



## Draft Initial Study with Proposed Mitigated Negative Declaration

Upper Broadway Bike Lanes (including Upper  
Broadway Pedestrian Connection)

*City of Placerville, El Dorado County, California*

February 22, 2018

Prepared for:  
City of Placerville  
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## City of Placerville

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Date: February 22, 2018

To: Interested Parties

From: City of Placerville

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the Upper Broadway Bike Lanes (including Upper Broadway Pedestrian Connection) Project

The City of Placerville (City) has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental effects of the Upper Broadway Bike Lanes (including Upper Broadway Pedestrian Connection). The proposed project is located on Broadway in the City of Placerville, in El Dorado County, California. The project proposes to construct bicycle facilities along Broadway between approximately Schnell School Road and Jacquier Road/Point View Drive, with minor signing and striping to connect to the El Dorado Trail at each end, and strategically located sidewalks, additional pedestrian improvements, and select transit facilities.

The City has prepared a Draft IS/MND in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The Draft IS/MND identifies potentially significant impacts related to: biological resources, cultural resources, and tribal cultural resources. All impacts are reduced to less-than-significant levels with implementation of recommended mitigation measures.

The Draft IS/MND is being circulated for public review and comment for a 30-day period beginning on Thursday, February 22, 2018 and ending on Friday, March 23, 2018. The Draft IS/MND may be reviewed at the City's website: <https://www.cityofplacerville.org/upper-broadway-bike-lanes>

Please send written comments on the Draft IS/MND to Rebecca Neves, City Engineer, City of Placerville, Engineering Division, 3101 Center Street, 3<sup>rd</sup> Floor, Placerville, CA 95667. Comments may also be sent via e-mail to: [rneves@cityofplacerville.org](mailto:rneves@cityofplacerville.org). For e-mailed comments, please include the project title in the subject line, attach comments in MS Word format, and include the commenter's U.S. Postal Service mailing address.

Sincerely,

Rebecca Neves, P.E., QSD/P  
City Engineer  
City of Placerville

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## Acronyms and Abbreviations

AB	Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
AO	Airport Overlay
APE	Area of Potential Effect
AQCR	Air Quality Control Region
AQMD	Air Quality Management District
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Placerville
CMAQ	Congestion Mitigation and Air Quality
CRPR	California Rare Plant Ranks
CWA	Clean Water Act
dBA	A-weighted decibels
e.g.	for example
EDCTA	El Dorado County Transit Authority
EID	El Dorado Irrigation District
EIR	Environmental Impact Report
ESL	Environmental Study Limits
et seq.	and subsequent sections
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FYLF	Foothill Yellow-legged Frog
GHG	greenhouse gas
HDR	High Density Residential
HWC	Highway Commercial
i.e.	that is
IS	Initial Study
ISA	Initial Site Assessment
ISA	International Society of Arboriculture
LHS	Location Hydraulic Study
LOS	level of service
MCAB	Mountain Counties Air Basin
MLD	Most Likely Descendent
MMP	mitigation and monitoring plan
MND	Mitigated Negative Declaration
MRZ	mineral resource zone
MSE	Mechanically Stabilized Earth

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NOI	Notice of Intent
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetland Inventory
PG&E	Pacific Gas and Electric Company
PM <sub>10</sub>	respirable particulate matter
PM <sub>2.5</sub>	fine particulate matter
R	Residential
REC	Recognized Environmental Condition
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
sp.	species (singular)
spp.	species (plural)
SWPPP	Stormwater Pollution Prevention Plan
TPZ	Tree Protection Zone
UAIC	United Auburn Indian Community
U.S.	United States
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VdB	velocity level in decibels
WQS	Water Quality Study
WAP	Woodland Alteration Plan

# 1 Introduction

The City of Placerville (City) has prepared this initial study (IS) with proposed mitigated negative declaration (MND) in compliance with the California Environmental Quality Act (CEQA) to evaluate and address any potential environmental consequences of the proposed Upper Broadway Bike Lanes Project (including Upper Broadway Pedestrian Connection Project), collectively referenced hereafter as the project, or Proposed Project. The City proposes to construct these facilities along Broadway in the City of Placerville, El Dorado County, California.

## 1.1 Purpose of the Initial Study

This document is an IS/MND prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the state CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The purpose of this IS/MND is to (1) determine whether implementation of the Proposed Project would result in potentially significant or significant effects on the environment and (2) incorporate mitigation measures into the project design, as necessary, to eliminate the project's potentially significant or significant project effects or reduce them to a less-than-significant level. An IS/MND presents the environmental analysis and substantial evidence supporting its conclusions regarding the significance of environmental impacts. Substantial evidence can include expert opinion based on facts, technical studies, or reasonable assumptions based on facts.

CEQA requires that all state and local government agencies consider the environmental consequences of projects they propose to carry out, or over which they have discretionary authority, before implementing or approving those projects. As specified in Section 15367 of the state CEQA Guidelines, the public agency that has the principal responsibility for carrying out or approving a project as the lead agency for CEQA compliance. The City of Placerville has principal responsibility for carrying out the Proposed Project and is therefore the CEQA lead agency for this IS/MND.

As specified in Section 15064(a) of the state CEQA Guidelines, if there is substantial evidence (such as the results of an IS) that a project, either individually or cumulatively, could potentially have a significant effect on the environment that cannot effectively be mitigated to a less-than-significant level, the lead agency must prepare an EIR. The lead agency may instead prepare an IS if it determines that there is no substantial evidence that the project could cause a significant impact to the environment. The lead agency may prepare an MND if, in the course of the IS analysis, the agency recognizes that the project could have a significant impact to the environment but that implementing specific mitigation measures would reduce any such impacts to a less-than-significant level (state CEQA Guidelines, Section 15064[f]).

The City has prepared this IS/MND to evaluate the expected environmental effects of the Proposed Project and has incorporated mitigation measures to reduce or eliminate any potentially significant project-related impacts. Therefore, an MND has been prepared for this project.

In addition to CEQA, the project will require review under the National Environmental Policy Act (NEPA). The California Department of Transportation (Caltrans) in association with FHWA will be the lead agency for NEPA, for which separate documentation will be prepared.

## 1.2 Summary of Findings

Chapter 3, *Environmental Checklist*, of this document contains the analysis and discussion of the expected environmental impacts of the Proposed Project. Based on the issues evaluated in that chapter, the City determined that the Proposed Project would result in no impacts related to the following resources:

- Agriculture and Forestry resources
- Mineral Resources
- Population and Housing

The Proposed Project would result in less than significant impacts related to the following resources:

- Aesthetics
- Air quality
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

The Proposed Project could result in significant impacts related to the following resources. However, with the implementation of avoidance, minimization, and mitigation measures, impacts related to these resources would be less than significant:

- Biological resources
- Cultural resources
- Tribal Cultural Resources

Thus, with the incorporation of mitigation measures described in this IS/MND, the Proposed Project would not have a significant effect on the environment.

## 1.3 Document Organization

This document is divided into the following sections:

- **Notice of Availability and Intent to Adopt an Initial Study/Mitigated Negative Declaration.** The notice of availability and intent to adopt an IS/MND provides notice to responsible and trustee agencies, interested parties, and organizations of the

availability of this IS/MND, as well as the City of Placerville's intent to adopt an IS/MND for the Proposed Project.

- **Mitigated Negative Declaration.** The MND, which precedes the IS analysis in this document, summarizes the environmental conclusions and identifies mitigation measures that would be implemented in conjunction with the Proposed Project. The MND would be signed by a representative of the City.
- **Chapter 1, *Introduction*.** This chapter provides a brief summary of the Proposed Project, describes the purpose of the IS/MND, and provides a summary of findings.
- **Chapter 2, *Project Description*.** This chapter describes the project need and resulting objectives of the Proposed Project, general background, and project elements.
- **Chapter 3, *Environmental Checklist*.** This chapter presents an analysis of environmental issues identified in the CEQA environmental checklist and determines whether the Proposed Project would cause no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact to the environment in each of the resource areas. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, mitigation measures have been incorporated and substantiated where needed to reduce all potentially significant impacts to a less-than-significant level.
- **Chapter 4, *References Cited*.** This chapter lists the references used to prepare this IS/MND.

## 1.4 Related Studies and Documents

The information contained in the following related documents should also be considered when reviewing this Draft IS/MND:

- ***City of Placerville, General Plan Policy Document.*** The City's General Plan was adopted on January 23, 1990, and was subsequently amended on December 14, 2004. Additional amendments include the Housing Element (amended February 2012 and February 2014), the Street Classifications and Circulation Diagram (amended June 2012), the Land Use Element (amended June 2013), the Transportation Element (amended June 2013), the Health & Safety Element (amended June 2013), and the Land Use Element & Housing Element (amended February 2016 and October 2016). Information from the General Plan Policy Document has been reviewed and applicable policies have been incorporated to the analysis discussion in Chapter 3.
- ***City of Placerville, General Plan Background Report.*** The City's General Plan Background Report was completed in January 1989 and was revised on December 14, 2004. Information from the *General Plan Background Report* was reviewed and incorporated into the environmental setting discussions in Chapter 3.

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## 2 Project Description

### 2.1 Introduction

With federal funding from the Congestion Mitigation and Air Quality (CMAQ) program and state and federal funding from the Active Transportation Program (ATP), the City is proposing to construct bicycle facilities along Broadway between approximately Schnell School Road and Jacquier Road/Point View Drive, with minor signing and striping to connect to the El Dorado Trail at each end, and strategically located sidewalks, additional pedestrian improvements, and select transit facilities. Improvements to Broadway include the widening and slight lane shifting for an addition of a Class II bike lane in the eastbound (uphill) direction, addition of a Class III bike route in the westbound (downhill) direction, and addition of, curb, gutter and sidewalks on the south side of the roadway in select areas.

### 2.2 Project Location

The project site is located along Broadway in the City of Placerville, El Dorado County. U.S. Highway 50 is located north of and adjacent to Broadway, paralleling the project area. Regionally, the City of Placerville is located approximately 45 miles east of Sacramento and 70 miles west of Lake Tahoe. Specifically, the project site is located between Schnell School Road and Jacquier Road/Point View Drive in Placerville. Figure 1 shows the project site and vicinity. The project as programmed includes expanded limits to the west from Schnell School Road to Blairs Lane. This expanded segment overlaps another project which has been constructed separately.

### 2.3 Project Background

The Proposed Project has been included in the City's Non-Motorized Transportation Plan, which states a desire for a Class II bike lane on Broadway between Schnell School Road and Jacquier Road/Point View Drive. The Proposed Project would complement the City's Broadway Crosswalks Improvement Project, which was constructed in the Spring of 2016, and would provide connectivity to the existing El Dorado Trail bike path. Through the project limits, the El Dorado Trail is a Class I path on the north side of Highway 50, and the Proposed Project would provide parallel connectivity on the south side of Highway 50.

### 2.4 Project Objectives

There is currently no defined space for pedestrian travel of any kind in the eastbound/uphill direction, and there is a limited amount of sidewalk in the westbound/downhill direction. Current conditions include narrow lanes in various portions of the roadway and little to no paved shoulder in some areas. Thus, the proposed objectives of the Proposed Project are to:

- Allow for bicyclist traffic to travel safely along Broadway by installing Class II bike lanes on the uphill side of the street and a Class III Bike Route on the downhill side of the street;

- Allow for pedestrian traffic to travel safely along Broadway by constructing strategically located sidewalks and additional pedestrian improvements as well as a bus transit pullout; and
- Connect to the existing El Dorado Trail – Class I Bike Path and allow for safe travel between the east end of the trail and the downtown shopping district.

Several planning documents pertaining to the project area clearly state the need for safe and accessible bicycle and pedestrian facilities along Broadway. The Proposed Project would provide much desired connectivity within the existing non-motorized network. The Proposed Project is needed because of the identified deficiencies in the bicycle and pedestrian network, which include the lack of defined space for pedestrian travel. The Proposed Project would also address the inadequate line of sight on Smith Flat Road at its intersection with Broadway. The Proposed Project would restripe approximately 100 feet of Smith Flat Road at its intersection with Broadway to make the centerline intersect at a more perpendicular angle, and relocate the Stop Bar forward to allow for more sight distance. The transit facilities would provide better connectivity and safe access to the Upper Broadway corridor.

