Road as described in the 2020 SEIR and would not result in any substantial changes to the visual environment. Due to the removal of the two vehicular bridges across Raccoon Creek from the Proposed Trail Realignment, the visual impacts related to the construction of the bridges would be eliminated. Therefore, impacts on visual resources generated by the Proposed Trail Realignment would be less than those previously analyzed and would not result in new or more significant impacts.

3.4.3 Visual Resources Mitigation Measures

The Visual Resources section of the 2020 SEIR included two mitigation measures: Mitigation Measure 7-1: Revegetate and Restore All Disturbed Areas to Minimize Visual Quality Impacts and Mitigation Measure S12-7: Protect Oak Woodland Habitat. Both mitigation measures would address visual impacts resulting from the removal of oak trees associated with the widening of Garden Bar Road. These mitigation measures would not apply to the Proposed Trail Realignment, as the Proposed Trail Realignment does not propose any road widening or alteration to the planned road widening that would result in additional oak tree removal described in the 2020 SEIR.

3.5 TRANSPORTATION AND CIRCULATION

3.5.1 Summary of Transportation and Circulation Impacts from the 2020 SEIR

The 2020 SEIR determined that the Trails Expansion project would not conflict with any policies supporting alternative transportation, as there were not any transit facilities, light rail, or airport facilities within the project vicinity. During construction of the trail system and related components, local roadways would experience an increase in traffic from daily commutes by construction workers and delivery trucks. However, this increase in traffic would be temporary and was not expected to be substantial in relation to the existing traffic load and capacity of area roadways. The Vehicle Miles Traveled (VMT) generated by construction traffic would constitute a temporary and very small increase in VMT and would not be substantial in relation to the existing VMT of Placer County. The project was not found to conflict with any adopted program, plan, ordinance or policy under existing plus project

conditions. The Trails Expansion project included several access points and roads and two helicopter landing zones that would provide adequate access for emergency response vehicles and personnel. These transportation and circulation impacts were determined to be less than significant.

The addition of project traffic following implementation was determined to result in a significant and unavoidable impact with respect to VMT, and no feasible mitigation measures that reduce VMT were identified.

The 2020 SEIR determined that with the implementation of mitigation, the project would have a less than significant impact on safety related impacts to transportation and circulation. The project would be accessed from multiple points along public roads including Cramer Road, which would create a potentially significant hazard to motorists due to a higher-than-average rate of collisions along Cramer Road. Implementation of Mitigation Measure S8-3, which includes installation or upgrade of traffic control devices along Cramer Road to meet current Manual on Uniform Traffic Control Devices (MUTCD) standards for message, location, and sign condition to the satisfaction of the Department of Public Works prior to the public use of the Twilight Ride facility in Phase 1, would reduce the project's impact on safety on Cramer Road to less than significant.

3.5.2 Transportation and Circulation Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would not result in new significant environmental effects or substantially increase the severity of previously identified impacts related to transportation and circulation. The Proposed Trail Realignment would be accessed via the same entry points analyzed in the 2020 SEIR and would not create new or more significant safety hazards. The Proposed Trail Realignment would not result in any changes to parking areas or access roads. VMT and project-related construction and operations traffic generated by the Proposed Trail Realignment would be less than what was analyzed in the 2020 SEIR due to the removal of the two vehicular bridges from the project and would not result in new or more significant impacts related to VMT. Because the proposed project consists of the realignment of a short segment of the proposed Trails Expansion trail system, and would not create any new vehicle trips, no new impacts to transportation and circulation would occur, and no transportation and circulation mitigation measures apply to the Proposed Trail Realignment.

3.5.3 Transportation and Circulation Mitigation Measures

Mitigation Measures S8-1, S8-2, S8-3, S8-4, and S8-5 were adopted as part of the 2020 SEIR but do not apply to the Proposed Trail Realignment for the reasons outlined below.

Mitigation Measure S8-1, Implement Traffic Control Measures During Park Reservation-based Events, would not apply to the Proposed Trail Realignment because the trail realignment would not affect the parking system. Similarly, Mitigation Measure S8-2, Install No Parking Signs to discourage Pedestrian Travel on Local Roads, would not apply to the Proposed Trail Realignment as the trail realignment does not affect any areas near local roads. Mitigation Measure S8-3, Install or Upgrade Traffic Control Devices along Cramer Road, does not apply to the Proposed Trail Realignment as the trail realignment would not affect Cramer Road. Mitigation Measures S8-4, Prepare Improvement Plans and Construct Improvement for Access to Twilight Ride, and Mitigation Measure S8-5, Construct Left Turn Lane at Access to Twilight Ride, are both specific to the Twilight Ride parking area which would not be affected by the Proposed Trail Realignment.

3.6 AIR QUALITY

3.6.1 Summary of Air Quality Impacts from the 2020 SEIR

In the 2020 SEIR, several resource issues were identified as having less than significant impacts related to air quality. Modeled short-term emissions of ozone precursors and fugitive dust from construction of trails and other facilities would not exceed Placer County Air Pollution Control District's (PCAPCD's) significance thresholds and thus Reactive Organic Gases (ROG), Oxides of Nitrogen (NO_x), and Particulate Matter with a diameter of 10 micrometers or less (PM₁₀) associated with project construction would not violate or contribute substantially to an existing or projected air quality violation. Modeling for the 2020 SEIR also concluded that long-term operational activities associated with the Trails Expansion area would not result in emissions of ROG, NO_x, or PM₁₀ exceeding PCAPCD's significance threshold. Vehicle traffic to and from the trail expansion areas would result in long-term operational (local) mobile source emissions of carbon monoxide (CO), but these emissions would not contribute to an exceedance of California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) or expose sensitive receptors to substantial concentrations of CO. Diesel exhaust emissions from on-site construction equipment may result in a new source of odor in the project area. However, these emissions would be intermittent and temporary, rapidly dissipate, and therefore, not create objectionable odors affecting a substantial number of people. These impacts were less than significant, and no mitigation was required.

The Trails Expansion project is located in an area that is moderately likely to contain naturally occurring asbestos that may become airborne during construction activities and create a potentially significant health hazard. During construction, construction workers and surrounding residents could be exposed to dust from asbestos rock and soils as well as exhaust from off-road, heavy-duty diesel equipment used for construction activities. It was determined that the Trails Expansion project could potentially expose sensitive receptors to emissions of toxic air contaminants (TACs); however, this impact was found to be less than significant with the implementation of Mitigation Measures 9-1 and S9-2, which required testing for asbestos and the listing of standard air quality notes on grading and/or improvement plans. Long-term operation of the project was not found to result in significant ground disturbance and thus potential exposure to asbestos fibers was determined to be minimal.

3.6.2 Air Quality Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would realign a segment of one of the trails in the Trails Expansion area but would not result in any new or increased impacts associated with air quality. The Proposed Trail Realignment would change the location of the trails as analyzed in the 2020 SEIR, but construction methods would remain the same as what was previously analyzed and would not result in an increase of emissions in criteria pollutants or odors. Due to the removal of the two vehicular bridges proposed across Raccoon Creek from the Proposed Trail Realignment, the air quality impacts related to the construction of the bridges would be eliminated. Therefore, emissions generated by the Proposed Trail Realignment would be less than those previously analyzed and would not result in new or more significant impacts.

Construction of the Proposed Trail Realignment may lead to the release of TACs such as asbestos. The Proposed Trail Realignment is located in an area moderately likely to contain naturally occurring asbestos, and thus the implementation of Mitigation Measures 9-1 and S9-2 would still apply and be implemented prior to construction.

3.6.3 Air Quality Mitigation Measures

Mitigation Measures 9-1 and S9-2 would remain relevant to the Proposed Trail Realignment and are provided below.

Mitigation Measure 9-1: Conduct On-Site Soil Testing and Prepare and Implement an Asbestos Dust Control Plan, if Needed

Prior to construction activity, the County shall test the on-site soils for the presence of asbestos. If naturally-occurring asbestos, serpentine, or ultramafic rock is either known to be located onsite, or is disclosed in the project's geology/soils survey report, or if the project is located in, partly or entirely, "almost likely" to contain Naturally Occurring Asbestos Area, as shown on the Geologic maps prepared by the California Geologic Survey (formerly the California Division of Mines and Geology), the following measures shall be implemented.