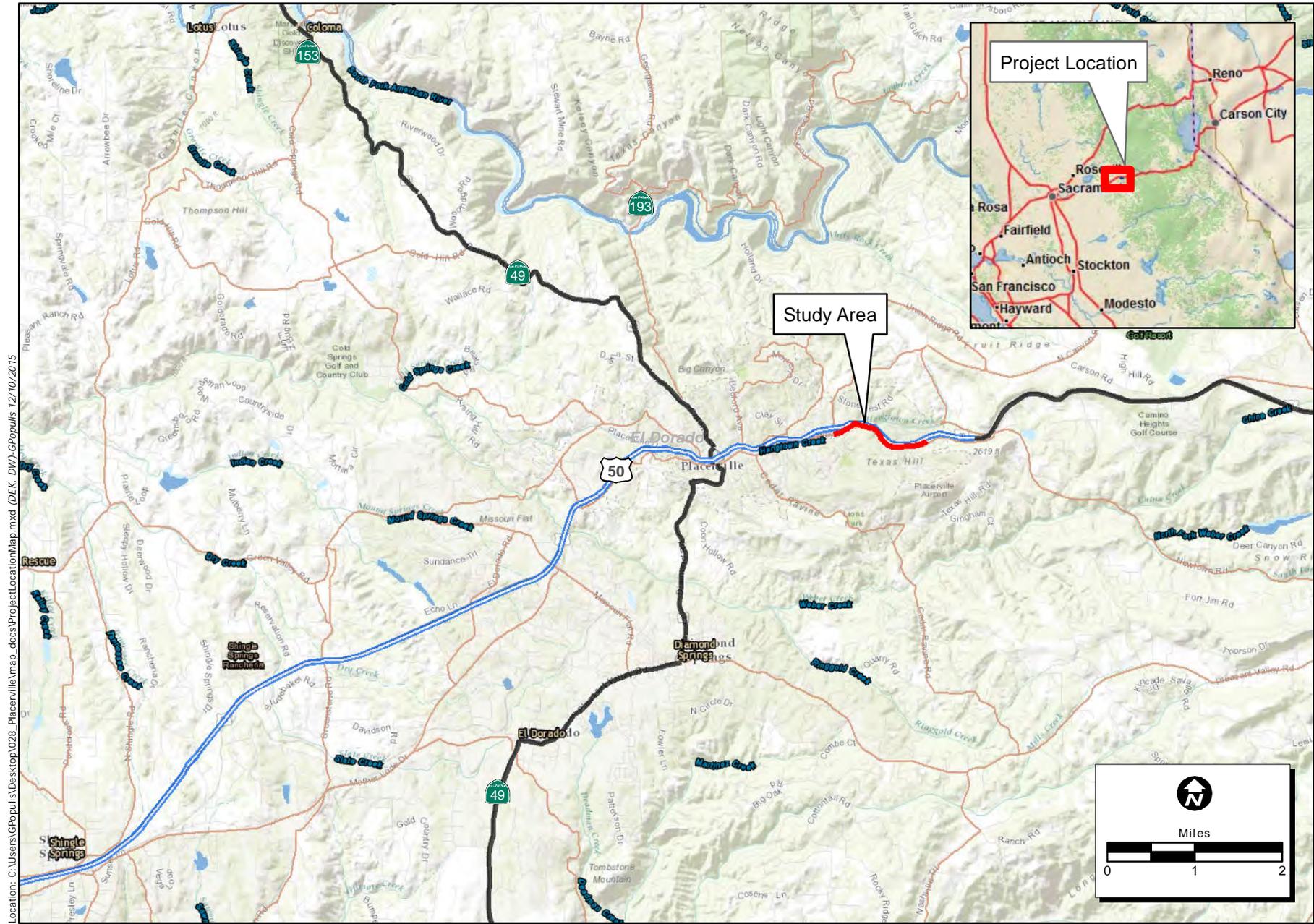
## 2.5 Project Description

The Proposed Project would widen, and restripe Broadway to provide uniform lanes in the eastbound and westbound directions. Figure 2 shows the typical cross section for the Proposed Project. In the westbound/downhill direction, the project would provide an 11-ft travel lane and Class III bike route with "sharrow" pavement markings and a paved shoulder that varies in width. In the eastbound/ uphill direction, the project would provide an 11-ft travel lane, a minimum 4-ft Class II bike lane, and curb, gutter and sidewalk. In areas not selected to receive sidewalk improvements as a part of this project, a widened shoulder would be installed, which would serve as a clear zone for potential pedestrian travel until sidewalk improvements are constructed in the future.

Also included in the eastbound/uphill direction would be extra striping to connect to the existing Class II bike lane at Jacquier Road/Point View Drive.

The Proposed Project also includes the following elements:

- Add El Dorado County Transit Authority (EDCTA) bus facilities.
  - One bus pullout would be added in the eastbound/uphill direction, with Americans with Disabilities Act (ADA) improvements that comply with the EDCTA Transit Design Manual.
  - One bus facility would be replaced with a facility equal to or better than the existing bus stop facility at Upper Room.
  - Bus facilities installed as part of this project may include a bus shelter with a bench and light.
  - Currently, EDCTA busses stop at two locations on the eastbound/uphill side, one near Airport Road and the other in front of the Upper Room.



Location: C:\Users\GPopulis\Desktop\028\_Placerville\map\_docs\ProjectLocationMap.mxd (DEK, DIV)\GPopulis 12/10/2015  
 Map Date: 12/10/2015

**Figure 1**  
**Project Location and Vicinity Map**

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# 26'+ PAVEMENT

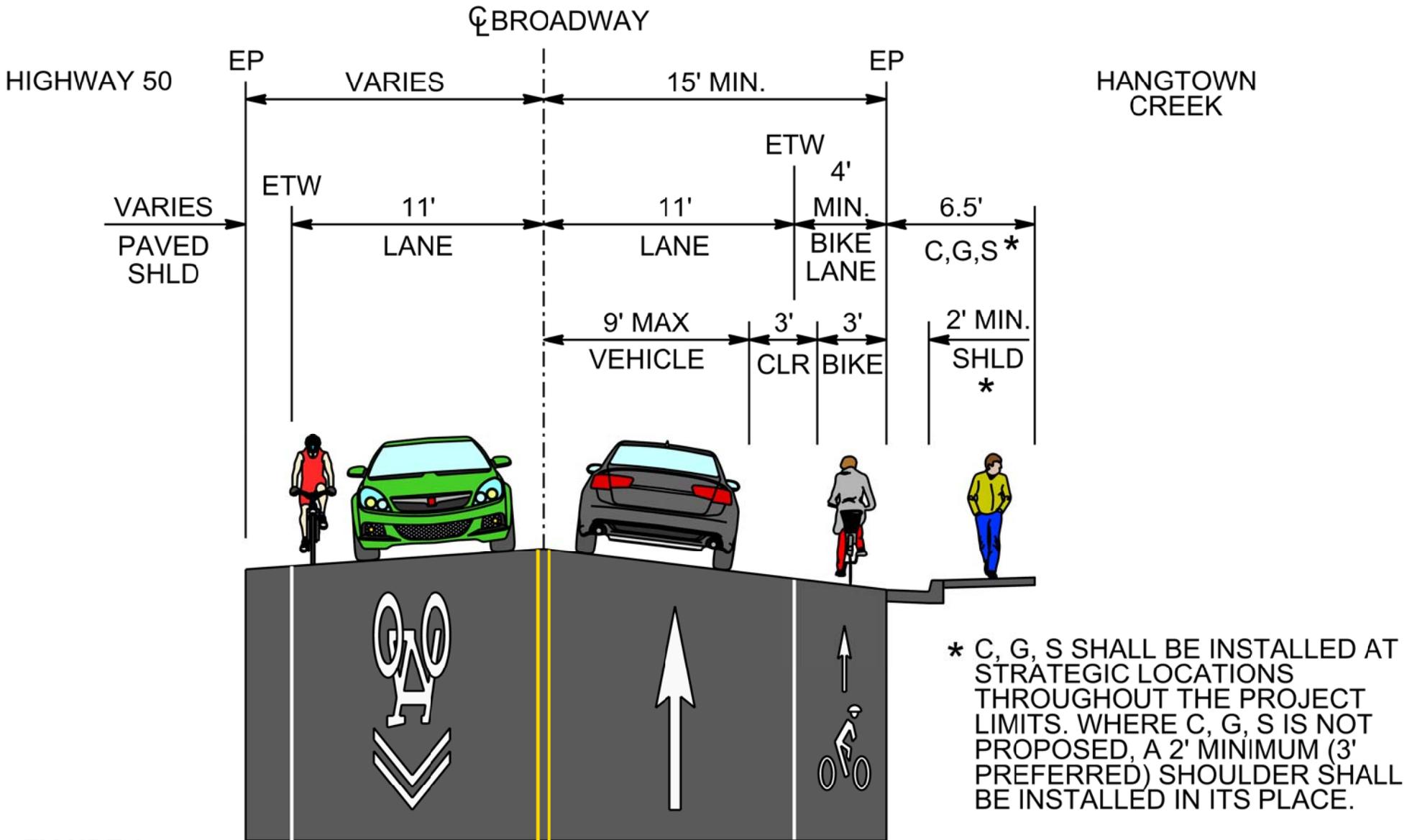


FIGURE 2

## UPPER BROADWAY ROADWAY - TYPICAL SECTION

NOT TO SCALE

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- Add retaining walls.
  - Approximately 6-9 retaining walls would be added to support the widened corridor. The anticipated maximum height of the walls range between 3 to 12 feet. Minor excavation may be required in these areas up to the height of the wall.
  - The retaining wall types would be determined during the project design phase; however, the wall types currently under consideration include soil nail, concrete cast-in-place, stacked rock, and Flex MSE (Mechanically Stabilized Earth) (stacked vegetative bag) walls.
- Add storm water management system.
  - A storm water bioretention system may be added to offset the increase of impervious pavement due to the Class II bike lane and curb, gutter, and sidewalk and shoulder improvements. Another alternative includes porous material considered for the hardscape improvements to reduce the effect of constructing new impervious surfaces in the project area.
  - Two 48-inch corrugated metal pipes (CMP) are proposed to be installed for drainage conveyance within a tributary to Hangtown Creek along the south side of Broadway.

The Environmental Study Limits (ESL) for the Proposed Project have been developed based on the footprint of the aforementioned improvements and the various technical studies that have been prepared for the Proposed Project. The ESL is shown in Figure 3 and is referenced hereafter as the project area.

## 2.6 Construction Schedule and Information

A construction period of approximately six to eight months is planned, beginning in the Spring of 2019. Estimated work hours are from 7 a.m. to 7 p.m., Monday through Friday, and no nighttime construction is anticipated. The general sequence of construction events is outlined below.

1. Utility coordination/relocation
2. Site preparation (i.e. grubbing)
3. Earthwork, grading, bioretention facilities formation
4. Construction of retaining walls
5. Underground utility improvements, if necessary
6. Installation of curb, gutter, and sidewalk
7. Pavement rehabilitation and installation of new pavement
8. Striping and signage

A temporary staging area and site access route would be established to provide space for using and distributing materials and equipment during construction. The construction staging area has yet to be determined, but would be located within the project area as designated on Figure 3.

Personnel, equipment, and imported materials would reach the project area via both regional vehicular access routes and local roadways serving Placerville. Regional vehicular access routes include U.S Highway 50, and local roadways include Schnell School Road and Mosquito Road.

The construction labor force is estimated to average 12 persons per day over the construction period. Construction-related traffic would be spread over the duration of the construction schedule and therefore would be limited on a daily basis. The majority of construction truck traffic would be within the project area or moving between the staging area and the project area. Construction materials would need to be brought to the project area and/or staging area, and could generate up to eight round-trip truck trips per day. There may be the occasional need for additional truck trips and materials deliveries that could generate up to 20 round-trip truck trips per day; however, this would likely be infrequent during the construction period.

## 2.7 Utility Relocations

Letters have been sent to the local utility purveyors to verify the location of existing utility features within the project area. Using the information provided by the utility purveyors and incorporating it into preliminary project design, it is anticipated that implementation of the Proposed Project may result in the relocation/adjustment of approximately up to eight utility poles and up to five light poles. Utility relocations and/or adjustments may also include existing City utilities, such as street lights, utility boxes, and utility vaults. The City will coordinate with the affected utility providers (Pacific Gas & Electric [PG&E] and Comcast) prior to the initiation of construction activities. Existing facilities identified as potentially affected by implementation of the Proposed Project are shown on Figure 3.

California Public Utilities Code, Section 320 requires the undergrounding of all new or relocated electric and communication distribution facilities that are located within 1,000 feet of any highway designated an official scenic highway and that are visible from that highway where feasible. U.S. Highway 50 in the vicinity of the project area is designated as an official state scenic highway. Therefore, the potential relocation of utility poles during construction of the Proposed Project was evaluated for consistency with Section 320. With the exception of one partially visible utility pole, the utility poles noted above as potential relocations are not visible from U.S. Highway 50. However, the California Public Utilities Commission process to grant an exception to Section 320 will be further evaluated by the City for applicability to the potential project-related utility relocations.

## 2.8 Right of Way Acquisitions

Implementation of the Proposed Project is anticipated to result in the partial permanent acquisition of four parcels. Additional temporary rights to enter and construct may be needed for construction. The City would coordinate right of entry with affected property owners once design is finalized and construction logistics have been determined.

The partial acquisitions noted above are anticipated to result in the loss of a portion of available parking spaces for some existing retail businesses. However, these partial acquisitions would not result in the complete removal of parking spaces for any business, and would not require the removal or alteration of any business structures. The partial acquisitions will still leave adequate parking spaces for the retail businesses.

Implementation of the Proposed Project may also result in the loss of a portion of available parking spaces for an existing multi-family residential complex. However, no acquisitions are proposed for this residential parcel since the current parking stalls encroach on City right-of-way and extend beyond the limits of the designated parcel. As noted above, the City would coordinate right of entry with affected property owners once design is finalized and prior to the initiation of construction activities.

## 2.9 Operation and Maintenance

Following the completion of construction activities, the City would be responsible for operation and maintenance of the new facilities.

## 2.10 Permits and Approvals Needed

The project could be subject to compliance with the following environmental regulations: Clean Water Act (CWA) Sections 404 and 401, and Section 1602 of the California Fish and Game Code.

Therefore, the following permits could be required for the project:

- CWA Section 404, Nationwide Permit 14 (Linear Transportation Projects) for the discharge of dredged and/or fill material in waters of the U.S. Administered by the U.S. Army Corps of Engineers (USACE).
- CWA Section 401, Water Quality Certification for the discharge of dredged and/or fill material in waters of the State. Administered by the Central Valley Regional Water Quality Control Board (RWQCB).
- California Department of Fish and Game Code 1602 Streambed Alteration Agreement. Administered by the California Department of Fish and Wildlife (CDFW).

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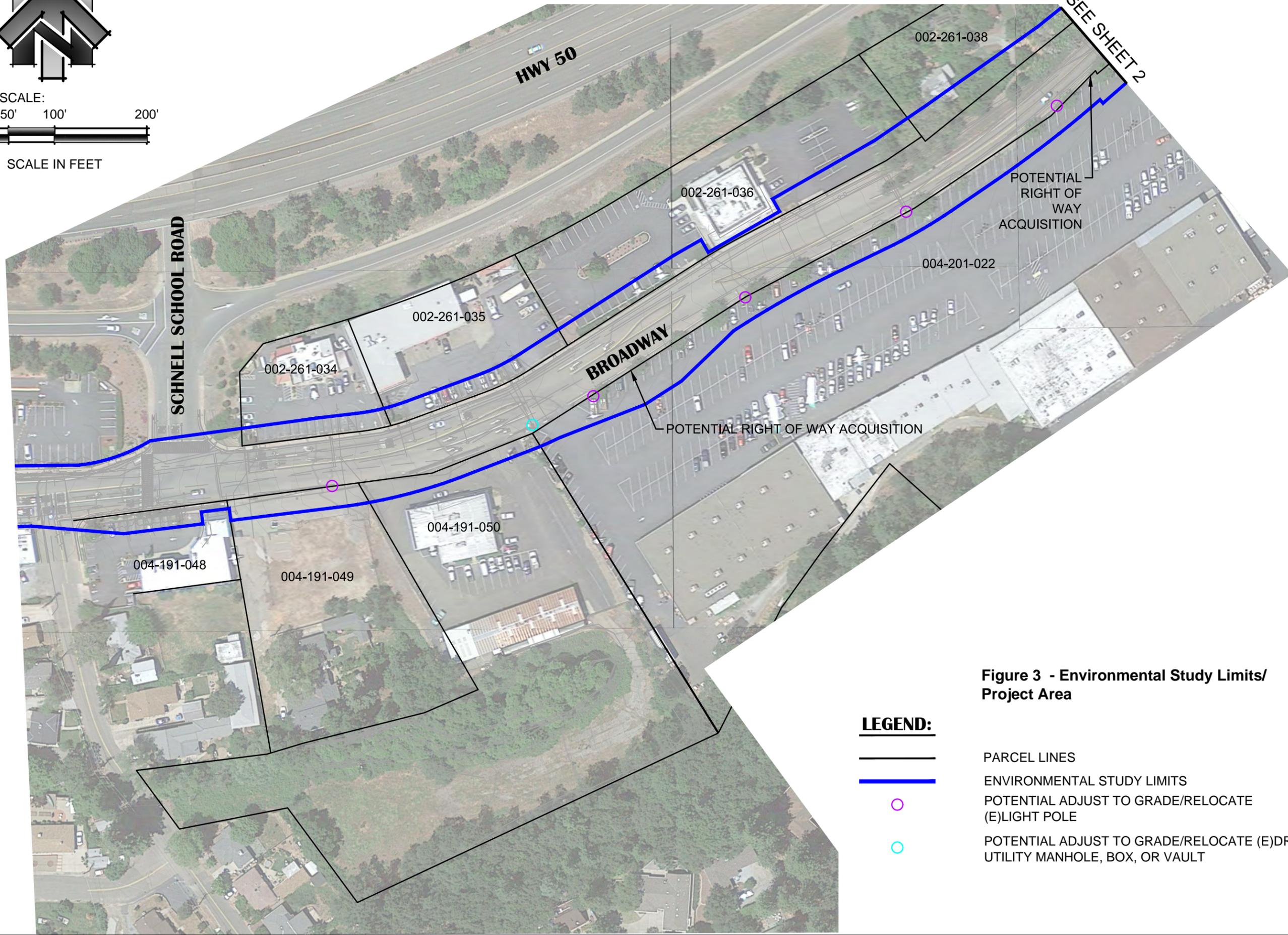


PLAN SCALE:

0 50' 100' 200'



SCALE IN FEET



**LEGEND:**



PARCEL LINES



ENVIRONMENTAL STUDY LIMITS



POTENTIAL ADJUST TO GRADE/RELOCATE (E) LIGHT POLE



POTENTIAL ADJUST TO GRADE/RELOCATE (E) DRY UTILITY MANHOLE, BOX, OR VAULT

NO.	REVISION DESCRIPTION	CHECKED BY	DATE

**DRAWING SCALE**  
 HOR. SCALE: 1"=100'  
 VERT. SCALE: 1"=100'



**REY, ENGINEERS, INC.**  
 Civil Engineers | Land Surveyors | UDR  
 905 Sater Street, Suite 200, Folsom, CA 95680  
 Phone: (916) 366-3340 Fax: (916) 366-3303

**UPPER BROADWAY BIKE LANES**  
**ENVIRONMENTAL STUDY LIMITS**  
 CALIFORNIA  
 CITY OF PLACERVILLE

**DRAWING INFO**  
 DATE: 01/12/2018  
 DRAFTER: CASB  
 DESIGNER: CASB  
 REVIEWER: JTB

PROJECT NO.  
**CIP# 41508**  
 SHEET NO. 1 OF 5

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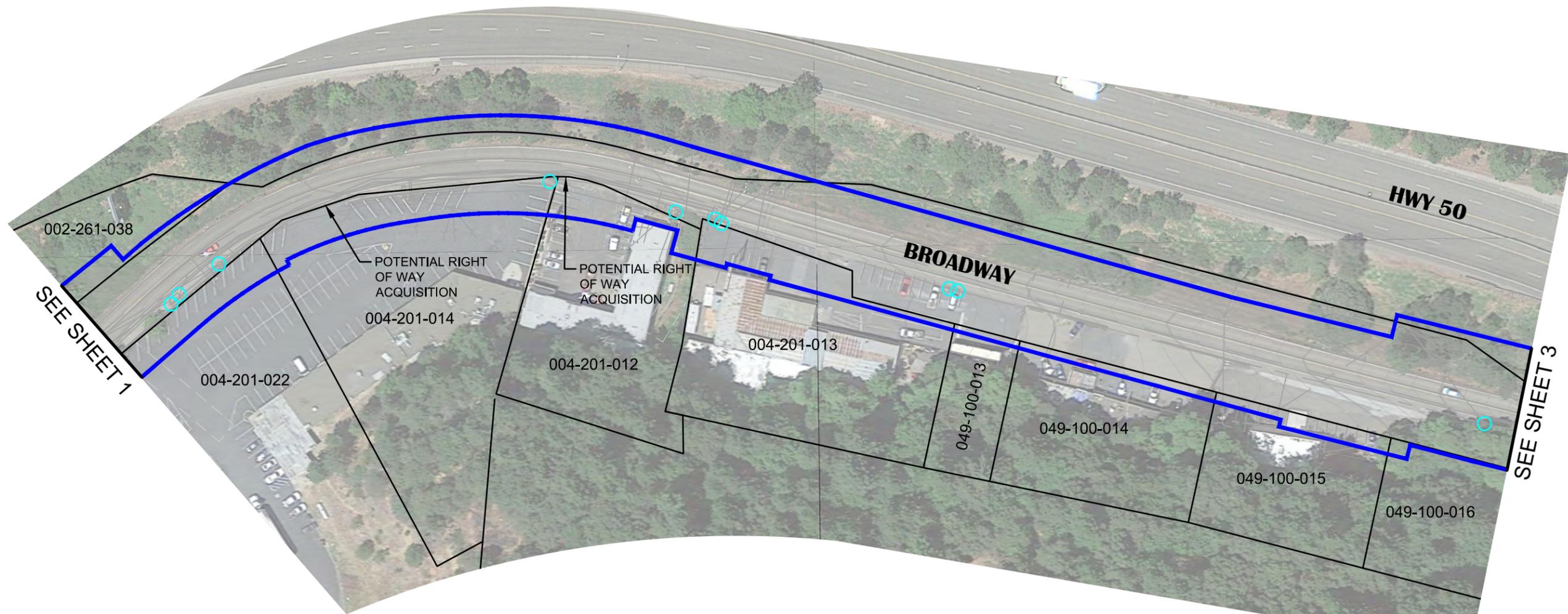


PLAN SCALE:

0 50' 100' 200'



SCALE IN FEET



**LEGEND:**



PARCEL LINES



ENVIRONMENTAL STUDY LIMITS



POTENTIAL ADJUST TO GRADE/RELOCATE (E) DRY UTILITY MANHOLE, BOX, OR VAULT

**Figure 3 - Environmental Study Limits/  
Project Area**

NO.	REVISION	DESCRIPTION	DATE

**DRAWING SCALE**  
 HOR. SCALE: 1"=100'  
 VERT. SCALE:



**REY, ENGINEERS, INC.**  
 Civil Engineers | Land Surveyors | LUDAR  
 905 S. State Street, Suite 200, Folsom, CA 95680  
 Phone: (916) 365-3340 Fax: (916) 365-3303

**UPPER BROADWAY BIKE LANES  
 ENVIRONMENTAL STUDY LIMITS  
 CITY OF PLACERVILLE CALIFORNIA**

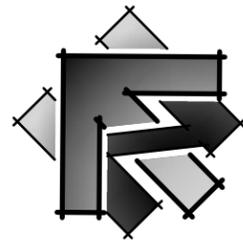
**DRAWING INFO**

DATE:	01/12/2018
DRAFTER:	CAS
DESIGNER:	CAS
REVIEWER:	

PROJECT NO.  
**CIP# 41508**  
 SHEET NO. **2** OF **5**

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PLAN SCALE:

0 50' 100' 200'



SCALE IN FEET

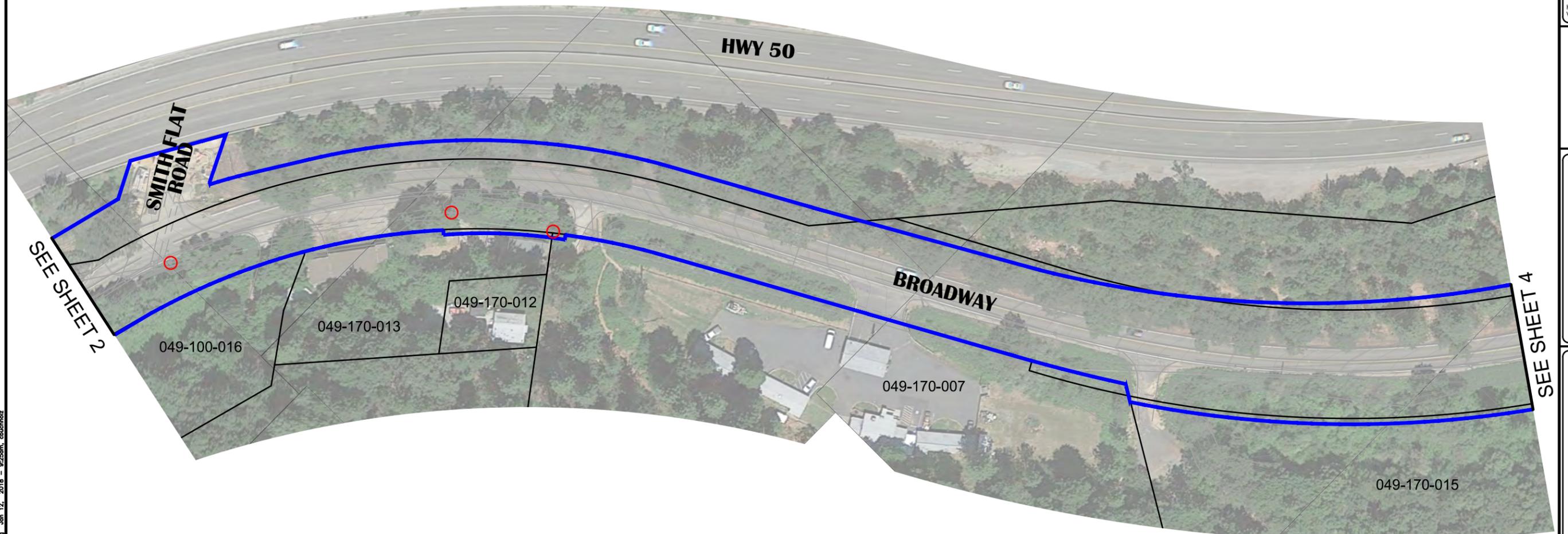


Figure 3 - Environmental Study Limits/  
Project Area

**LEGEND:**



PARCEL LINES



ENVIRONMENTAL STUDY LIMITS



POTENTIAL RELOCATE (E)UTILITY POLE

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NO.	REVISION	DESCRIPTION	CHECKED BY	DATE

DRAWING SCALE  
 HOR. SCALE: 1"=100'  
 VERT. SCALE:



**R.E.Y. ENGINEERS, INC.**  
 Civil Engineers | Land Surveyors | LUDAR  
 905 S. State Street, Suite 200, Folsom, CA 95680  
 Phone: (916) 366-3340 Fax: (916) 366-3303

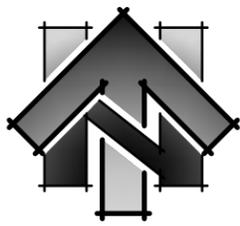
**UPPER BROADWAY BIKE LANES**  
**ENVIRONMENTAL STUDY LIMITS**  
 CALIFORNIA  
 CITY OF PLACERVILLE

DRAWING INFO

DATE:	01/12/2018
DRAFTER:	CASB
DESIGNER:	CASB
REVIEWER:	WJ

PROJECT NO.  
**CIP# 41508**  
 SHEET NO. **3** OF **5**

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PLAN SCALE:

0 50' 100' 200'