The project shall comply with PCAPCD Rule 228 for fugitive dust control. When the construction area is equal to or greater than one acre, the applicant shall prepare an Asbestos Dust Mitigation Plan (ADMP) as required in Section 93105 of the California Health and Safety Code, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The ADMP shall be submitted to the PCAPCD a minimum of 21 days before construction activity is scheduled to commence.

The applicant should contact the PCAPCD before retaining a qualified state registered geologist to conduct initial geologic evaluations as part of the ADMP application process. The County shall submit the plan to the County Planning Department for review and PCAPCD for review and approval before construction of the first project phase. Approval of the plan must be received from PCAPCD before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the asbestos dust control plan by PCAPCD, the County shall ensure that construction contractors implement the terms of the plan throughout the construction period.

If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 ("Asbestos Airborne Toxic Control Measure – Asbestos Containing Serpentine"). The material with naturally-occurring asbestos can be reused at the site for sub-grade material covered by other non-asbestos-containing material in accordance with Placer County APCD Rule 228 and Section 93105 Title 17, California Code of Regulations (CCR) by the California Air Resources Board per Health and Safety Code Section 39666.

If asbestos containing soil is found on trail surfaces, the asbestos dust control plan shall include provisions, including capping or other treatment of trail surfaces to avoid exposure by trail users.

Mitigation Measure S9-2: List Standard Air Quality Notes on Grading and Improvement Plans

The following standard notes shall be listed on all Grading/Improvement Plans:

- a. Prior to construction activity, a Dust Control Plan or Asbestos Dust Mitigation Plan shall be submitted to the Placer County Air Pollution Control District (PCAPCD). The Dust Control Plan shall be submitted to the PCAPCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be found via the following webpage:
<https://www.placer.ca.gov/1616/Naturally-Occurring-Asbestos>

<http://www.placerair.org/dustcontrolrequirements/dustcontrolform>

- b. Construction equipment exhaust emissions shall not exceed the PCAPCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the PCAPCD to cease operations, and the equipment must be repaired within 72 hours.
- c. Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on PCAPCD Rule 228/Section 301.)
- d. The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite. (Based on PCAPCD Rule 228/Section 304.)
- e. During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on PCAPCD Rule 228/Section 401.2.)
- f. The contractor shall suspend all grading operations when fugitive dust exceeds the PCAPCD Rule 228 (Fugitive Dust) limitations. Visible emissions of fugitive dust shall not exceed 40% opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed PCAPCD Rule 228 limitations. (Based on PCAPCD Rule 228/Section 302 & 401.4.)
- g. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on PCAPCD Rule 228/Section 401.5.)
- h. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on PCAPCD Rule 228/Section 401.6.)
- i. To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on PCAPCD Rule 228/Section 402.)
- j. The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.
- k. During construction, open burning of removed vegetation is only allowed under PCAPCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no

practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large, proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on PCAPCD Rule 304.)

- l. Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require a PCAPCD permit. Developers/contractors should contact the PCAPCD before construction and obtain any necessary permits before the issuance of a Building Permit. (PCAPCD Rule 501.)
- m. The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- n. The contractor shall minimize idling time to a maximum of five minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14.)
- o. Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school).

3.7 NOISE

3.7.1 Summary of Noise Impacts from the 2020 SEIR

The 2020 SEIR found that noise impacts during both construction and operations would be less than significant with the incorporation of mitigation. Short-term exterior noise levels at the closest noise-sensitive receptor during project construction could exceed 70 dBA without feasible noise controls, which would exceed the applicable County nighttime standard of 45 dBA at existing nearby off-site land uses. However, construction would be limited to daytime hours and therefore this impact would be less than significant.

Maintenance and operations activities that could generate noise include periodic vegetation clearing and similar maintenance activity as well as increased noise associated with recreation. While area-source noise may result from maintenance and operations activities, exterior noise levels at the closest existing noise-sensitive receptor would not exceed any of the applicable County standards for daytime or nighttime noise, nor would they result in a substantial increase in ambient noise levels at nearby existing noise-sensitive receptors.

It was determined that construction of the Trails Expansion project would result in a short-term increase in noise associated with roadway traffic due to truck hauling trips and worker commute vehicles. However, adding these daily trips to average daily traffic volumes for the roads that would be used during construction was not found to result in a noticeable noise increase along these roadways or an exceedance of Placer County transportation noise source standards. Operation of the Trails Expansion project was expected to generate up to 852 one-way daily weekend vehicle trips on local roadways. The Trails Expansion area would not result in a noticeable increase in traffic volumes on any one roadway segment with the exception of Garden Bar Road from Mt. Pleasant Road to the park's entry and Auburn Valley Road from Fairway to Curtola Ranch Road. Vehicle noise would be greatest where traffic

congregates around the park entry points. Short- and long-term traffic-generated noise levels would not exceed applicable County noise standards, but long-term exterior traffic noise levels would increase at nearby existing noise-sensitive receptors by more than 3 dBA on proposed park entry access roads. The increase in transportation-related noise levels would be significant; however, the implementation of Mitigation Measure 10-1 (limiting hours of operation to 6 a.m. - 30 minutes after sunset) and Mitigation Measure 10-2 (requiring the use of pavement or similar hard material on access roads and limiting the speed to 25 mph) would reduce this impact to a less than significant level.

3.7.2 Noise Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would realign a segment of one of the trails in the Trails Expansion area but would not result in any new or different impacts associated with noise. With the elimination of the two vehicular bridges across Raccoon Creek, there would be less construction noise from helicopters, cranes, and other heavy machinery needed for the bridge construction. Therefore, overall construction noise related to the Proposed Trail Realignment would be less than what was analyzed in the 2020 SEIR. Construction-related noise would be limited to daytime hours and would therefore not exceed County standards for nearby sensitive receptors. Noise associated with maintenance and operations of the Proposed Trail Realignment would be similar to what was evaluated for the Trails Expansion project and would not exceed County standards for daytime or nighttime noise and would not result in a substantial increase in ambient noise levels.

Construction associated with the Proposed Trail Realignment would result in a short-term increase in noise associated with roadway traffic but is not expected to generate any additional roadway noise beyond what was analyzed in the 2020 SEIR. The Proposed Trail Realignment would be accessed by the public via existing trails and trails planned as part of the Trail Expansion project and would not create any new public access points. Therefore, traffic and roadway noise around park entry points would be the same for the Proposed Trail Realignment as what was evaluated in the 2020 SEIR. Due to the elimination of construction noise associated with the two vehicular bridges across Raccoon Creek, construction noise generated by the Proposed Trail Realignment would be less than that previously analyzed and would not result in new or more significant impacts. No noise mitigation measures apply to the Proposed Trail Realignment.

3.7.3 Noise Mitigation Measures

Mitigation Measures 10-1 and 10-2 were adopted as part of the 2020 SEIR but do not apply to the Proposed Trail Realignment for the reasons outlined below.

Mitigation Measure 10-1, Restrict General Public Traffic to 6 am to 30 minutes after sunset, would not apply to the Proposed Trail Realignment because the measure applies to the public parking areas, and the Proposed Trail Realignment does not include any public parking areas. Similarly, Mitigation Measure 10-2, requiring the use of pavement or similar hard material when laying the final surface on access roads and limiting vehicle speeds to 25 mph, would not apply to the Proposed Trail Realignment as the trail realignment does not affect any vehicle access roads.

3.8 HYDROLOGY AND WATER QUALITY

3.8.1 Summary of Hydrology and Water Quality Impacts from the 2020 SEIR

The 2020 SEIR concluded that most impacts related to hydrology and water quality were potentially significant but would be reduced to a less than significant level with the implementation of mitigation. Construction of the Trails Expansion area could cause short-term degradation of water quality through rain and wind erosion in areas where vegetation was removed or through accidental spills of contaminants during construction. Implementation of Mitigation Measure 11-1, requiring grading and drainage plans, and Mitigation Measure S5-1, requiring approval from the CVRWQCB, reduced this impact to a less than significant level.

Long-term water quality degradation could occur from soil erosion and creek sedimentation due to the introduction of impervious surfaces such as access roads and parking areas which would alter existing absorption rates and runoff. The trails would be maintained as an exposed dirt surface area that would increase the amount of soil exposed to wind and water erosion. Implementation of Mitigation Measures 11-1 and S5-1 further reduced this impact to a less than significant level.

It was determined that there was the potential for proposed on-site septic systems to change the quality of groundwater in the area if the septic systems were not sited properly. The implementation of Mitigation Measure 11-2 reduced this impact to a less than significant level. While soil compaction from constructed facilities could slightly impede recharge in localized areas, only a small percentage of the total acreage of the Trails Expansion area will be developed with impervious surfaces. However, the 2020 SEIR concluded that this impact was potentially significant, but implementation of Mitigation Measure 11-2 reduced the impact to a less than significant level.

The impact of the Trails Expansion project was found to have a less than significant effect on the exposure of people or structures to flooding. The construction of park and project facilities adjacent to or across from Racoon Creek or adjacent to the Bear River could expose people and structures to flooding. However, facilities potentially exposed to flooding would be constructed to withstand scour and debris flow, and no housing would be constructed in the floodplain as part of the project.

3.8.2 Hydrology and Water Quality Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would realign a segment of one of the trails that was evaluated as part of the Trails Expansion project in the 2020 SEIR and would eliminate the construction of two vehicular bridges that were proposed across Racoon Creek. Construction methods for other smaller water crossings proposed within the Proposed Trail Realignment would be similar in number, style and location to what was described in the 2020 SEIR. Therefore, the Proposed Trail Realignment as a whole would have less potential for short-term, construction-related soil erosion and the impairment of water quality in Racoon Creek.

Implementation of Mitigation Measures 11-1 and S5-1 would reduce hydrology and water quality impacts to a less than significant level as they would require the preparation and implementation of a grading and drainage plan and would require authorization from the Central Valley Regional Water Quality Control Board for construction and operation activities as well as the implementation of erosion and sediment control measures. The Proposed Trail Realignment does not include the introduction of

any impervious surfaces and therefore would not alter existing absorption rates or runoff. The trails would be maintained as an exposed dirt surface area which would follow contours to minimize grades, and long-term maintenance would be performed to reduce erosion to the greatest extent possible. On-site septic systems are not proposed as part of the Proposed Trail Realignment. The Proposed Trail Realignment also would not include the introduction of any impervious surfaces or groundwater wells that could result in a change in the supply and availability of groundwater. The Proposed Trail Realignment would not include the construction of any structures in a floodplain, and access to the trails would be restricted in the event of a flood. Therefore, the Proposed Trail Realignment would not result in any new or substantially increased impacts related to hydrology and water quality.

3.8.3 Hydrology and Water Quality Mitigation Measures

Mitigation Measures 11-1 and S5-1 apply to the Proposed Trail Realignment. Mitigation Measure 11-2, Implement Groundwater Protection through a Transient Non-community Water System Permit, and Mitigation Measure 11-3, Calculate Water Demands for Fire Suppression, would not apply to the Proposed Trail Realignment because no wells would be installed as part of the trail realignment evaluated in this document.

Mitigation Measure 11-1: Prepare and Implement a Grading and Drainage Plan

The County shall prepare and submit Grading and Drainage Plans (Plans) and specifications (per the requirements of Section II of the Land Development Manual that are in effect at the time of submittal) for review and approval of work associated with structural design, hydrology associated with the bridges, and grading/drainage associated with the facility development zone. The Plans shall show all conditions affecting those facilities as well as pertinent topographical features. All existing and proposed utilities and easements, on-site and adjacent to those facilities, which may be affected by planned construction, shall be shown on the plans. The County shall pay plan check and inspection fees as applicable.

All proposed grading, drainage improvements, vegetation, tree impacts, and tree removal associated with the proposed trails expansion project, including access roads, parking areas, overlooks, bridges and trails shall be shown on the Plans and all work shall conform to provisions of the County Grading Ordinance (Section 15.48, formerly Chapter 29, Placer County Code) and the Placer County Flood Control District's Stormwater Management Manual. No grading, clearing, or tree disturbance shall occur until the Plans are approved and any required temporary construction fencing has been installed and inspected by a member of the Design Review Committee. All cut/fill slopes included in the Plans shall be at 2:1 (horizontal:vertical) maximum unless a soils report supports a steeper slope and Design Review Committee concurs with said recommendation.

In addition, a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal shall be prepared and submitted with the Plans. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, 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 both during construction and for long-term post-construction water quality protection. BMP measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of

pollutants to stormwater to the maximum extent practicable. In addition, routine maintenance shall be performed on trails expansion facilities to reduce erosion to the extent possible and to repair weather-related damage that could contribute to erosion.

See Section 3.2.3 for Mitigation Measure S5-1, Soils, Geology, and Seismicity – Construction- and Operation-Related Erosion Hazards.

3.9 BIOLOGICAL RESOURCES

3.9.1 Summary of Biological Resources Impacts from the 2020 SEIR

The 2020 SEIR determined that implementation of the Trails Expansion project may result in the loss of Brandegees' clarkia and other special-status plant species, however it was found that these impacts would be less than significant with no mitigation required due to the negative results of the 2017 special-status plant surveys along the Trails Expansion area.

The 2020 SEIR determined that implementation of the project has the potential to disturb aquatic habitats and the native fish community; however, such impacts would be mitigated to a less than significant level with implementation of Mitigation Measures S12-1, S12-2, and S5-1 as noted below. Similarly, the project was determined to result in potentially significant impacts to Waters of the U.S. and State through the alteration or degradation of such features during construction and grading activities. Impacts to Waters of the U.S. and State would be mitigated to a less than significant level with Mitigation Measures S12-2.

The project was determined to have the potential to significantly impact amphibian and reptile species including California red-legged frog, foothill yellow-legged frog, and western pond turtle; however, such impacts would be mitigated to a less than significant level with Mitigation Measures S12-3 and S12-4.

The project was determined to have the potential to significantly impact nests of raptors and other bird species (including special-status bird species); however, such impacts would be mitigated to a less than significant level with Mitigation Measure 12-5. In addition to avian species, the project was determined to have the potential to significantly impact the dens and roosts of special-status mammals that includes ringtail and Townsend's big eared bat, respectively. Impacts to these mammals would be reduced to a less than significant level with Mitigation Measure S12-6.

The 2020 SEIR also determined that the project could have potentially significant impacts on oak trees and oak woodland habitat. This impact would be reduced to a less than significant level through Mitigation Measure S12-7.

3.9.2 Biological Resources Impacts Associated with the Proposed Trail Realignment

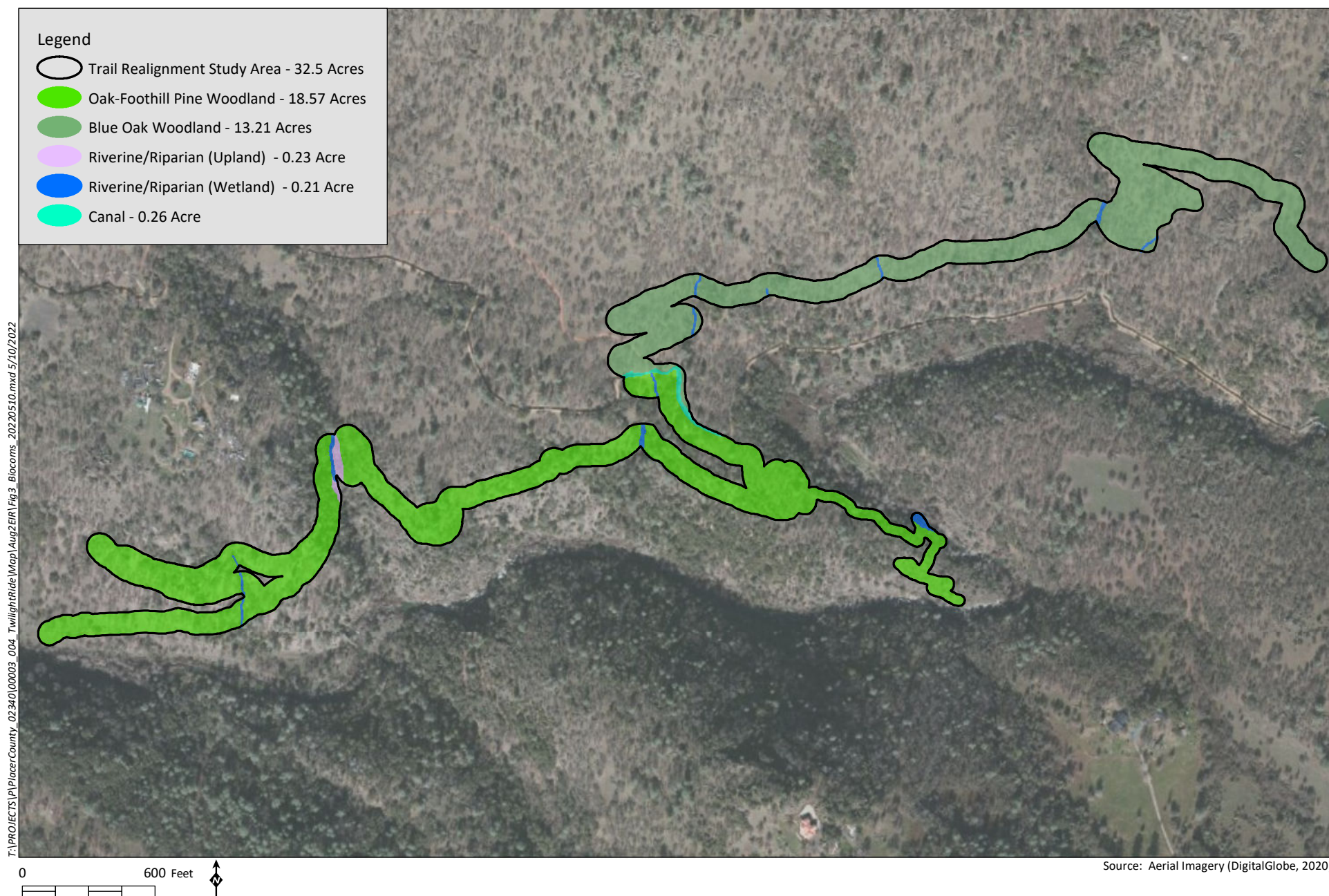
At the time the 2020 SEIR was drafted and circulated for public review, the Placer County Conservation Program (PCCP) had not yet been adopted. The PCCP was subsequently adopted by the Placer County Board of Supervisors on September 1, 2020. In addition to traditional biological mitigation measures, the 2020 SEIR also included PCCP- appropriate mitigation measures in the event the PCCP was adopted prior to submittal of improvement plans for this project. It was always the intent to utilize mitigation through the PCCP if it was adopted in sufficient time for this project.