SCALE IN FEET

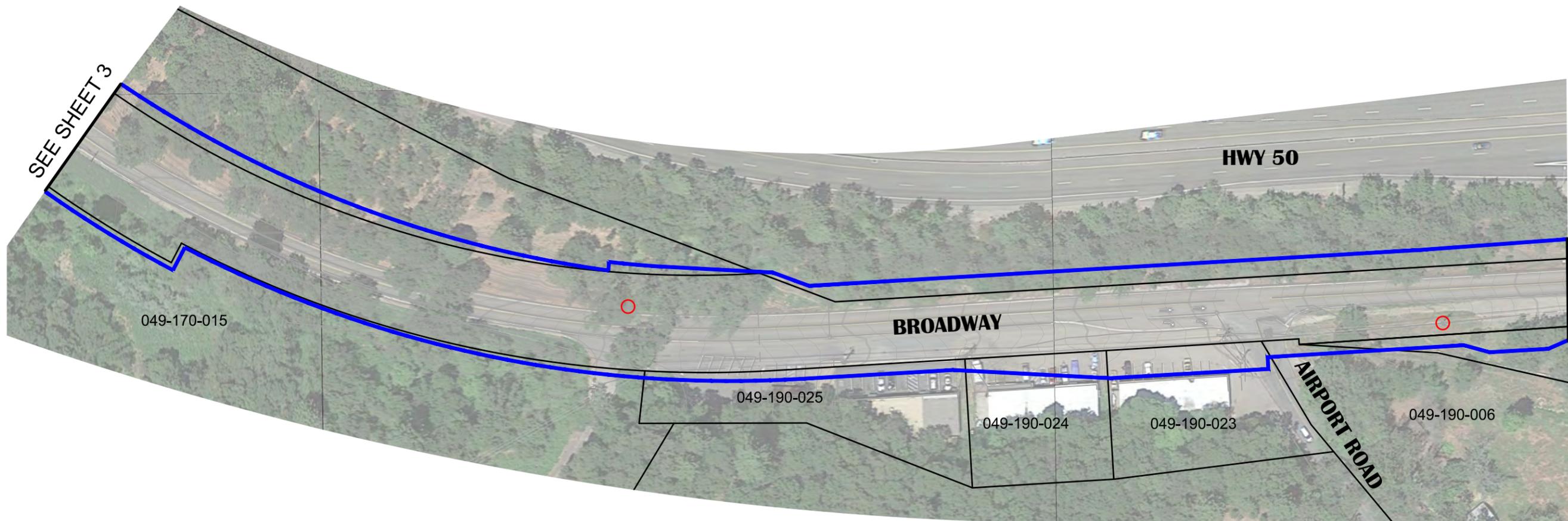


Figure 3 - Environmental Study Limits/  
Project Area

**LEGEND:**



PARCEL LINES



ENVIRONMENTAL STUDY LIMITS



POTENTIAL RELOCATE (E)UTILITY POLE

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NO.	REVISION DESCRIPTION	CHECKED BY	DATE

DRAWING SCALE  
HOR. SCALE: 1"=100'  
VERT. SCALE:



**R.E.Y. ENGINEERS, INC.**  
Civil Engineers | Land Surveyors | LUDAR  
905 Suter Street Suite 200 Folsom, CA 95680  
Phone (916) 366-3040 Fax (916) 366-3003

**UPPER BROADWAY BIKE LANES  
ENVIRONMENTAL STUDY LIMITS**  
CITY OF PLACERVILLE CALIFORNIA

DRAWING INFO  
DATE: 01/12/2018  
DRAFTER: CASB  
DESIGNER: CASB  
REVIEWER: JTB

PROJECT NO.  
**CIP# 41508**  
SHEET NO. 4 OF 5

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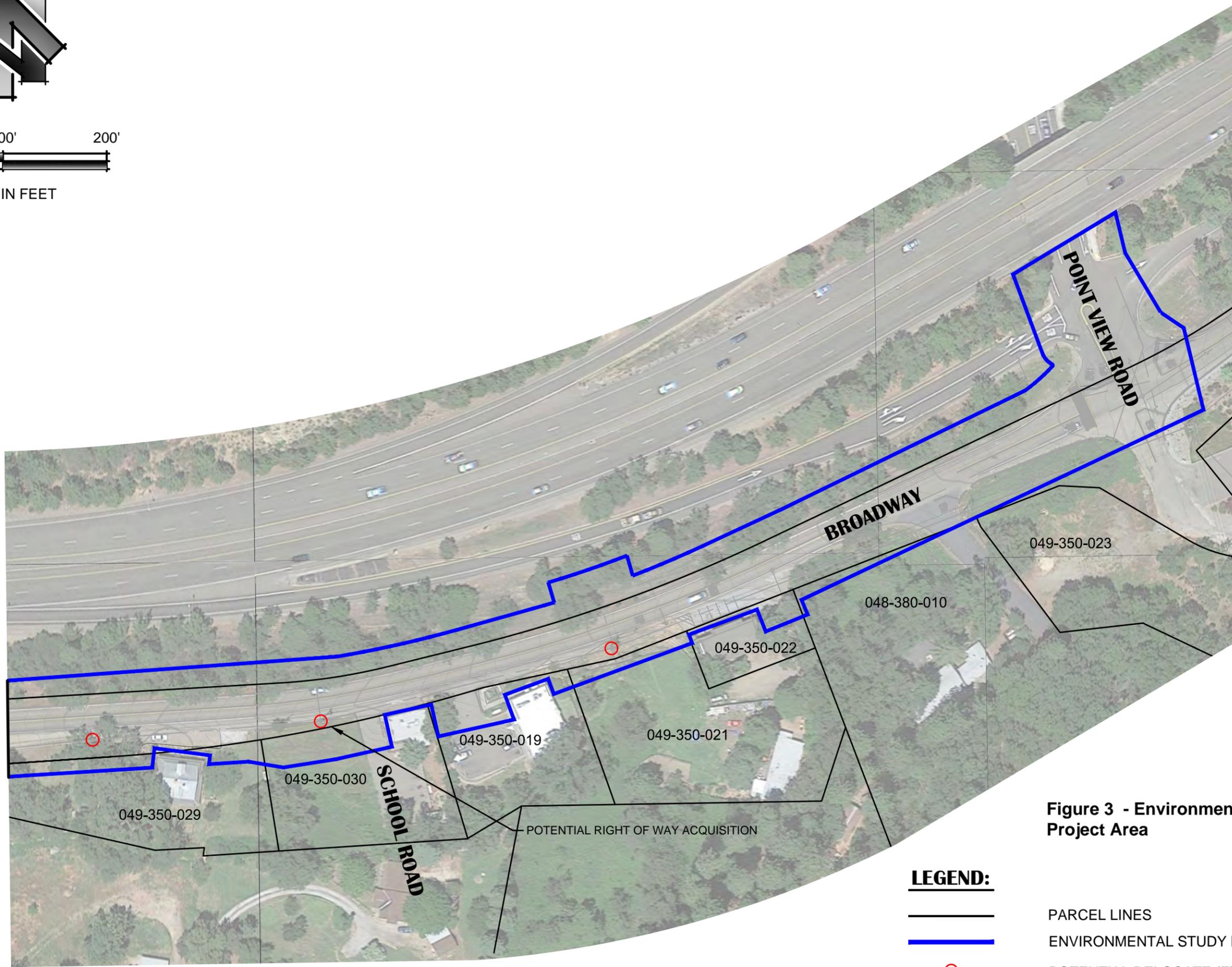
PLAN SCALE:

0 50' 100' 200'



SCALE IN FEET

SEE SHEET 4



**LEGEND:**



PARCEL LINES



ENVIRONMENTAL STUDY LIMITS



POTENTIAL RELOCATE (E)UTILITY POLE

**Figure 3 - Environmental Study Limits/  
Project Area**

DRAWING SCALE  
HOR. SCALE: 1"=100'  
VERT. SCALE:



REY ENGINEERS, INC.  
Civil Engineers | Land Surveyors | LUDAR  
905 Sater Street, Suite 200, Folsom, CA 95680  
Phone: (916) 366-3340 Fax: (916) 366-3303

**UPPER BROADWAY BIKE LANES  
ENVIRONMENTAL STUDY LIMITS**  
CALIFORNIA  
CITY OF PLACERVILLE

DRAWING INFO

DATE: 01/22/2018  
DRAFTER: CASB  
DESIGNER: CASB  
REVIEWER: JTB

PROJECT NO.  
**CIP# 41508**  
SHEET NO. 5 OF 5

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### 3 Environmental Checklist

<b>PROJECT INFORMATION</b>	
1. Project Title:	Upper Broadway Bike Lanes Project (including Upper Broadway Pedestrian Connection)
2. Lead Agency Name and Address:	City of Placerville 3101 Center Street, 3 <sup>rd</sup> Floor Placerville, CA 95667
3. Contact Person and Phone Number:	Rebecca Neves, City Engineer (530) 642-5250
4. Project Location:	Broadway, Placerville, El Dorado County, California
5. Project Sponsor's Name and Address:	N/A
6. General Plan Designation:	Land use designations include Highway Commercial (HWC) and High Density Residential (HDR).
7. Zoning:	Zoning designations include Highway Commercial (HWC) and Residential (R1-10, R1-20, R3), as well as Airport Overlay (AO).
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.)	<p>The Proposed Project would construct bicycle facilities along Broadway between approximately Schnell School Road and Jacquier Road/Point View Drive, with minor signing and striping to connect to the El Dorado Trail at each end, and strategically located sidewalks, additional pedestrian improvements, and select transit facilities. Improvements to Broadway include the widening for and addition of a Class II bike lane in the eastbound (uphill) direction and addition of a Class III bike route in the westbound (downhill) direction.</p>
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	The Proposed Project is located within an established community, which consists of residential, retail, and light commercial land uses. Broadway serves as a main thoroughway for the City, and also provides access to the Placerville Airport, which is located approximately ½ mile south of the project site.
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	U.S. Army Corps of Engineers Central Valley Regional Water Quality Control Board California Department of Fish and Wildlife

<b>ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:</b>		
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Tribal Cultural Resources	<input type="checkbox"/> Utilities/Service Systems
		<input type="checkbox"/> Mandatory Findings of Significance
<b>DETERMINATION (To be completed by the Lead Agency)</b>		
On the basis of this initial evaluation:		
I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.		<input type="checkbox"/>
I find that although the Proposed Project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.		<input checked="" type="checkbox"/>
I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.		<input type="checkbox"/>
I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.		<input type="checkbox"/>
I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.		<input type="checkbox"/>
_____ Signature		_____ Date
_____ Printed Name City of Placerville		_____ Title

## EVALUATION OF ENVIRONMENTAL IMPACTS

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

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### 3.1 Aesthetics

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>I. AESTHETICS</b> — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.1.1 Environmental Setting

According to the City of Placerville General Plan Background Report, the City is located within a complex, highly differentiated environmental setting which reflects the transition between the California Central Valley and the Sierra Nevada (City of Placerville 2004a). The City is further divided into major visual and hydrologic units by three primary and dominant east/west trending watercourses, including Hangtown Creek in the project area. Of these units, the Hangtown Creek watershed is the most heavily developed, and as a result, its scenic qualities are constrained to an urban riparian corridor for much of its alignment. Further, views of the creek are obscured by existing structures and vegetation along Broadway. However, the Hangtown Creek watershed is still considered to contribute to the City’s unusual variety and richness in scenic resources. As noted in the City of Placerville General Plan, Highway 50 is a State-designated scenic route that serves as a major link between Sacramento and South Lake Tahoe (City of Placerville 2004b).

Views to and from the project area vary due to the length of the project, and, depending on the location of the viewer, can include portions of Highway 50, Broadway, and other local roadways, as well as adjacent retail, commercial, and residential development. However, views to and from the project area are obstructed by existing structures and vegetation.

#### 3.1.2 Discussion

a) **Less-than-Significant Impact.** A scenic vista is generally considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. While the Hangtown Creek watershed is considered to be a major visual unit in the project area, implementation of the Proposed Project would not impact views of the creek. Further, visual disturbances as a result of project implementation would be temporary during the construction period. Therefore a potential scenic impact to Hangtown Creek or other scenic vistas in the project area would be less than significant, and no mitigation would be required.

- b) **No Impact.** Highway 50 in the vicinity of the project area is designated as a state scenic highway. However, no designated or eligible state scenic highways are located within the project's direct impact area, or the area within which the proposed improvements would be constructed. Further, the utility relocations and/or adjustments that may be required during construction of the Proposed Project would not damage a scenic resource within this designated scenic highway, as these features are not generally visible from the highway. Therefore, construction and operation of the Proposed Project would not damage scenic resources, including but not limited to trees, outcroppings, and historic buildings within a state scenic highway. Therefore, no impact would occur, and no mitigation would be required.
- c) **Less-than-Significant Impact.** Alterations to the visual character of the project area during construction (i.e., the presence of construction equipment and staging areas) would be isolated and temporary. Upon completion of construction activities, all equipment would be removed from the project area. Alterations to the visual character of the project area as a result of new development, while permanent, would blend in with the visual setting of the project area. The visual character of the project area would not be degraded. Therefore, the Proposed Project would result in a less-than-significant impact to the existing visual character of the project area, and no mitigation would be required.
- d) **Less-than-Significant Impact.** Prior to the beginning of construction activities, a staging area would be established in the project area. Construction activities would be completed during daylight hours, and no nighttime construction is anticipated. Operation of the Proposed Project would not introduce any new permanent sources of light and glare. Therefore, impacts resulting from new sources of light or glare during construction and operation of the Proposed Project would be less than significant, and no mitigation would be required.

### 3.1.3 Mitigation

None required.



## 3.2 Agriculture and Forestry Resources

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

### 3.2.1 Environmental Setting

Per the City's land use map, the land use designations within the project area include Highway Commercial (HWC) and High Density Residential (HDR). Zoning designations within the project area include Highway Commercial (HWC) and Residential (R1-10, R1-20, and R3).

The project area is designated by the California Department of Conservation's Important Farmland in California Map as urban and built-up land and does not include any farmland, forest land, or land under Williamson Act contract (California Department of Conservation 2017).

### 3.2.2 Discussion

- a) **No Impact.** No prime farmland, unique farmland, or farmland of statewide importance is within the project area or would be affected by the Proposed Project. Therefore, no impact would occur, and no mitigation would be required.
- b) **No Impact.** The Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impact would occur, and no mitigation would be required.

- c) **No Impact.** No forest land, timberland, or timberland zoned Timberland Production is within the project area or would be affected by the Proposed Project. Therefore, no impact would occur, and no mitigation would be required.
- d) **No Impact.** As mentioned in the response to item c, no forest land is within the project area or would be affected by the Proposed Project. Therefore, no impact would occur, and no mitigation would be required.
- e) **No Impact.** See the responses to items a, b, and c.

### 3.2.3 Mitigation

None required.



### 3.3 Air Quality

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>III. AIR QUALITY</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.3.1 Environmental Setting

In accordance with federal Clean Air Act (CAA) requirements, the air quality in a given region or area is measured by the concentration of criteria pollutants in the atmosphere. The air quality in a region is a result of not only the types and quantities of atmospheric pollutants and pollutant sources in an area but also surface topography, the size of the topological “air basin,” and the prevailing meteorological conditions.