Biological surveys at the site were conducted in tandem and consisted of an aquatic resource delineation and a biological reconnaissance survey by HELIX biologist Greg Davis on February 2 and April 22, 2022. The Study Area was systematically surveyed on foot to ensure total coverage, with special attention given to areas with the potential to support special-status species and sensitive habitats. The delineation of aquatic resources was conducted in accordance with the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987), the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (Version 2.0) (USACE 2008a) and the *USACE A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (USACE 2008b). Prior to the field survey, HELIX obtained lists of regionally occurring special-status species from the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), and the USFWS Information for Planning and Consultation (IPaC) to evaluate their potential to occur within the Study Area. All resources of interest were mapped during the survey with Global Positioning System (GPS)-capable tablets equipped with GPS receivers running ESRI Collector for ArcGIS version 10.6.1 software. Following the field survey, the potential for each species identified in the database query to occur within the Study Area was determined based on the resources present within the Study Area. See Figure 3, Biological Communities Map, for the upland and aquatic habitats mapped within the Study Area. No special-status species were encountered during the reconnaissance surveys.

In addition to the aquatic resource delineation and biological reconnaissance survey, HELIX Biologist Greg Davis conducted special-status plant surveys within the Study Area on April 1, April 22, and May 4, 2022. A review and analysis of technical materials and relevant databases was undertaken prior to conducting the botanical surveys. The entire Study Area was surveyed on foot following the procedures described in the California Department of Fish and Wildlife's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018). The botanical surveys were floristic in nature: all plant species observed during the surveys were identified to the taxonomic level necessary to determine rarity and listing status. No special-status plant species were observed within the Study Area during the three surveys.

The Proposed Trail Realignment would realign a segment of one of the trails that was evaluated as part of the Trails Expansion project in the 2020 SEIR. Such changes would not result in increased impacts to biological resources. The Proposed Trail Realignment would alter the footprint of the Trails Expansion project and would result in construction and/or operation in new areas that may result in significant impacts to special-status plant and wildlife species, oak woodland habitat, aquatic habitat, and/or migratory bird species. However, the Proposed Trail Realignment would not result in new significant impacts or substantially increase the severity of impacts identified in the 2020 SEIR.

Due to the removal of the two vehicular bridges from the Proposed Trail Realignment, the potential biological resources impacts related to the construction of the two bridges would be eliminated. Therefore, impacts on biological resources generated by the Proposed Trail Realignment would be less than those previously analyzed and would not result in new significant impacts. The Proposed Trail Realignment would implement Mitigation Measures S5-1 and S12-1 through S12-7 to reduce potentially significant impacts to be less than significant. Therefore, the Proposed Trail Realignment would not result in new significant impacts or increase the severity of impacts identified in the 2020 SEIR.



3.9.3 Biological Resources Mitigation Measures

Consistent with the 2020 SEIR, the Proposed Trail Realignment would implement Mitigation Measures S5-1 and S12-1 through S12-7 to reduce significant impacts to special-status plant and wildlife species, sensitive habitats, and nesting birds and raptors. Implementation of these measures, listed below, would reduce all impacts to a less than significant level.

As discussed earlier, the PCCP was adopted by the Placer County Board of Supervisors in September of 2020. As specifically noted in the 2020 SEIR, the mitigation measures included in the 2020 SEIR may be replaced with the PCCP's mitigation fees and conditions on covered activities to address resource impacts and avoidance and minimization measures as set forth in the PCCP implementation document because compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts.

The mitigation measures below have been refined and clarified in some cases to acknowledge adoption of the PCCP. All mitigation measures remain adequate to reduce potential impacts to a less-than-significant level, and the project proponent shall adopt the mitigation measures as revised below. These changes are not substantial changes that would require major revisions to the previous SEIR because there are no new significant impacts, and there is no increase in severity of potentially significant impacts identified in the 2020 SEIR.

See Section 3.2.3 for Mitigation Measure S5-1, Soils, Geology, and Seismicity – Construction- and Operation-Related Erosion Hazards.

Mitigation Measure S12-1: Biological Resources – Potential Disturbance of Aquatic Habitats and the Native Fish Community

The County and its primary construction contractor shall implement the following measures to reduce impacts on aquatic habitats and the native fish community in the project area:

- All in-water construction activities shall be conducted during months when sensitive fish species are less likely to be present or less susceptible to disturbance (i.e., April 15 – October 15 or as directed by CDFW).
- The County shall obtain and implement the conditions of a California Fish and Game Code Section 1600 streambed alteration agreement. CDFW shall be consulted regarding potential disturbance to fish habitat, including SRA habitat, as part of the process for obtaining a streambed alteration agreement, pursuant to Section 1602 of the California Fish and Game Code. Affected habitats shall be replaced and/or rehabilitated to the extent feasible and practicable. The acreage of riparian habitat that would be removed shall be replaced or rehabilitated on a “no-net loss” basis in accordance with CDFW regulations and as specified in the streambed alteration agreement. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to CDFW. Minimization and compensation measures adopted through the permitting process shall be implemented.
- In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation

fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.

- The County shall consult and coordinate with CDFW to develop regulations and limits for angling in Raccoon Creek, restrict angling activities while adult steelhead and salmon are present, and coordinate on enforcement of the area to monitor and regulate fishing activities.

Mitigation Measure S12-2: Biological Resources – Replace, Restore, or Enhance Affected Jurisdictional Waters of the United States and Waters of the State

- Prior to construction, the County shall obtain a verified wetland delineation from USACE. Based on the results of the verified delineation, the County shall commit to replace, restore, or enhance on a “no net loss” basis, in accordance with USACE and the Central Valley RWQCB, the acreage of all waters of the United States and wetland habitats that would be affected by implementation of the project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods agreeable to USACE, CDFW, and the Central Valley RWQCB, as determined during the Sections 404, 1602, and 401 permitting processes.
- Authorization for the fill of jurisdictional waters of the United States shall be secured from USACE through the CWA Section 404 permitting process before any fill is placed in jurisdictional wetlands. Timing of compliance with the specific conditions of the 404 permit shall be in accordance with conditions specified by USACE as part of permit issuance. In its final stage and once approved by USACE, this mitigation plan shall detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of jurisdictional wetlands function and services in the project vicinity. As required by Section 404, approval and implementation of the wetland mitigation and monitoring plan shall ensure no net loss of jurisdictional waters of the United States, including jurisdictional wetlands.
- In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project’s own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP’s mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.
- Alternatively, if the project proceeds before adoption of the PCCP or if the PCCP is not approved, the applicant may choose to utilize the Western Placer County Voluntary Interim In Lieu Fee Program (VIILF) to satisfy USACE and RWQCB mitigation requirements for the project’s impacts

to aquatic resources. The applicant shall be required to enter into both a Western Placer County In Lieu Fee Program Credit Transfer Agreement and an Interim Fee Credit Agreement with the County. If the VIILF is chosen, then Mitigation Measure 12-2 may be replaced with the payment of the interim fee. **This component of the mitigation measure no longer applies because the PCCP is fully adopted and the Western Placer In-Lieu Fee (ILF) Program is an adopted component of the PCCP, and the project will pay applicable PCCP fees.**

- Water quality certification pursuant to Section 401 of the CWA is required as a condition of issuance of the 404 permit. Before construction in any areas containing wetland features, the County shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.
- Additionally, see Mitigation Measure S5-1 above, “Soils, Geology, and Seismicity”: Obtain Authorization for Construction and Operation Activities from the CVRWQCB and Implement Erosion and Sediment Control Measures as Required.

Mitigation Measure S12-3: Biological Resources – Implement Measures to Protect California Red-Legged Frog

The County and its primary construction contractor shall implement the following measures to reduce impacts on California red-legged frogs:

- Before any work in or within 200 feet of aquatic habitat, the County shall determine whether aquatic habitat is occupied by California red-legged frog, in consultation with USFWS. This determination may be supported by a habitat assessment for California red-legged frog prepared according to USFWS guidelines (USFWS 2005) as revised, and focused surveys if recommended by USFWS **or CDFW**. If aquatic habitat in the project area is not occupied by California red-legged frog, there would be no impacts on this species and no further mitigation would be required.
- If aquatic habitat in the project area is occupied by California red-legged frog, the County shall minimize impacts on California red-legged frog by implementing the following measures:
 - Worker awareness training shall be provided to construction crews working in California red-legged frog habitat. At a minimum, the training shall include a description of California red-legged frog and its habitat and their importance, general measures that are being implemented to conserve California red-legged frog as such measures relate to the project, and the boundaries within which construction activities shall occur.
 - Suitable California red-legged frog habitat shall be surveyed 2 weeks before the start of construction activities. If California red-legged frogs, tadpoles, or eggs are found, they may be moved from the project area only by a qualified and permitted biologist and with project-specific regulatory agency approval. If California red-legged frogs are not identified, construction may proceed.
 - Exclusionary fencing (i.e., silt fences) shall be installed no more than 200 feet around all areas that are within or adjacent to California red-legged frog habitat.

- A USFWS-approved biologist shall be present at active project areas until the removal of California red-legged frog, instruction of workers, and habitat disturbance have been completed. After this time, the County shall designate a person to monitor on-site compliance with all minimization measures.
- If any work area will be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 5 millimeters. Water shall be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures shall be removed upon completion of the project.
- Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in the best management practices (BMPs) in Mitigation Measure 11-1, "Obtain Authorization for Construction Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required."
- The County shall compensate for permanently lost habitat by developing and/or implementing a habitat creation/restoration plan for California red-legged frog. This plan shall, at a minimum, compensate for lost habitat on an acre-for-acre basis, and it shall include verifiable performance criteria and remediation measures developed with USFWS during the Section 7 consultation process.
- In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then **compensatory portion of** Mitigation Measure 12-32 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.

Mitigation Measure S12-4: Biological Resources – Implement Measures to Protect Foothill Yellow-Legged Frog and Northwestern Pond Turtle

The County and its primary construction contractor shall implement the following measures to reduce impacts on foothill yellow-legged frogs and northwestern pond turtles:

- Construction of foot bridges and trails across smaller drainages shall occur when the drainages are dry, to the extent feasible.
- Before any work in **the tributaries to** Racoon Creek, the County shall determine, in consultation with CDFW, whether aquatic habitat at work sites would support foothill yellow-legged frog and/or northwestern pond turtle habitat. If no aquatic habitat for foothill yellow-legged frog or northwestern pond turtle habitat occurs at a work site, there would be no impacts on these species and no further mitigation is required.

- If aquatic habitat for foothill yellow-legged frog and/or northwestern pond turtle is present at work sites, the County shall minimize impacts on these species by implementing the following measures:
 - Worker awareness training shall be provided to construction crews working in foothill yellow-legged frog and northwestern pond turtle habitat. At a minimum, the training shall include a description of foothill yellow-legged frog and northwestern pond turtle and their habitats and their importance, general measures that are being implemented to conserve foothill yellow-legged frog and northwestern pond turtle as such measures relate to the project, and the boundaries within which construction activities shall occur.
 - Suitable foothill yellow-legged frog and northwestern pond turtle aquatic habitat shall be surveyed within 2 weeks before the start of construction activities. If northwestern pond turtles or foothill yellow-legged frogs, tadpoles, or eggs are found, they may be moved from the project area only with CDFW approval and appropriate take permits. If neither northwestern pond turtle nor foothill yellow-legged frog is identified, construction may proceed.
 - A qualified biologist holding the appropriate take permits shall be present at active work sites until the removal of foothill yellow-legged frog and northwestern pond turtle, instruction of workers, and habitat disturbance have been completed. After this time, the County shall designate a person to monitor on-site compliance with all minimization measures.
 - If any work site will be temporally dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 5 millimeters. Water shall be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures shall be removed upon completion of the project.
- ~~Alternatively, the~~ County may purchase credit for permanently lost habitat at an approved mitigation bank.
- **Alternatively,** in the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then **the compensatory portion of** Mitigation Measure 12-42 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.
- Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in the BMPs in Mitigation Measure 11-1, "Obtain Authorization for Construction Activities with the

Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.”

Mitigation Measure S12-5: Biological Resources – Implement Measures to Protect Raptors and Other Nesting Birds

The County and its contractors shall implement the following measures to reduce impacts on raptors and other nesting birds:

- If construction activities or vegetation removal, including tree and shrub removal, occurs between February 15 and August 31, a qualified biologist shall conduct surveys for nesting birds in the proposed construction area and 500 feet beyond the project construction footprint. Surveys shall be conducted no more than 3 days before the start of the activity. If no active nests are found, no further mitigation is required, unless construction activities cease for a period of 2 weeks or more. Another pre-construction survey shall be conducted as described above if a lapse in construction activities of two weeks or more occurs.
- If any active raptor nests are identified during surveys, then impacts on active raptor nests shall be avoided by establishing a buffer of 500 feet. No construction shall be conducted in the buffer area until a qualified biologist has determined that the young have fledged and that the nest is no longer active. These buffers may be reduced if a qualified biologist determines that such a reduction would not risk auditory or visual disturbance of the nest that might result in nest abandonment or nest failure nest.
- If an active golden eagle nest, white tailed kite, American peregrine falcon, or California black rail is located within 0.25-mile of construction access routes or construction sites, the County shall:
 - Notify CDFW of the nest within one working day of discovery of the nest; and
 - Implement recommendations from CDFW to avoid disturbance to golden eagle nesting activities.
- If active non-raptor nests are detected during the preconstruction surveys, a non-disturbance buffer shall be established around the nest. The size of the buffer shall be at the ~~discretion~~ **recommendation** of the qualified biologist **in consultation with CDFW (and Placer Conservation Authority [PCA])**, but shall be sufficiently large to avoid nest disturbance that could result in reproductive failure (i.e., nest abandonment and loss of eggs and/or young). Construction activities within the buffer areas will not resume until the qualified biologist has determined the young have fledged or are no longer at risk of disturbance.
- If nests of special-status bird species (Coopers or sharpshinned hawks, peregrine falcons, long-eared owls, yellow warblers, yellow-breasted chat, loggerhead shrike, black rail, or tricolored blackbird colony) are detected nesting in the project area or within 500 feet of project boundaries, the County and its contractors shall coordinate with CDFW to confirm that proposed nesting buffers are sufficient to avoid impacts on nesting activities.

- If an active nest is discovered outside of the typical nesting season, it should be avoided using the same avoidance measures that would be applied during the typical nesting season until such time as the young have fully fledged and are foraging independently of their parents.
- In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-5 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.