Under the CAA, the U.S. Environmental Protection Agency (USEPA) developed numerical concentration-based standards, or National Ambient Air Quality Standards (NAAQS), for pollutants that have been determined to affect human health and the environment. The NAAQS are the maximum allowable concentrations for ozone (measured as either volatile organic compounds or total oxides of nitrogen); carbon monoxide; nitrogen dioxide; sulfur oxides; respirable particulate matter, including particulate matter equal to or less than 10 microns in diameter (PM<sub>10</sub>) and equal to or less than 2.5 microns in diameter (PM<sub>2.5</sub>); and lead. The CAA also gives the authority to States to establish air quality rules and regulations. The State of California has adopted the NAAQS and promulgated additional California Ambient Air Quality Standards (CAAQS) for criteria pollutants. The CAAQS are more stringent than the federal primary standards.

The USEPA classifies the air quality in an Air Quality Control Region (AQCR), or in subareas of an AQCR, according to whether the concentrations of criteria pollutants in ambient air exceed the NAAQS. Areas within each AQCR are therefore designated as attainment, nonattainment, maintenance, or unclassified for each of the six criteria pollutants. *Attainment* means that criteria pollutant levels in an AQCR are lower than the NAAQS; *nonattainment* means that criteria pollutant levels exceed the NAAQS; *maintenance* means that an AQCR was previously designated nonattainment but is now

attainment; and *unclassified* means that there is not enough information to appropriately classify an AQCR, so the area is considered attainment.

In California, the USEPA has delegated the authority for ensuring compliance with the NAAQS to the California Air Resources Board. The California Air Resources Board has delegated responsibility for implementing the federal CAA and California CAA to local air pollution control agencies. In accordance with the CAA, each state must develop a *State Implementation Plan*, which is a compilation of regulations, strategies, schedules, and enforcement actions designed to move the state into compliance with all NAAQS.

The project area is located in the Mountain Counties Area Air Basin (MCAB), for which air quality is regulated at the local level by the El Dorado County Air Quality Management District (AQMD, or District). According to the District, the topography and meteorology of the MCAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. Inversion layers, where warm air overlays cooler air, frequently occur and trap pollutants close to the ground (El Dorado County AQMD, 2002). The air basin is designated as nonattainment of the NAAQS for ozone and PM<sub>2.5</sub> and as nonattainment of the CAAQS for ozone and PM<sub>10</sub>. The air basin is designated as either attainment or unclassified for the remaining NAAQS and CAAQS (El Dorado County AQMD 2017).

In 2002, the District prepared a *Guide to Air Quality Assessment* intended to be used during the Initial Study phase of the CEQA process (El Dorado County AQMD 2002). The Guide indicates that the threshold of significance for reactive organic gas (ROG) and oxides of nitrogen (NO<sub>x</sub>), which are precursors of ozone, is 82 pounds per day. In excess of these levels, emissions from any project could affect the District's commitment to attain the federal one-hour ozone standard in the Sacramento Region, and thus could have a significant adverse impact on air quality in the Sacramento Region. The Guide further indicates the following:

“Either of two approaches may be used for screening construction equipment exhaust emissions for significance: one is based on fuel use, and the other is based on the incorporation of mitigation measures into the project design. If exhaust emissions are determined to be not significant under either approach, then further calculations to determine construction equipment exhaust emissions are not necessary. For fugitive dust (PM<sub>10</sub>) emissions, the screening approach is based on specific dust suppression measures that will prevent visible emissions beyond the boundaries of the project. If those measures are incorporated into the project design, then further calculations to determine PM<sub>10</sub> fugitive dust emissions are not necessary.”

Based on these thresholds and the temporary and non-continuous nature of construction emissions, ROG and NO<sub>x</sub> emissions during construction may be assumed to be not significant if the project encompasses 12 acres or less of ground that is being worked at one time and at least one of the mitigation measures relating to such pollutants (or an equivalent measure) is incorporated into the project. Emissions of fugitive dust PM<sub>10</sub> may be assumed to be not significant if the project includes mitigation measures that would prevent visible dust beyond the property lines.

According to the District, construction mitigation measures involve emission reductions of NO<sub>x</sub>, ROG, and PM<sub>10</sub>, which may include reformulated fuels, emulsified fuels, catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks, among others. Additional measures include emission reductions from controlling visible emissions from diesel-powered equipment and particulate matter emission control measures. The District encourages lead agencies to explore and incorporate additional measures as technology advances and less emissive products become available (El Dorado County AQMD 2002).

### 3.3.2 Discussion

- a) **Less-than-Significant Impact.** As described in Chapter 2, *Project Description*, the City anticipates a construction period of about six to eight months. Construction activities would occur during daytime hours, Monday through Friday. Emissions from construction activities associated with the Proposed Project would have short-term, minor impacts on local air quality and would have negligible impacts on regional air quality. Implementation of the Proposed Project is not anticipated to conflict with or obstruct implementation of the regions' air quality attainment plans. Therefore, impacts would be less-than-significant, and no mitigation would be required.
- b) **Less-than-Significant Impact.** Construction activities for the Proposed Project would generate air pollutant emissions as a result of construction activities, such as grading, filling, and compacting, and operation of construction equipment. The emissions from these activities would include fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>), primarily from ground-disturbing activities; and combustion emissions (ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and diesel particulate matter represented as exhaust PM<sub>2.5</sub>), primarily from the operation of heavy construction machinery, portable auxiliary equipment, and construction worker vehicles. Fugitive dust emissions would be greatest during the initial site preparation activities and would vary from day to day depending on the construction phase, level of activity, and prevailing weather conditions. Construction activities and workers commuting daily to and from the construction site in their personal vehicles would also create criteria pollutant emissions. However, emissions from construction activities and worker vehicles associated with constructing the Proposed Project would be temporary and short-term, and would have negligible impacts to regional air quality. The Proposed Project would not generate more air pollutant emissions once constructed than current air emissions in the project area. As noted above in Chapter 2 Project Description, the Proposed Project is partially funded by the CMAQ program, which was implemented to support surface transportation projects and other related efforts, such as the Proposed Project, that contribute air quality improvements and provide congestion relief. Air emissions in the project area presumably would be less with implementation of the Proposed Project since alternative forms of transportation (bicycle, walking) would be available. Further, the City would incorporate Best Management Practices (BMPs) during construction to minimize construction equipment exhaust emissions and emissions of fugitive particulate matter. BMPs may include, but are not limited to the following:
  - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered daily.

- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers daily.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- Idling times shall be minimized by either shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

With implementation of these BMPs, the increase in criteria pollutants as a result of project construction is not anticipated to exceed the District's thresholds of significance or to result in violations of any ambient air quality standards. Therefore, this impact would be less than significant, and no mitigation would be required.

- c) **Less-than-Significant Impact.** The Proposed Project would not create any new, permanent sources of air pollutant emissions, and does not include construction or operation of any emission generating sources that would result in, or contribute to, long term increases in emissions. However, construction activities associated with implementation of the Proposed Project are expected to contribute to a temporary increase in local levels of criteria pollutants as a result of grading activities and operation of construction equipment. Fugitive-dust emissions would vary from day to day depending on the level of activity and prevailing weather conditions. Construction activities for the Proposed Project would be temporary, and the increase in criteria pollutants would not exceed the District's thresholds of significance. Since the Proposed Project's contribution of criteria pollutants is expected to be less than the District's thresholds of significance, and because the City would incorporate BMPs during construction to minimize construction equipment exhaust emissions and emissions of fugitive particulate matter, the Proposed Project is not anticipated to result in a cumulatively considerable net increase of any criteria air pollutants for which the District is already designated as non-attainment. Further, as noted above, the Proposed Project would contribute air quality improvements and provide congestion relief. Therefore, impacts related to emissions of criteria air pollutants would be less than significant, and no mitigation would be required.
- d) **Less-than-Significant Impact.** Implementation of the Proposed Project, including site preparations and construction of the Proposed Project, would temporarily generate diesel exhaust emissions from the use of off-road diesel equipment required for site grading and other construction activities. Diesel particulate exhaust is highly dispersive, and studies have shown that measured concentrations of vehicle-related pollutants, including ultra-fine particles, decrease dramatically within about 300 feet from the source. Because the use of mobilized equipment would be temporary, in combination with the dispersive properties of diesel particulate exhaust, and because the construction activities would not be concentrated near sensitive

receptors, construction-related emissions would not expose sensitive receptors to substantial pollutant concentrations in the short term or long terms. Therefore, this impact would be less than significant, and no mitigation would be required.

- e) **Less-than-Significant Impact.** As described above, construction of the Proposed Project would generate diesel exhaust emissions from on-site construction equipment. The diesel exhaust emissions would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Therefore, these emissions would not create an objectionable odor that would affect a substantial number of people. In addition, no existing sources of odors are located in the project vicinity, and the Proposed Project would not include the long-term operation of any new sources. Operation of the Proposed Project would not cause new permanent odor sources or the siting of sensitive receptors in proximity to odor sources. Therefore, this impact would be less than significant, and no mitigation would be required.

### 3.3.3 Mitigation

None required.

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### 3.4 Biological Resources

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES</b> —Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.4.1 Environmental Setting

A Natural Environment Study (NES) was prepared for the Proposed Project in August 2017, and which included conducting a habitat field survey to identify all habitat(s) present within the project area, and a general botanical survey, as described in further detail below (HDR 2017a). In addition, a California red-legged frog (CRLF) Site Assessment and wetland delineation were conducted in March 2016, as described in further detail below.

As described in the NES, the project area totals 14.82 acres, 9.06 acres of which are the paved surfaces along Broadway. The project area is dominated by developed habitat with blue oak foothill pine and blackberry bramble forming a narrow strip of riparian habitat along the southern bank of Hangtown Creek and along the eastbound shoulder of Broadway. A series of retaining walls have been constructed along the westbound shoulder of Broadway. In general, the blue oak foothill pine woodland along the northern shoulder does not contribute to shading nor is it hydrologically dependent on Hangtown Creek, and therefore is not considered riparian habitat. Based on the results of the NES, the habitat types and vegetation communities, wetlands, and special-status species documented in the project area are described in further detail below.

## Habitat Types and Vegetation Communities

Habitat types and vegetation communities in the project area include annual grassland, blackberry bramble, blue oak- foothill pine woodland, developed, ruderal, and riverine (Hangtown Creek). The majority of the project area is comprised of developed habitat (associated with the existing roadway) with a corridor of blue oak foothill pine woodland along the westbound shoulder of Broadway and a sparse riparian habitat along the eastbound shoulder of Broadway associated with Hangtown Creek. A summary of the vegetation communities within the project area is provided in Table 3-1.

**Table 3-1 Vegetation Communities**

Vegetation Community	Existing Acreage
<b>Waters of the U.S.</b>	
Riverine (Hangtown Creek) - Intermittent	0.11
Riverine (Tributary #1) – Intermittent	0.21
Riverine (Tributary #2) – Intermittent	0.01
<b>Total Waters of the U.S.</b>	<b>0.33</b>
<b>Additional Habitat Types</b>	
Annual Grassland	0.08
Blackberry Bramble	0.63
Blue Oak Foothill Pine Woodland	4.28
Ruderal	0.44
Developed	9.06
<b>Total Additional Habitat Types</b>	<b>14.49</b>
<b>Total Acreage</b>	<b>14.82</b>

### *UPLAND VEGETATION COMMUNITIES*

#### **ANNUAL GRASSLAND (0.08 ACRE)**

Annual grasslands are composed primarily of annual plant species. Plant structure in annual grassland communities depends largely on weather patterns. Introduced annual grasses are generally the dominant plant species in this habitat. Species observed within annual grassland in the project area included: bulbous bluegrass (*Poa bulbous*), winter vetch (*Vicia villosa*), soft chess brome (*Bromus hordeaceus*), ripgut brome (*Bromus*

*diandrus*), tall wheat grass (*Elymus ponticus*), and smooth cat's ear (*Hypochaeris glabra*).

Many common wildlife species use grasslands for foraging. Characteristic reptiles that breed in grasslands include the western fence lizard (*Sceloporus occidentalis*), common garter snake (*Thamnophis sirtalis*) and western rattlesnake (*Crotalus viridis helleri*).

#### **BLACKBERRY BRAMBLE (0.63 ACRE)**

Himalayan blackberry occurs on deep fertile soils which once supported productive and diverse natural habitats. Himalayan blackberry are strong competitors and rapidly displace native plant species creating a monoculture bramble along the top to toe of Hangtown Creek and its tributaries. A few native trees and shrubs, including a few willows are scattered amongst the creek banks.

Many animal species feed on wild blackberries; consequently, seeds spread easily from one area to another in animal droppings. Wild blackberry seeds have a hard seed coat and can remain dormant for an extended period. Once seeds germinate and grow and the plants become established, expansion of the bramble is almost entirely a result of vegetative growth from rhizomes. Over time a single plant can cover a very large area.

#### **BLUE OAK FOOTHILL PINE WOODLAND (4.28 ACRE)**

Blue oak foothill pine woodland occurs along the eastbound Highway 50 shoulder and along Broadway. Foothill pine (*Pinus sabiniana*) and blue oak (*Quercus douglasii*) are the co-dominant tree species within the tree canopy. Other tree species observed within this habitat include interior live oak (*Quercus wislizeni*), California buckeye (*Aesculus californica*), and big-leaf maple (*Acer macrophyllum*). The shrub component is composed of several species that tend to be clumped, with interspersed patches of annual grassland. Shrub species include buckbrush (*Ceanothus cuneatus*), whiteleaf manzanita (*Arctostaphylos viscida*), hollyleaf redberry (*Rhamnus ilicifolia*), poison-oak (*Toxicodendron diversilobum*), and western redbud (*Ceris occidentalis*).

Blue oak foothill pine woodland provides habitat for a variety of wildlife species. Mature forests are valuable to cavity nesting birds. Moreover, mast crops are an important food source for many birds as well as mammals. Canopy cover and understory vegetation are variable which makes the habitat suitable for numerous species.

Depending on habitat complexity and structure, blue oak foothill pine woodland may provide cover, nesting, and dispersal habitat for a wide variety of wildlife, including amphibians, reptiles, mammals, and many bird species. Additionally, trees and shrubs growing along the banks of Hangtown Creek provide shade for the water column adjacent to the stream bank and deposit insects and nutrients into the water. Over-hanging vegetation provides shaded riverine aquatic habitat and food for fish and other aquatic wildlife.