Mitigation Measure S12-6: Biological Resources – Implement Measures to Protect Ringtail and Townsend's Big-Eared Bat

The County and its contractors shall implement the following measures to protect the dens of ringtails and roost sites of Townsend's big-eared bat and other bat species:

- A qualified biologist shall conduct pre-construction surveys to identify bat hibernation roosts and maternity sites and potential ringtail den sites in suitable habitat within 100 feet of proposed trails, bridges, parking areas, and firebreaks (i.e., those areas directly affected by construction). For bats, the bat roost assessment shall be conducted by a qualified biologist with experience identifying bat roosts. Bat surveys should be conducted one year in advance of proposed construction to allow for sufficient time to develop avoidance and mitigation measures in advance of construction.
- Trees and rock outcroppings to be removed shall be assessed for potentially suitable colonial roost habitat in advance of removal. The assessment shall focus on mine tunnels, caves, abandoned buildings, and trees and rock outcroppings that exhibit characteristics that provide high quality roost habitat, such as snags with apparent cavities or sloughing bark, large-diameter trees with basal hollows, large diameter trees with indications of senescence (process of deterioration with age), live trees with dead tops, and large rock outcroppings containing fissures or flakes. The survey shall also search for indications of use by ringtails and by bats in suitable roost sites (e.g., scat or guano, urine or oil staining, bat smells, audible bat noises, visible bats). Visual inspections shall be aided as appropriate by the use of spotlights, binoculars, and borescopes, and shall avoid undue disturbance to roosting bats in a sensitive state (e.g., rearing or hibernation).
- For ringtail surveys, den site surveys should focus on trees five (5) inches diameter at breast (DBH) or greater in riparian areas, particularly those with cavities.
- The County shall avoid locating trails and other project features within 100 feet of potential bat roosts and ringtail dens. If avoidance is not possible, the County shall survey those locations to determine if they are occupied by the target species.

- If removal of a roost site occupied by Townsend's bigeared bats cannot be avoided, the County will consult with CDFW to determine the appropriate course of action to avoid, minimize, and mitigate for impacts on the roost before removal. The avoidance, minimization, and mitigation measures that are implemented shall meet the following standards:
 - Tree removal shall be implemented with a staged approach under the guidance of a qualified bat biologist and in coordination with CDFW, with the goal of encouraging bats in residence to leave before habitat is removed. These measures could include limbing the tree a day before felling the tree; opening up the potential roost habitat to introduce disturbing airflow; introducing nighttime lighting or other disturbing elements to the roost area; or excluding bats from the habitat, either physically with the use of one-way doors, or with the use of acoustic deterrents, as practical and as approved by CDFW.
 - Lost roost habitat will be replaced by either the creation of basal hollows in existing trees, or with constructed artificial roosts. The replacement roost habitat shall provide comparable habitat to the roost that is being removed, and shall be located near suitable foraging habitat, as determined by CDFW. Potential ringtail den sites may be removed only from September through April. The County's qualified biologist shall verify that the potential den is not occupied immediately before sealing it.

Mitigation Measure S12-7: Biological Resources – Protect Oak Woodland Habitat

- Prior to any removal of significant trees (equal to, or greater than, six (6) inches DBH or 10 inches DBH aggregate for multi-trunked trees), the project applicant shall obtain a tree removal permit from Placer County. In conjunction with submittal of a tree removal permit application, the applicant shall submit a site plan showing all protected trees proposed for removal. In accordance with Chapter 12.16.080 of the Placer County Code, the applicant shall comply with any conditions required by the Planning Services Division, which shall include payment of in-lieu fees. In-lieu fees shall be paid into the Placer County Tree Preservation Fund at \$100 per inch of DBH removed or impacted.
- In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-7 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.
- The Site Plans shall include a note and show placement of Temporary Construction Fencing. The applicant shall install a four-foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee) at the

following locations prior to any construction equipment being moved on-site or any construction activities taking place:

- Adjacent to any and all open space preserve areas that are within 50 feet of any proposed construction activity;
- At the limits of construction, outside the critical root zone of all trees six (6) inches DBH (diameter at breast height), or 10 inches DBH aggregate for multi-trunk trees, within 50 feet of any grading, road improvements, underground utilities, or other development activity; or
- Around any and all "special protection" areas such as open space parcels and wetland features.

3.10 PUBLIC SERVICES AND UTILITIES

3.10.1 Summary of Public Services and Utilities Impacts from the 2020 SEIR

The 2020 SEIR determined that construction of the Trails Expansion project would not result in a demand for natural gas, electricity, or communication systems that require construction of new facilities that result in physical impacts. Therefore, increased demand for these services was not evaluated further.

The 2020 SEIR concluded that the Trails Expansion project would result in a less than significant impact to several issues related to public services and utilities. Since the Trails Expansion project is outside of existing municipal service areas for water and wastewater, the parking areas would be outfitted with facilities and amenities that would rely on wells and septic systems. While the Trails Expansion project would result in an increase in the number of visitors in the area and could therefore lead to an increased demand for police services, the use of a reservation system and gates to limit access and oversight of the area provided by the collective efforts of the contracted ranger services, County Parks maintenance staff, and the County Sheriff's office would make this impact less than significant. Relocation of utility poles adjacent to Garden Bar Road and the extension of electric service to project facilities to provide security lighting may require a temporary disruption of utility service during construction. Solid waste and wastewater generated by the Trails Expansion project would not exceed the capacity of any landfills or on-site systems and large events would be required to provide additional capacity, if needed.

The Trails Expansion project could lead to a potentially significant increase in emergency response times and demand for fire and emergency medical services and a need for expanded facilities. Although the Trails Expansion project may result in an increased demand on emergency services, with the inclusion of the additional helicopter landing zones, water tanks, and emergency access roads and bridges, as well as a proportional increase in ranger staff to attend to minor medical service calls proposed as part of the project description, as well as the addition of Mitigation Measure S13-1 to provide a new light rescue vehicle (LRV), emergency responders will have better access to trail expansion areas. While project operation would increase the demand for service, with incorporation of the project features and application of mitigation, the increased demand could be accommodated without the construction of new fire station facilities that may cause physical impacts. Although the analysis showed that the Trails Expansion project may result in an increased demand on emergency services, with the new Light Rescue Vehicle (LRV) supplied by the County as part of Mitigation Measure S13-1 and the additional landing

zones, water tanks, and emergency roadways, as well as a proportional increase in ranger staff to attend to minor service calls, the 2020 SEIR concluded that this impact would be less than significant.

3.10.2 Public Services and Utilities Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would realign a segment of one of the trails that was evaluated as part of the Trails Expansion project in the 2020 SEIR. Construction and operation of the trails would be similar to what was described in the 2020 SEIR and would have similar impacts to public services and utilities. The Proposed Trail Realignment would overlap with an existing NID easement in two locations (see Figure 2). No physical improvements are anticipated to be made within the existing NID easement. While the location of the trail would be different from what was previously evaluated, no changes to access points, parking areas, and other facilities that could use utilities are proposed, and therefore, the Proposed Trail Realignment would not result in new or more significant impacts to utilities. The Proposed Trail Realignment would not result in an increase in visitors beyond what was analyzed in the 2020 SEIR, and therefore would not result in new or more significant impacts to emergency services. The Proposed Trail Realignment would connect an existing trail in the northeast corner of the HFRP property to an existing trail in the southwest corner of the Taylor Preserve property and would be located just north of the originally proposed trail alignment that would be replaced by the Proposed Trail Realignment. Therefore, the Proposed Trail Realignment would not result in increased emergency response times than those analyzed in the 2020 SEIR. Mitigation Measure S13-1 would continue to be implemented in order to reduce potential impacts to emergency services to a less than significant level.

3.10.3 Public Services and Utilities Mitigation Measures

Mitigation Measure S13-1 would apply to the Proposed Trail Realignment and is provided below.

Mitigation Measure S13-1: County Shall Purchase One Light Rescue Vehicle for Use by the Placer County Fire Department/CAL FIRE

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

3.11 HAZARDOUS MATERIALS AND HAZARDS

3.11.1 Summary of Hazardous Materials and Hazards Impacts from the 2020 SEIR

The 2020 SEIR identified several issues that would not be impacted by the Trails Expansion project analyzed in the 2020 SEIR. These included emergency response and emergency evacuation plans, emissions or hazardous materials within one-quarter mile of a school, airport land use plans or within two miles of an airport, hazardous materials sites, and runoff, post-fire slope instability or drainage changes.