#### **RUDERAL (0.44 ACRE)**

Ruderal communities occur in areas of regular disturbances, such as along roadsides and are generally found in close proximity to developed habitats. Due to the disturbance regime, these areas remain sparsely vegetated and are subjected to ongoing or past disturbances (e.g., vehicle activities and mowing). Ruderal habitat in these disturbed

areas often supports a diverse weedy flora. Species observed in ruderal areas in the project area included: ripgut brome (*Bromus diandrus*), common groundsel (*Senecio vulgaris*), and filaree (*Erodium sp.*).

Although often comprised of non-native plant species, ruderal habitats, particularly at edges of natural communities, can provide foraging habitat for many species of birds and mammals. These habitats can be occupied by California ground squirrels (*Otospermophilus beecheyi*) and other rodents.

#### DEVELOPED (9.06 ACRES)

Developed communities are dominated by structures and paved areas, but include plantings within parking areas. This vegetation community is disturbed by intensive human use and is sparsely vegetated. Developed areas dominate the project area.

Developed lands are generally not of high value for wildlife. Birds and mammals that occur in these areas typically include introduced species adapted to human habitation, including rock dove (*Columba livia*), starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house mouse (*Mus musculus*) and Norway rat (*Rattus norvegicus*). Some native species persist in commercial development lands, including western toad (*Bufo boreas*), western fence lizard (*Sceloporus occidentalis*), Brewer's blackbird (*Euphagus cyanocephalus*), house finch (*Carpodacus mexicanus*), California scrub jay (*Aphelocoma californica*), and American crow (*Corvus brachyrhynchos*). Common and special-status bat species may also occur within developed areas of the project area including culverts and buildings.

#### AQUATIC VEGETATION COMMUNITIES

##### HANGTOWN CREEK, TRIBUTARY 1, AND TRIBUTARY 2 (0.33 ACRE)

An approximately 0.11 acre segment of Hangtown Creek flows parallel to Broadway and within the project area. In addition, two unnamed tributaries [(Tributary #1; 0.21 acre) and (Tributary #2; 0.01 acre)] of Hangtown Creek also flow within a portion of the project area. Hangtown Creek and its tributaries within the project area are not identified on the National Wetland Inventory (NWI) mapper. The main stem of Hangtown Creek is an intermittent tributary and originates north of the project area along Smith Flat Road.

The main stem of Hangtown Creek crosses into the project area, via a culvert at the Broadway and Smith Flat Road intersection. At the intersection, the main stem of Hangtown Creek converges with an unnamed tributary (Tributary #1) that flows parallel to Broadway. Hangtown Creek continues to flow west and parallel to the south side of Broadway for approximately 200 linear feet before it diverges from the project area. Within this segment of Hangtown Creek, the creek has a well-defined bed and bank. The bed substrate is primarily cobble and boulder with minimal soil. The OHWM was 20 feet wide and defined by the presence of shelving, exposed tree roots, and water staining. Trees observed along the banks of the creek include big-leaf maple, white alder, and willows (*Salix sp.*), while the understory is mainly covered with blackberry.

As Hangtown Creek continues to flow west it takes a slight southwesterly bend (outside of the project area) and flows behind and below several buildings. A second unnamed tributary (Tributary #2) and Hangtown Creek converge, outside the project area, between the Hangtown Range (formerly the Tire Exchange business) and the National 9 Inn.

Hangtown Creek continues to flow outside the project area in a westerly direction via a storm drain below residences, businesses, and a parking lot.

Hangtown Creek continues in a westerly direction outside the project area and through the City of Placerville. Hangtown Creek converges with Weber Creek, a tributary of the South Fork of the American River, approximately one mile downstream from the western corporate limit of the City of Placerville near the wastewater treatment plant.

### Potential Jurisdictional Wetlands and Other Waters

A jurisdictional delineation was prepared for all potential wetlands and Waters of the U.S. occurring within the project area. The results of the jurisdictional delineation are preliminary until verified by the USACE. All areas within the project area were assessed to the degree necessary to determine the presence or absence of jurisdictional wetlands and other Waters of the U.S. per the guidelines established by the USACE.

In the project area, 0.33 acres of potentially jurisdictional Wetlands and Other Waters of the U.S. were mapped. This includes 0.11 acre of the main stem of Hangtown Creek, 0.21 acre of Tributary 1, and 0.01 acre of Tributary 2 which are considered potentially other Waters of the U.S.

### Migration Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that may otherwise be separated by rugged terrain, changes in vegetation, and/or areas of human disturbance or urban development. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas. The fragmentation of natural habitat creates isolated “islands” of habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity. Movement corridors mitigate the effects of this fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations.

Hangtown Creek provides a very limited movement corridor through the project area as well as through the City of Placerville. Hangtown Creek, with a sparse and highly disturbed riparian corridor, is surrounded by residential and commercial development. Within the project area, Hangtown Creek is periodically diverted below commercial and residential through long sections of storm drain. It was noted that a few of the outfalls are 2 feet higher in elevation than the creek bed or empty into a downstream plunge pool. These elevation differentials would serve as movement barriers discouraging the movement of many common aquatic and terrestrial wildlife species dispersing back and forth between suitable habitats to the north and south of the project area. Based on these factors, Hangtown Creek provides a low-quality migration or dispersal corridor for special-status species. The Project would not remove, degrade, or otherwise interfere substantially with the structure or function of these wildlife movement corridors, though some temporary disruption of wildlife movement would occur during the construction period.

## Regional Species and Habitats and Natural Communities of Concern

The project area does not provide suitable habitat for any federally-listed species nor is it within designated critical habitat. However, the following state-listed species and species of concern may be present: foothill yellow-legged frog (*Rana boylei*) and western pond turtle (*Emys marmorata*). In addition, Nissenan manzanita (*Acrostaphylos nissenana*), a California Rare Plant Ranks (CRPR) list 1B.2 plant may be present.

The project area is located within the known range of the CRLF (*Rana draytonii*), a species federally listed as threatened. However, the project area is outside of designated or proposed critical habitat (HDR 2017a). This species was not identified within the project area during protocol-level surveys conducted between 2001 and 2006, or during the CRLF site assessment conducted in 2016. The closest recorded occurrence is over seven miles from the project area, well outside the known dispersal range for this species.

### 3.4.2 Discussion

a) **Less-than-Significant Impact with Mitigation Incorporated.** The Proposed Project would have potential impacts on the following species and/or their habitat: foothill yellow-legged frog (*Rana boylei*), western pond turtle (*Emys marmorata*), nesting raptors, and Nissenan manzanita (*Acrostaphylos nissenana*), and would have less than significant impacts on California red-legged frog (*Rana draytonii*). The following is a description of the Proposed Project's impacts on these species and/or their habitat.

- State-listed species and species of concern
  - Foothill yellow-legged frog (*Rana boylei*): The Proposed Project would not affect potential breeding habitat for foothill yellow-legged frog (FYLF) because aquatic resources within the project area are unlikely to provide adequate ponding depth and duration to support metamorphosis and no FYLF were detected within the project area. Mortality or injury of FYLF in aquatic and upland habitats could occur by crushing frogs with construction equipment or if frogs are displaced from cover, exposing them to predators and desiccation. Trenches left open during the night could trap frogs moving through the construction area. Moreover, construction activities could temporarily impede the movement of juvenile and adult FYLF dispersing between breeding areas and summer refugia sites. This impact would be potentially significant. Implementation of Mitigation Measure BIO-1 below would reduce potential impacts to FYLF and their habitat to a less-than-significant level.
  - Western pond turtle (*Emys marmorata*): Potential aquatic and upland habitat for western pond turtle is present within the project area. If western pond turtles are present within the work area during construction, the movement of equipment within uplands and construction of the bike lanes could crush pond turtles. This impact would be potentially significant. Implementation of Mitigation Measure BIO-2 below would reduce potential impacts to western pond turtle and their habitat to a less-than-significant level.

- Nesting raptors
    - If construction of the Proposed Project begins during the breeding season (February 15 to August 31), the Proposed Project could result in mortality of young through forced fledging or nest abandonment by adult birds. If it is necessary to remove trees within the riparian corridor or within the blue oak – foothill pine woodland prior to construction or construction activities begin during the breeding season (February 15 to August 31), the Proposed Project could result in mortality of young through forced fledging or nest abandonment by adult birds, as well as destruction of nests. This impact would be potentially significant. Implementation of Mitigation Measure BIO-3 below would reduce potential impacts to nesting raptors and their habitat to a less-than-significant level.
  - CRPR species
    - Nissenan Manzanita (*Acrostaphylos nissenana*): Implementation of Mitigation Measure BIO-4 below would reduce potential impacts to Nissenan manzanita to a less-than-significant level.
  - Federally listed species
    - California red-legged frog (*Rana draytonii*): The California red-legged frog (CRLF) has not been observed within the project area, nor is it expected to occur within the project area. The closest recorded occurrence of this species is over seven miles from the project area, well outside the known dispersal range. Therefore, this impact would be less than significant, and no avoidance and minimization efforts are anticipated unless required by CDFW during the permitting process. In addition, avoidance and minimization measures provided for FYLF and wetlands and other waters of the U.S. would minimize overall impacts to aquatic habitat within the project area.
- b) **Less-than-Significant Impact with Mitigation Incorporated.** Impacts to existing habitats in the Project Area include both temporary and permanent impacts. Permanent impacts are changes from the existing habitat type to a new habitat type. Proposed retaining walls, proposed impervious surfaces (sidewalks), two proposed 48-inch CMP culverts, and the proposed bio swale were classified as permanent impacts. Temporary impacts are impacts to existing habitats that will remain as the same habitat type after the project is completed. Temporary impacts include rehabilitated pavement, disturbed soil, roadway grinding (existing road), and grading associated with driveway pavement. The construction of the Proposed Project at the confluence of Hangtown Creek and Tributary 1 would result in temporary impacts of approximately 0.04 acre and a permanent direct impact of approximately 0.05 acre of riparian habitat along the eastbound shoulder of Broadway and may require the removal of trees. The loss of riparian vegetation would result in potential adverse effects on aquatic habitat in Hangtown Creek. Riparian habitat reduces sedimentation and erosion along stream banks as well as providing an important movement corridor for wildlife, overhanging canopies provide shade and riparian vegetation offers habitat for invertebrates that are a source of food for aquatic and

terrestrial wildlife. This impact would be potentially significant. Implementation of Mitigation Measures BIO-5 and BIO-6 below would reduce impacts on riparian habitat to a less-than-significant level.

The construction of the Proposed Project would also result in temporary impacts of approximately 0.25 acre and a permanent direct impact of 0.42 acre of blue oak foothill pine woodland and could possibly remove native oak trees, as well as understory shrubs and herbaceous species. The loss of blue oak foothill pine habitat would result in potential adverse effects on common terrestrial species, such as birds and tree-dwelling mammals as well as diminishing a safe movement corridor for wildlife. This impact would be potentially significant. Implementation of Mitigation Measure BIO-5, as described above for riparian habitat, would also avoid and minimize potential impacts on blue oak foothill pine woodland habitat. Implementation of Mitigation Measure BIO-7 below would also reduce impacts on blue oak foothill pine woodland habitat to a less-than-significant level.

- c) **Less-than-Significant Impact with Mitigation Incorporated.** As described above in the *Waters of the U.S., including Wetlands, and Waters of the State* subsection, a wetland delineation was prepared, and the delineation determined that 0.33 acres of jurisdictional features are present in the project area (HDR, 2017a). Based on the preliminary project design, construction of the Proposed Project would result in temporary impacts of approximately 0.03 acres and permanent impacts of approximately 0.05 acre to Hangtown Creek and its tributaries. Permanent impacts to Waters of the U.S. are associated with proposed retaining walls and the two new 48-inch CMP culverts, while temporary impacts to Waters of the U.S. are associated with creek widening near Smith Flat road or rehabilitation of roadway over culverts. It was assumed that culverts could be temporarily affected by the installation of the retaining walls at Tributary 2 and Hangtown Creek at Smith Flat Road. Both temporary and permanent impacts at Tributary 1 are associated with the installation of the two new 48-inch CMP culverts. In addition, there is the potential for wetlands and other Waters of the U.S. to be indirectly impacted by project construction. Indirect water quality impacts could occur due to increases in sedimentation and the potential discharge of hazardous materials or debris during construction activities.

Erosion and sedimentation and hazardous materials spill or leakage from construction vehicles is considered a potential impact to jurisdictional areas. The use of petroleum products (e.g., fuels, oils, and lubricants) and erosion of cleared land during construction could potentially contaminate surface water. Section 401 of the CWA requires water quality certification from the RWQCB when a project requires a CWA Section 404 permit to regulate the discharge of dredged and fill material into Waters of the United States, including wetlands from the USACE. Along with Section 401 of the CWA, Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES) permit program for the discharge of any pollutant into Waters of the U.S. As described further in Section 3.6 Geology and Soils, the City would submit a Notice of Intent (NOI) to the RWQCB to obtain coverage under the NPDES General Permit, and would prepare a stormwater pollution prevention plan (SWPPP) with BMPs to reduce impacts from erosion and sedimentation during grading. The City would also obtain and be required to adhere to the project Section 401 water quality certification issued by the RWQCB (Central

Valley Region) and the project Section 404 permit issued by the USACE. Impacts to federally protected wetlands are considered significant prior to mitigation.

Implementation of Mitigation Measure BIO-8 described below would further reduce any potential impacts to USACE jurisdictional areas to a less-than-significant level.

- d) **Less-than-Significant Impact.** Hangtown Creek provides a very limited movement corridor through the project area as well as through the City of Placerville. Hangtown Creek, with a sparse and highly disturbed riparian corridor, is surrounded by residential and commercial development. Within the project area, Hangtown Creek is periodically diverted below commercial and residential through long sections of storm drain. It was noted that a few of the outfalls are two feet higher in elevation than the creek bed or empty into a downstream plunge pool. These elevation differentials would serve as movement barriers discouraging the movement of many common aquatic and terrestrial wildlife species dispersing back and forth between suitable habitats to the north and south of the project area. Based on these factors, Hangtown Creek provides a low-quality migration or dispersal corridor for special-status species. The project would not remove, degrade, or otherwise interfere substantially with the structure or function of these wildlife movement corridors, though some temporary disruption of wildlife movement would occur during the construction period. Therefore, this impact would be less than significant, and no mitigation would be required.
- e) **No Impact.** No local policies or ordinances are applicable to the project area, and thus construction and operation of the Proposed Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur, and no mitigation would be required.
- f) **No Impact.** No Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the project area, and thus construction and operation of the Proposed Project would not conflict with implementation of such plans. Therefore, no impact would occur, and no mitigation would be required.

### 3.4.3 Mitigation

#### Mitigation Measure BIO-1: Implementation of Avoidance and Minimization Measures for FYLF

The following avoidance and minimization efforts shall be implemented in order to reduce potential project effects to FYLF.

- A qualified biologist shall conduct a preconstruction survey within 24 hours prior to the start of construction activities within the riparian and aquatic habitat in the project area.
- If dewatering is necessary, the construction area shall be dewatered prior to construction activities.
- A qualified biologist shall monitor any vegetation removal in Hangtown Creek. The biologist shall monitor the installation of water diversion structures placed in Hangtown Creek.

- The City shall submit the name and credentials of the project's biological monitor to CDFW for review and approval at least 15 days prior to the onset of construction activities.
- The upstream and downstream limits of the project shall be flagged and/or signed to prevent the encroachment of construction personnel and equipment into any sensitive areas during project work. Prior to construction, environmental awareness training shall be conducted for construction personnel to brief them on how to recognize FYLF. Construction personnel should also be informed that if a FYLF is encountered in the work area, construction should stop and CDFW should be contacted for guidance. A training log sign-in sheet shall be maintained.
- If FYLF are found at any time during project work, construction shall stop and CDFW shall be contacted immediately for further guidance.
- Staging areas as well as fueling and maintenance activities shall be a minimum of 100 feet from riparian or aquatic habitats. The City's construction contractor shall prepare a spill prevention and clean-up plan.
- The City's construction contractor shall administer Best Management Practices to protect water quality and control erosion.
- Upon completion of construction activities, any barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate.

#### Mitigation Measure BIO-2: Implementation of Avoidance and Minimization Measures for Western Pond Turtle

The following avoidance and minimization efforts shall be implemented in order to reduce potential project effects to western pond turtle:

- If dewatering is necessary, the construction area shall be dewatered prior to construction activities.
- No more than two weeks prior to the commencement of ground-disturbing activities, the City shall retain a qualified biologist to perform surveys for western pond turtle within suitable aquatic and upland habitat within the project site. Surveys shall include western pond turtle nests as well as individuals. The biologist (with the appropriate agency permits) shall temporarily move any identified western pond turtles upstream of the construction area, and temporary barriers shall be placed around the construction area to prevent ingress. Construction shall not proceed until the work area is determined to be free of western pond turtles. The results of these surveys shall be documented in a technical memorandum that shall be submitted to CDFW (if turtles are documented).
- Standard construction BMPs shall be implemented throughout construction, in order to avoid and minimize adverse effects to the water quality within the project area.

### Mitigation Measure BIO-3: Implementation of Avoidance and Minimization Measures for Nesting Raptors

The following avoidance and minimization measures shall be used when work occurs in the vicinity of locations that may be subject to nesting by migratory birds.

- Avoid Active Nesting Season. To avoid and minimize impacts to tree and shrub nesting species, the following measures shall be implemented;
  - If feasible, conduct all tree and shrub removal and grading activities during the non-breeding season (generally September 1 through February 14).
  - If grading and tree removal activities are scheduled to occur during the breeding and nesting season (February 15 through August 31), preconstruction surveys shall be performed prior to the start of project activities.
- Conduct Preconstruction Nesting Bird Surveys. If construction, grading or other project-related activities are scheduled during the nesting season (February 15 to August 31), preconstruction surveys for other migratory bird species shall take place no less than 14 days and no more than 30 days prior to the beginning of construction within 250 feet of suitable nesting habitat.
  - If the preconstruction surveys do not identify any nesting migratory bird species within areas potentially affected by construction activities, no further mitigation shall be required. If the preconstruction surveys do identify nesting bird species within areas that may be affected by site construction, the following measures shall be implemented.
- Avoid Active Bird Nest Sites. If active nest sites are discovered within areas that may be affected by construction activities, the following additional measure shall be implemented.
  - If active nests are found, project-related construction impacts shall be avoided by establishment of appropriate no-work buffers to limit project related construction activities near the nest site. A 300-foot shall be used when possible for raptors and 50 feet for passerines. The no-work buffer zone shall be delineated by highly visible temporary construction fencing. No project-related construction activity shall commence within the no-work buffer area until a qualified biologist confirms that the nest is no longer active.

### Mitigation Measure BIO-4: Implementation of Avoidance and Minimization Measures for Nissenan Manzanita

Although this species has not previously been observed in the project area, it is known to occur within 0.3 miles of the project area, therefore, it could potentially disperse into the project area prior to construction from populations in the vicinity. Thus, the following measures shall be implemented:

- A qualified biologist shall conduct a preconstruction survey for Nissenan manzanita within 30 days prior to construction. If Nissenan manzanita is not found, then no further measures are necessary.
- If Nissenan manzanita is found in the project area, CDFW shall be notified at least 10 days prior to construction impacts in the vicinity of Nissenan manzanita in accordance with the California Native Plant Protection Act of 1977 (CDFG Code Section 1900-1913) to allow sufficient time to transplant the individuals to a suitable location or develop other mitigation measures in coordination with CDFW.

#### Mitigation Measure BIO-5: Implementation of Avoidance and Minimization Measures for Riparian Habitat

The following avoidance and minimization measures shall be implemented prior to construction of the Proposed Project to avoid and minimize potential impacts on riparian habitat.

- Prior to removal of any trees, an International Society of Arboriculture (ISA) Certified Arborist shall conduct a tree survey in areas that may be impacted by construction activities. This survey shall document tree resources that may be adversely impacted by implementation of the project. The survey shall follow standard professional practices.
- Existing riparian vegetation, oaks, and other native tree species shall be retained to the extent feasible. A Tree Protection Zone (TPZ) shall be established around any tree or group of trees to be avoided. The TPZ shall be delineated by an ISA Certified Arborist. The TPZ shall be defined by the radius of the dripline of the tree(s) plus one foot. The TPZ of any protected trees shall be demarcated using fencing that shall remain in place for the duration of construction activities.
- Construction-related activities shall be limited within the TPZ to those activities that can be done by hand. No heavy equipment or machinery shall be operated within the TPZ. Grading shall be prohibited within the TPZ. No construction materials, equipment, or heavy machinery shall be stored within the TPZ.
- To ensure no net loss of riparian habitat, the City shall create or restore 0.04 acre of riparian habitat that is of similar function and value to affected habitat. The permanent degradation of riparian habitat shall be compensated for at an additional 2:1 ratio through the purchase of similar habitat value from a USACE and CDFW approved mitigation bank. Preservation and restoration may occur onsite through a conservation agreement or offsite through purchasing mitigation bank credits.
- If mitigation occurs on-site, a planting plan shall be implemented and approved by the CDFW for riparian woodland. The planting plan should include performance standards for revegetation that ensure successful restoration of the onsite riparian areas.
- The City shall protect other wetlands, riverine and associated riparian habitats located in the vicinity of the project area by installing protective fencing.

- Protective fencing shall be installed along the edge of construction areas including temporary and permanent access roads where construction shall occur within 200 feet of the edge of wetland and riverine habitat (as determined by a qualified biologist). The location of fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment designated construction area. Signs shall be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs shall state: “This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment.” The signs shall be clearly readable at a distance of 20 feet, and shall be maintained for the duration of construction activities in the area.
- Where riparian vegetation occurs along the edge of the construction easement, the City shall minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire plant. Trimming shall be conducted per the direction of a biologist and/or Certified Arborist.

#### Mitigation Measure BIO-6: Compensatory Mitigation for Riparian Habitat Removal

To compensate for the permanent removal of riparian vegetation associated with implementation of the Proposed Project, the City shall compensate for riparian habitat removal by replacing habitat at a minimum 1:1 ratio (e.g., 1 acre planted for every 1 acre removed) and preserving, enhancing or restoring similar riparian habitat at an additional 2:1 ratio.

#### Mitigation Measure BIO-7: Compensatory Mitigation for Blue Oak Foothill Pine Woodland Removal

To compensate for the permanent removal of blue oak foothill pine woodland vegetation associated with constructing the new bike lanes, the City shall compensate for loss of oak woodland habitat by replacing habitat at a minimum 1:1 ratio (e.g., 1 acres planted for every one acre removed) as well as associated native herbaceous species to be consistent with the City of Placerville Woodland and Forest Conservation to protect oak woodland resources as discussed under the Woodland Alteration Plan (WAP). The WAP shall demonstrate how the replacement trees shall be maintained, and by whom, to meet the canopy retention standard.

#### Mitigation Measure BIO-8: Implementation of Avoidance and Minimization Measures for Construction Related Impacts to Federally Protected Wetlands

As part of the Section 404 and Section 1600 permitting processes, if the USACE (and/or CDFW) requires compensatory mitigation for impacts to jurisdictional waters, a draft wetland/riparian mitigation and monitoring plan (MMP) shall be developed. The MMP shall be consistent with USACE’s and EPA’s April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 Code of Federal Regulations [CFR] Parts 325 and 332 and 40 CFR Part 230). At a minimum, mitigation for impacts to Federal and state jurisdictional areas shall occur at the following ratios:

1. USACE Wetland and other Waters
  - Permanent: 1:1 through establishment, enhancement and/or restoration
  - Temporary: restoration (in-kind)
2. CDFW Riparian and streambed
  - Permanent: 1:1 through establishment, enhancement and/or restoration
  - Temporary: restoration (in-kind)



## 3.5 Cultural Resources

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>V. CULTURAL RESOURCES</b> —Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 3.5.1 Environmental Setting

An Archaeological Survey Report (ASR) was prepared for the Proposed Project in August 2017, and which included establishment of an Area of Potential Effects (APE), a records search and literature review, and a pedestrian survey, as described in further detail below (HDR 2017b).

The APE for the Proposed Project was established as the maximum possible amount of right of way necessary to complete the Proposed Project in locations that could result in direct or indirect effects (i.e. physical disturbance, etc.) to historic properties. The APE, which is consistent with the project area boundary, extends in an easterly direction along Broadway from immediately west of the intersection of Broadway and Schnell School Road to the east side of the intersection of Broadway and Jacquier Road/Point View Drive, for a distance of approximately 1.3 miles. The APE encompasses both the east- and west-bound lanes of Broadway and the road shoulders. Because land uses for the staging area and access route would be consistent with the current and routine use of these facilities, and because they would not be modified by the Proposed Project, these areas were not included in the APE. Additionally, the size and nature of the Proposed Project is limited with no potential to affect directly or indirectly the historic built environment, thus an APE to address historic built resources is not included in this study.

A records search was completed at the North Central Information Center, at California State University, Sacramento on June 1, 2016. The records search identified 39 previously recorded archaeological sites and historic built resources within a 1.0-mile radius surrounding the APE. There are no previously recorded cultural resources or previous investigations documented in the APE. Contact with the Lincoln Highway Association identified a segment of the original 1913 Lincoln Highway where the current Broadway alignment passes through the APE. No other cultural resources besides the old highway alignment were identified in the APE.

A pedestrian survey was conducted on June 27, 2017 to examine the APE for historic properties potentially affected by the proposed improvements. The ground visibility was

limited during the survey by asphalt and concrete pavement, and access to the APE was inhibited by dense brush and/or steep slopes encountered along the road.

The Lincoln Highway Association was contacted, and a link to an interactive map of the Lincoln Highway was provided. This map showed the 1913 route of the Lincoln Highway through the APE, extending for about one-half the length of the project area along Broadway. There were no features associated with the historic highway and no sections of the old road found during the field survey. Except for the mapped 1913 alignment, there is no evidence of, or integrity left for the 1913 highway. The current road is very modern and the setting immediately surrounding Broadway post-dates the 1913 construction.

### 3.5.2 Discussion

- a) **Less-than-Significant Impacts with Mitigation Incorporated.** Areas that would be affected by construction of the Proposed Project do not have known or recorded historic or prehistoric resources. The City would comply with all applicable laws regarding discovery of previously unrecorded resources. However, it is possible that previously unknown historical resources could be discovered during grading and excavation work associated with new construction. This is considered a potentially significant impact. Implementation of Mitigation Measure CUL-1, described below, would reduce this impact to a less-than-significant level.
- b) **Less-than-Significant Impacts with Mitigation Incorporated.** Areas that would be affected by construction of the Proposed Project do not have known or recorded archaeological resources. The City would comply with all applicable laws regarding discovery of previously unrecorded resources. However, is possible that buried or concealed archaeological resources could be present and might be detected during ground-disturbing and other construction activities. This is considered a potentially significant impact. Implementation of Mitigation Measure CUL-1, described below, would reduce this impact to a less-than-significant level.
- c) **Less-than-Significant Impacts with Mitigation Incorporated.** Areas that would be affected by construction of the Proposed Project do not have known or recorded paleontological resources. Based on the disturbed nature of the project area, and the maximum anticipated excavation depths, the Proposed Project is not likely to disturb any paleontological resources. The City would comply with all applicable laws regarding discovery of previously unrecorded resources. However, the remote possibility of encountering paleontological resources cannot be entirely discounted. This is considered a potentially significant impact. Implementation of Mitigation Measure CUL-1, described below, would reduce this impact to a less-than-significant level.
- d) **Less-than-Significant Impacts with Mitigation Incorporated.** Based on the disturbed nature of the project area, and the maximum anticipated excavation depths, the Proposed Project is not likely to disturb any human remains. The City would comply with all applicable laws regarding discovery of previously unrecorded resources, including human remains. However, the remote possibility of encountering human remains during construction of the Proposed Project does exist. This is

considered a potentially significant impact. Implementation of Mitigation Measure CUL-2, described below, would reduce this impact to a less-than-significant level.