Accidental spills or other releases of small amounts of hazardous materials could occur during construction or operation of the project area. Construction of the trails would involve the use of a Sweco trail dozer, a mini excavator, and/or other machinery. Construction and maintenance equipment may use small amounts of hazardous materials, and accidental spills may result in contamination of surface soils. While the handling of such materials would proceed in compliance with applicable federal and State regulations in order to protect worker safety, an accidental spill or release of even a small amount of a hazardous material in this area could have a potentially significant impact on the natural environment. However, implementation of Mitigation Measures 14-1 and S5-1 reduced this impact to a less than significant level.

While hunting would not be a permitted activity within the park, depredation hunting of pests such as wild pigs would be allowed under certain conditions and with a permit from California Department of Fish and Wildlife (CDFW). Because other recreation activities (e.g., hiking, biking, and picnicking) are allowed in the park and the Trails Expansion area, the potential for conflict with hunting activities exists if they were to take place during periods when the park or Trails Expansion areas are open to the public. Therefore, depredation hunting would take place only during times of park closure in order to eliminate conflicts with other recreation activities. In addition, land managers would be required to comply with all CDFW hunting regulations, including shooting setbacks from inhabited structures, education, and licensing requirements. Therefore, this impact would be less than significant.

The 2020 SEIR found that there have been no recorded releases of toxic materials in the park or the Trails Expansion area. Several remnant mining or prospecting resources are located in the existing park and one lead gold mine is located in the Taylor Ranch property within the expansion area that could contain hazardous materials. If the lead gold mine, inert debris, and waste rock would be in close proximity to a project facility, it would be removed during construction and would therefore not pose a hazard to the public. During ground preparation and construction activities, construction workers could come in contact with and be exposed to currently unknown hazardous materials. Mitigation Measure 14-2 requires the County to prepare and implement a safety hazard plan and conduct soil sampling that would reduce the potentially significant impact to less than significant.

Stock ponds that currently exist within the HFRP and Trail Expansion areas could serve as potential habitat for mosquitoes. The project would also increase the number of people in an area that could contain several mosquito-breeding sites and therefore would increase the number of people potentially exposed to vector-borne diseases carried by mosquitoes. However, this condition would be alleviated by close coordination with the Vector Control District to ensure routine monitoring and treatment of potential vector sources in the project area. Close coordination with the Vector Control District to monitor the project area and implementation of measures, as necessary, to reduce vector sources would reduce this impact to a less than significant level.

3.11.2 Hazards and Hazardous Materials Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would realign a segment of one of the trails that was evaluated as part of the Trails Expansion project in the 2020 SEIR. Construction and operations of the trails would be similar to what was described in the 2020 SEIR and may result in accidental spills of hazardous materials. Such materials would be handled in accordance with federal and State regulations and Mitigation Measures 14-1 and S5-1 would continue to be implemented to reduce this impact to a less than significant level. The Proposed Trail Realignment would cross an existing NID easement used for

maintenance at two locations (see Figure 2). Within the short portions of the Proposed Trail Realignment where the trail realignment would intersect with the existing NID easement, vehicular, pedestrian, equestrian, biking, and other multi-purpose uses would overlap. However, vehicular traffic from NID maintenance staff would be minimal, and the potential for vehicular and pedestrian (or other) collisions would be less than significant. Hunting would continue to not be a permitted activity in the vicinity of the Proposed Trail Realignment except in the case of depredation hunting which would take place only during times of park closure in order to minimize safety hazards to the public. Searches of the State Water Resources Control Board's (SWRCB's) GeoTracker database and California Department of Toxic Substances Control's (DTSC's) Envirostor database did not reveal any known hazardous waste sites in the vicinity of the Proposed Trail Realignment, and therefore risks associated with exposure to hazardous materials would be similar to what was evaluated in the 2020 SEIR. The Proposed Trail Realignment, similar to the Trails Expansion project, would expose people to potential vector sources, but close coordination with the Vector Control District would reduce this impact to a less than significant level. The Proposed Trail Realignment is not located in an area with remnant mining and would have no impact to mineral resources (CDC 2023). Therefore, the Proposed Trail Realignment would not result in any new or increased impacts related to hazards and hazardous materials.

3.11.3 Hazards and Hazardous Materials Mitigation Measures

Mitigation Measures S5-1, 14-1, and 14-2 apply to the Proposed Trail Realignment and are described below.

See Section 3.2.3 for Mitigation Measure S5-1, Soils, Geology, and Seismicity – Construction- and Operation-Related Erosion Hazards.

Mitigation Measure 14-1: Implement Measures to Reduce Hazards Associated With Potential Releases of Hazardous Materials

The County shall ensure that the following measures are implemented before project construction begins:

- The County or the County's contractor shall prepare and implement an accidental-spill prevention and response plan for storage and use of hazardous materials during trail construction and maintenance. This plan shall identify measures to prevent accidental spills from leaving the area and methods for responding to and cleaning up spills before neighboring properties are exposed to hazardous materials.
- The County shall ensure that any employee handling hazardous materials is trained in the safe handling and storage of hazardous materials and is trained to follow all applicable regulations with regard to such hazardous materials.
- The primary construction contractor shall identify a staging area where hazardous materials will be stored during construction, in accordance with applicable state and federal regulations.

Mitigation Measure 14-2: Prepare and Implement a Safety Hazard Plan and Conduct Soil Sampling

To avoid health risks to construction workers, Placer County shall require the contractor to prepare and implement a site health and safety plan if areas containing hazardous materials are to be disturbed. This

plan will outline measures that will be employed to protect construction workers and the public from exposure to hazardous materials during remediation, demolition, and construction activities. The County shall consult with the contractor to determine the measures to be employed at the site, which could include posting notices, limiting access to the site, monitoring the air quality, watering, and installation of wind fences. Contractors shall be required to comply with state health and safety standards for all demolition work, including compliance with OSHA and Cal/OSHA requirements regarding exposure to ACMs and LBP.

For any prospecting or mining resources (Abandoned Mine Lands) that are in close proximity to a project facility, a Phase 2 Limited Soil Sampling (soil sampling) shall be conducted to determine if there are any hazardous materials present on-site. The soil sampling of the tailings shall be conducted during the entitlement process (i.e., conditional use permit). Soil sampling will determine the California Human Health Screening Levels (CHHSL) of the testing protocol (CAM 17 metals, a list of 17 metals found typically in hazardous materials and mining sites). The CHHSLs are a list of 54 hazardous chemicals in soil or soil gas that the California Environmental Protection Agency (Cal/EPA) considers to be below thresholds for risks to human health.

The soil sampling results shall be reviewed by Placer County Division of Environmental Health. If the soil sampling results are above the CHHSLs, then Placer County Division of Environmental Health would refer the project to the DTSC. DTSC requires the project proponent to enter their Voluntary Cleanup Agreement (VCA) program. The VCA typically requires more soil testing to determine the scope of the contamination area. Furthermore, DTSC may require a Preliminary Endangerment Assessment (PEA) and/or a removal action workplan (RAW). The PEA is used to discuss the health risks associated with hazardous materials site releases and the RAW is used to specifically detail the areas of the project area to have soil removed and the contaminated soils disposal at an appropriate solid waste facility. Following soils removal, DTSC issues a “No Further Action” letter indicating that the project site is safe.

In addition, the contractor shall prepare and implement a site plan that identifies necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, and redistribution of clean fill material within the project area. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the project area. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The contractor shall be required to comply with the plan and with applicable local, state, and federal laws.

3.12 GREENHOUSE GAS EMISSIONS AND ENERGY

3.12.1 Summary of Greenhouse Gas and Energy Impacts from the 2020 SEIR

The 2020 SEIR determined that the Trails Expansion project would have a less than significant impact on greenhouse gas (GHG) emissions and energy. The project will include direct and indirect GHG emissions from project construction and operations. Direct sources of emissions include construction and emissions from area and mobile sources, while indirect emissions will be from energy consumption, water demand, and solid waste. Construction-related GHG emissions will primarily be CO₂ emissions generated by vehicle engine exhaust from construction equipment, haul trips, and construction worker trips. Operational emissions may include motor vehicles and trucks, energy usage, water usage, waste

generation, and area sources such as landscaping activities. Modeling output shows that both construction- and operations-related emissions of GHGs would be under the thresholds set by PCAPCD and would therefore be less than significant.

It was determined that the Trails Expansion project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions. None of the measures listed in the California Air Resources Board (CARB) Climate Change Scoping Plan (CARB 2008), which contains the main strategies that California would use to achieve emission reductions necessary to meet the goals of AB 32, relate directly to construction activities. The scoping plan includes some measures that would indirectly address GHG emissions levels associated with construction activity. However, successful implementation of these measures depends primarily on the development of laws and policies at the state level. Therefore, it was determined that project construction was not expected to conflict with the scoping plan. Thus, implementation of the project was determined not to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and this impact would be less than significant.

3.12.2 Greenhouse Gas and Energy Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would realign a portion of the trails and smaller water crossings/bridges in the Trails Expansion area but would not result in any new or increased impacts associated with GHG and energy. The Proposed Trail Realignment would change the location of a small segment of trail as analyzed in the 2020 SEIR, but construction methods and operations of the trail network would remain the same. As noted previously, the two vehicular bridges which were included within the Trails Expansion project would be eliminated with the Proposed Trail Realignment, so construction GHGs would be less than they would have been for the Trails Expansion project. Therefore, emissions generated by the Proposed Trail Realignment would be less than those previously analyzed and would not result in new or more significant impacts. Implementation of the Proposed Trail Realignment would also not result in a conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing emissions of GHGs. Therefore, impacts related to GHG and energy would remain less than significant.

3.12.3 Greenhouse Gas and Energy Mitigation Measures

No mitigation measures are necessary.

3.13 WILDFIRE

3.13.1 Summary of Wildfire Impacts from the 2020 SEIR

The 2020 SEIR identified several issues related to wildfire that the Trails Expansion project would not impact and were therefore not analyzed further in the SEIR. These included emergency response and emergency evacuation plans and downstream runoff, post-fire slope instability, or drainage changes.

The Trails Expansion project analyzed in the 2020 SEIR has the potential to expose people to uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of the trail system. As part of the project, the County would construct beneficial improvements that would provide better emergency access than currently exists and would increase the ability of

emergency responders to fight wildfire. The County must also comply with mitigation measures intended to lower the risks from fires started during construction and maintenance activities, including Mitigation Measure S13-1 which requires purchase of an LRV for the Placer County Fire Department/CAL FIRE's use. Implementation of these project-specific components along with the implementation of the mitigation measures would result in a less than significant impact from wildfires and other associated risks.

CAL FIRE identifies the proposed expansion area as being in both a Moderate Fire Hazard Severity Zone and a High Fire Hazard Severity Zone. Construction activities could exacerbate the potential risk of wildfire by adding ignition sources within the area if not properly controlled. Wildfire ignition from construction activity could increase the risk of exposure to pollutants and is considered a potentially significant impact. However, construction activities must comply with existing regulations discussed above and summarized below that restrict periods of activity to times that are not a high fire risk. It was determined that the implementation of Mitigation Measures S16-1a, S16-1b and S13-1 would reduce the risks to less than significant.

Maintenance of the Trails Expansion area as described in the 2020 SEIR would include ongoing management of fuel loads and fire breaks/defensible space and other trail maintenance that would require equipment that could exacerbate the risk of igniting a fire. Motorized vehicles would generally be prohibited in the Trails Expansion area with some exceptions as needed for maintenance, ranger patrol or emergency services purposes. With increased public access, there is an increased potential for wildfire that is caused by human activities. Smoking would be prohibited, and no campfires, stoves, or barbecues would be allowed. With the implementation of Mitigation Measures S16-1 and S16-1b, the impact was determined to be less than significant.

3.13.2 Wildfire Impacts Associated with the Proposed Trail Realignment

The Proposed Trail Realignment would realign a segment of one of the trails that was evaluated as part of the Trails Expansion project in the 2020 SEIR. Similar to the Trails Expansion project evaluated in the 2020 SEIR, the Proposed Trail Realignment would be located in areas designated by CAL FIRE as Moderate and High Fire Hazard Severity Zones. While this risk is inherent to the location of the Proposed Trail Realignment, the purchase of an LRV for the Placer County Fire Department and CAL FIRE's use would help lower the risks from fires started during maintenance activities. Construction activities associated with the Proposed Trail Realignment could exacerbate the potential risk of wildfire; however, construction activities would be less than what was analyzed within the 2020 SEIR due to the elimination of the two vehicular bridges across Raccoon Creek. Implementation of Mitigation Measures S16-1 which would limit certain construction and maintenance activities during high risk wildfire periods and Mitigation Measure S16-2 which would provide an on-site source of water during certain construction and maintenance activities would reduce these risks to less than significant. Mitigation Measure S13-1 would further reduce impacts related to wildfire by requiring the purchase of an LRV for use by Placer County Fire Department/CAL FIRE. Potential fire sources such as smoking, campfires, stoves, and barbecues would continue to be prohibited in the Proposed Trail Realignment area. Therefore, the Proposed Trail Realignment would not result in any new or increased impacts related to wildfire.

3.13.3 Wildfire Mitigation Measures

Mitigation Measures S16-1a, S16-1b, and S13-1 remain applicable to the Proposed Trail Realignment and are provided below.

Mitigation Measure S16-1a: Curtail Certain Construction and Maintenance Activities During High Risk Wildfire Periods

Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by low humidity and unusually windy conditions as determined by the Fire Department.

Mitigation Measure S16-1b: Provide On-Site Source of Water During Certain Construction and Maintenance Activities

Construction and maintenance activities requiring motorized equipment will maintain a source of water on-site to address a potential ignition event caused by construction and maintenance activities.

Mitigation Measure S13-1: County Shall Purchase One Light Rescue Vehicle for Use by the Placer County Fire Department/CAL FIRE

The County shall fund the purchase of one light rescue vehicle (LRV) for use by Placer County Fire/CALFIRE. The LRV shall be purchased at the completion of the first phase of the Twilight Ride access and prior to opening of the parking area at Twilight Ride to the general public.

4.0 CEQA DETERMINATION

Section 15164(a) of the Guidelines states the following:

The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred.

The Proposed Trail Realignment reflects an overall reduction in project activity and environmental impacts identified within the 2020 SEIR for the Hidden Falls Regional Park Trails Expansion Project because the realignment of the trail eliminates the need for two vehicular bridges over Raccoon Creek. The Proposed Trail Realignment would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects due to substantial project changes or a substantial change in circumstances. Furthermore, new information associated with the proposed revisions does not indicate that the Proposed Trail Realignment would have one or more significant effects not discussed in the 2020 SEIR; that significant effects previously examined would be substantially more severe than concluded in the 2020 SEIR; that mitigation measures or alternatives previously found not to be feasible would in fact be feasible; or that mitigation measures or alternatives which are considerably different from those analyzed in the 2020 SEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative. Therefore, an Addendum was prepared to comply with CEQA.

As the Lead Agency for the Hidden Falls Regional Park Trails Expansion Project - Proposed Trail Realignment, Placer County is issuing this Addendum in accordance with Section 15164 of the CEQA Guidelines.

Signature: _____

Date: _____

Printed Name: _____

Title: _____

5.0 REFERENCES

- California Air Resources Board (CARB). 2008 (December). *Climate Change Scoping Plan: A Framework for Change Pursuant to AB 32, the California Global Warming Solutions Act of 2006*. Sacramento, CA.
- California Department of Conservation (CDC). 2023. Mines Online. Accessed May 8, 2023 and available at: <https://maps.conservation.ca.gov/mol/index.html>.
- California Department of Fish and Wildlife (CDFW). 2018. *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*.
- Placer County Air Pollution Control District (PCAPCD). 2008. Naturally Occurring Asbestos Hazard: North Auburn and Vicinity. Accessed March 23, 2022 and available at: <https://www.placer.ca.gov/DocumentCenter/View/1434/North-Auburn-and-Vicinity---Naturally-Occurring-Asbestos-Hazard-Map-PDF>.
- Placer County Department of Public Works (PCDPW). 2020. Hidden Falls Regional Park Trails Expansion Project Subsequent Environmental Impact Report. Accessed March 23, 2022 and available at: <https://www.placer.ca.gov/2537/Hidden-Falls-Regional-Park-Trail-Network>.
- U.S. Army Corps of Engineers (USACE). 2008a. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0). J.S. Wakeley, R.W. Lichvar, and C.V. Noble, eds., Technical Report prepared for the U.S. Army Engineer Research and Development Center, Vicksburg, MS.
- 2008b. A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States. Vicksburg, MS: U.S. Army Corps of Engineers Research and Development Center.
1987. Wetlands Research Program Technical Report Y-87-1 Corps of Engineers Wetland Delineation Manual. January 1987.
- U.S. Fish and Wildlife Service (USFWS). 2005. Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the California Red-legged Frog, and Special Rule Exemption Associated with Final Listing for Existing Routine Ranching Activities.