### 3.5.3 Mitigation

#### Mitigation Measure CUL-1: Protection of Cultural Resources

In the event cultural resources are encountered during construction, ground-disturbing activity shall cease in the immediate area. The City shall have the authority to temporarily halt or divert construction equipment. The City shall consult with a qualified archeologist who shall examine materials encountered, assess significance, and recommend a course of action to further investigate and/or mitigate adverse impacts to those resources that have been encountered. A cultural resources technical report would then be prepared by a qualified cultural resources specialist and filed with the Office of Historic Preservation and/or the North Central Information Center. This report would document the importance of all significant cultural resources found at the site. This mitigation measure shall be noted on all construction plans and specifications prepared for the Proposed Project.

#### Mitigation Measure CUL-2: Protection of Human Remains

In the event that unanticipated discovery of human remains occurs during project construction, the procedures outlined in §15064.5(e) of the CEQA Guidelines shall be strictly followed. These procedures specify that upon discovery, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains can occur. The City or its agent shall immediately be notified. The county coroner must be contacted to determine if the remains are Native American. If the remains are determined to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall identify the Most Likely Descendent (MLD). The MLD shall make recommendations for the appropriate treatment and disposition of the remains and any associated grave goods in accordance with PRC §5097.98.

All project personnel shall be instructed that any human remains encountered should always be treated with sensitivity and respect and their discovery and location kept confidential. Construction personnel shall be briefed prior to construction activities regarding procedures to follow if buried human remains are encountered.

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## 3.6 Geology and Soils

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>VI. GEOLOGY, SOILS, AND SEISMICITY</b> —Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.6.1 Environmental Setting

#### Regional Geologic Conditions

The Proposed Project is located in the Sierra Nevada geomorphic province of California (California Geological Survey [CGS] 2002). The Sierra Nevada consists of a tilted fault block nearly 400 miles long. The Project Corridor is located on the western portion of the Sierra Nevada, near its gentle western slope toward the Great Valley geomorphic province. The western slope is characterized by deep river canyons. The Sierra Nevada is composed of Cenozoic era metamorphic bedrock, which borders the volcanic cover of the Cascade Range at its northern boundary.

#### Project Area Topography and Soils

Moderate to gently sloping volcanic ridges characterize a portion of the landform within the watershed. Hangtown Creek flows through a moderately steep, relatively narrow valley bordered by exposed granitic rocks, and steeply dipping, faulted and folded metamorphic sequences.

A review of the mapped geology within the project limits from the California Geologic Survey shows that the Proposed Project traverses three major mapped geologic units:

- Mehrten Formation – Mudflow conglomerate and breccia
- Valley Springs Formation – Rhyolitic tuff and sedimentary materials
- Calaveras Complex – Argillite and phyllite metasedimentary rock

The project area ranges from an elevation of approximately 1,980 feet above mean sea level (amsl) (at the western end), to approximately 2,200 feet amsl (at the eastern end). The topography of the western portion of the project area is relatively flat, with a gradual slope to the south toward Hangtown Creek. The topography of the eastern portion of the project area is characterized by a gradual uphill slope to the east.

There are several different soil types in the project area including: Boomer-Sites Loams (15-30% slopes), Josephine-Mariposa gravelly loams (15-30% slopes), Mariposa gravelly loam (3-30% slopes), Mariposa-Josephine very rocky loams (15-50% slopes), Mixed alluvial land, Sites loam (15-30% slopes), and Sites very rock loam (15-50% slopes). These soil series are deep and moderately deep, moderately well and well drained soils, with moderately coarse textures.

## Project Area Seismicity

### *Fault Rupture and Ground Shaking*

In California, the Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures intended for human occupancy. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. For the purpose of fault zone designation under the Alquist-Priolo Act, the California Geological Survey defines active faults as those that show evidence of surface displacement during the Holocene Epoch (i.e., within the last 11,000 years). Faults that show evidence of displacement within the Pleistocene Epoch (i.e., between 11,000 and 1.6 million years ago) are considered to be potentially active.

According to the City of Placerville General Plan Background Report, there are no active faults or major earthquake epicenters in the Placerville area. However, the inactive Melones Fault passes through the City, which is situated on a foundation of firm bedrock, making the area resistant to any groundshaking which might result from seismic activity (City of Placerville 2004a). Earthquakes occurring on faults closest to the project area could generate the largest ground shaking; however, the intensity of the ground shaking during an earthquake would depend on the distance and direction to the earthquake's epicenter and the magnitude of the earthquake.

### *Slope and Foundation Instability*

According to the City of Placerville General Plan Background Report, despite the City's hilly surrounding topography, slope-related hazards have not been a problem because the area's soil is generally composed of stable material (City of Placerville 2004a).

Liquefaction is the process by which soils lose shear strength and liquefy during episodes of intense ground shaking. As a general rule, liquefaction is most likely to occur in areas underlain by loose, fine sands and/or silts and a water table within 50 feet of the ground surface. According to geologic mapping, the project area is not mapped as a liquefaction hazard zone (CGS 2003).

### 3.6.2 Discussion

- a) **Less-than-Significant Impact.** The project area is not located within a seismically active area, and there are no active faults, potentially active faults, or Alquist-Priolo Earthquake Fault Zones near the project area. Accordingly, the project area is not likely to be affected by a surface fault rupture but could be subject to secondary hazards such as ground shaking or liquefaction from other regional active or potentially active faults. The Proposed Project would not expose people or structures to substantial adverse effects related to rupture of a known earthquake fault. Therefore, impacts would be less than significant, and no mitigation would be required.
- b) **Less-than-Significant Impact.** There is the potential that construction activities for the Proposed Project could contribute to accelerated erosion. During construction, clearing, grubbing, and grading activities would remove ground cover and expose and disturb soil on slopes. Exposed and disturbed soil would be vulnerable to erosion from runoff during construction, with soil particles becoming entrained in the runoff. In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the state requires that all municipal, industrial and commercial facilities that discharge wastewater or stormwater directly from a point source into a water of the United States must obtain coverage under the NPDES General Permit, as initially described above in Section 3.4 Biological Resources. In order to obtain coverage, a NOI is required to be filed with the RWQCB. In conjunction with submittal of a NOI to the RWQCB, a SWPPP is required to be prepared and retained on site during construction, and must contain BMPs to reduce impacts from erosion and sedimentation during construction activities. BMPs implemented as part of the SWPPP may include, but are not limited to the following procedures:
  - protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding;
  - protecting downstream properties and receiving waters from sedimentation;
  - use of silt fencing or straw wattles to retain sediment on the project site;
  - use of temporary water conveyance and water diversion structures to eliminate runoff to the fill slopes; and
  - any other suitable measures outlined in an approved Erosion Control Manual.

Exposed soils within the work area would be stabilized following the completion of earthmoving activities. Implementation of erosion-control measures during construction of the Proposed Project would reduce soil erosion impacts to less than significant, and no mitigation would be required.

- c) **Less-than-Significant Impact.** As described above, the Proposed Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Construction and operational impacts resulting from on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant, and no mitigation would be required.
- d) **No Impact.** The Proposed Project would not be located on expansive soil, and thus would not create substantial risks to life or property. Therefore, impacts related to expansive soil risks would be less than significant, and no mitigation would be required.
- e) **No Impact.** The Proposed Project does not include the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact related to the adequacy of soils to support such features would result, and no mitigation would be required.

### 3.6.3 Mitigation

None required.



## 3.7 Greenhouse Gas Emissions

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>VII. GREENHOUSE GAS EMISSIONS</b> —Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.7.1 Environmental Setting

Climate change results from the accumulation in the atmosphere of greenhouse gas (GHG) emissions produced primarily by the burning of fossil fuels for energy. These human-made GHG emissions are widely accepted in the scientific community as contributing to global warming. Because GHGs (carbon dioxide, methane, and nitrous oxide) persist and mix in the atmosphere, emissions anywhere in the world affect the climate everywhere in the world. Consequently, GHG emissions that contribute to climate change have a worldwide cumulative impact (global warming) rather than the type of local or regional project-specific impact typically associated with criteria pollutants. In this section, impacts related to GHG emissions are discussed in the context of the Proposed Project’s contribution to statewide and global GHG emissions.

As stated in Section 3.3, *Air Quality*, the El Dorado County AQMD has adopted air quality guidance that includes quantitative thresholds of significance and has recommended mitigation measures for reducing construction emissions (El Dorado County AQMD, 2002). The District’s guidance indicates that if ROG and NOx emissions are determined to be not significant, then it can be assumed that exhaust emissions of other air pollutants from the operation of equipment and worker commute vehicles are also not significant.

### 3.7.2 Discussion

a, b) **Less-than-Significant Impact.** The Proposed Project would generate temporary construction-related GHG emissions, with most of the emissions being generated by off-road construction equipment, materials hauling, and daily trips by construction workers. The long-term operation of the Proposed Project would not generate substantial new or altered sources of GHG emissions. Alternatively, it is reasonably presumed that upon completion of construction, GHG emissions would be potentially less since alternative forms of transportation (bicycle, walking) would be available in the project area. Because impacts from GHG generation during construction would be temporary and would not exceed established thresholds, and because BMPs would be implemented in the project area, impacts would be less than significant, and no mitigation would be required.

### 3.7.3 Mitigation

None required.

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## 3.8 Hazards and Hazardous Materials

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b> —Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.8.1 Environmental Setting

#### Database Review

An Initial Site Assessment (ISA) was prepared for the Proposed Project in July 2017, in order to document the evaluation of the Proposed Project for indications of recognized environmental conditions (RECs) in the project corridor (HDR, 2017c). The ISA included a review of reasonably ascertainable and reviewable regulatory information published by Federal, state, local, tribal, health, and/or environmental agencies pertaining to the project corridor, a review of historical data sources for the project corridor, including aerial photographs, topographic maps, fire insurance maps, city directories, and other readily available development data, an area reconnaissance, and an environmental review—including a visual review of adjoining properties—with a focus on indications of hazardous substances, petroleum products, polychlorinated biphenyls (PCBs), wells, storage tanks, solid waste disposal pits and sumps, and utilities. Based on the results of the ISA, no RECs or other indications of contamination were noted within the project corridor, and no further investigations were recommended.

## Airport Land Use Compatibility

The Proposed Project is located within the Airport Overlay (AO) Zone for the Placerville Airport. The basic provisions discussed in the Placerville Airport Land Use Compatibility Plan (ALUCP) include airport specific compatibility policies intended to promote land use development surrounding the Placerville Airport that is compatible with the noise, safety, airspace protection, overflight, and other special characteristics of airport operations (El Dorado County Airport Land Use Commission 2012).

## Wildland Fire Risk

According to the City of Placerville General Plan Background Report, the threat of wildland fires is relatively high due to the dense vegetative cover and steeply sloping lands surrounding the City (City of Placerville 2004a).

### 3.8.2 Discussion

- a) **Less-than-Significant Impact.** During excavating, grading, and construction activities for the Proposed Project, limited quantities of miscellaneous hazardous substances (such as petroleum-based products and/or fluids, solvents, and oils) would be used in the project area and staging area. The Proposed Project would comply with all relevant Federal, state, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Construction activities would incorporate BMPs (as required by Federal and state regulations) and would minimize hazards resulting from routine transport, use, or disposal of hazardous materials. Therefore, impacts related to transport, use, or disposal of hazardous materials would be less than significant, and no mitigation would be required.
- b) **Less-than-Significant Impact.** The operation and storage of construction equipment on the project site has the potential to affect water quality through the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. However, as noted above, the Proposed Project would include spill prevention measures to address the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. Such measures would include rules requiring the storage of reserve fuel and the refueling of construction equipment within designated construction areas and the staging area, and inspection of vehicles for oil and fuel leaks. Further, the City would adhere to all applicable laws and regulations related to construction, environmental protection, and health and safety during construction and operation of the Proposed Project. Therefore, impacts related to accidental release of hazardous materials into the environment would be less than significant, and no mitigation would be required.
- c) **Less-than-Significant Impact.** Schools located within 0.25 mile of the Proposed Project area include the Louisiana Schnell Elementary School on Schnell School Road near the western project boundary and the El Dorado Adventist School on Academy Drive near the eastern project boundary. As described above, limited quantities of miscellaneous hazardous substances would be used in the project area and staging area. However, the Proposed Project would comply with all relevant Federal, state, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Construction activities would incorporate BMPs and would minimize hazards resulting from routine transport, use, or disposal of

hazardous materials. Therefore, impacts would be less than significant, and no mitigation would be required.

- d) **Less-than-Significant Impact.** Based on the results of the ISA, no indications of contamination were noted within the project corridor, and no further investigations were recommended. Regulatory sites that were identified within the project area are considered historic RECs, which have since been closed and deemed as no further action required. As a result, the Proposed Project would not create a significant hazard to the public or the environment from these sites. Therefore, impacts would be less than significant, and no mitigation would be required.
- e) **Less-than-Significant Impact.** The Placerville Airport is located approximately ½ mile south of the project site. However, the Proposed Project would not affect operations at, or access to the Placerville Airport. No uses are proposed that could affect airport operations at this airport or other airports in the region. The Proposed Project would not create a safety hazard for people residing or working in the project area. Therefore, impacts would be less than significant, and no mitigation would be required.
- f) **No Impact.** The Proposed Project is not located in the vicinity of a known private airstrip. No uses are proposed that could affect airport operations for a private airstrip, and the Proposed Project would not create a safety hazard for people residing or working in the project area. Therefore, no impact would occur, and no mitigation would be required.
- g) **Less-than-Significant Impact.** During construction, there is the potential that portions of Broadway may need to be closed for certain construction activities. These closures could potentially impact public service delivery, such as fire, ambulance, and police. However, at least one lane of traffic would be made available at all times during construction for emergency through traffic, or detours would be provided to maintain access through the project site. The City would comply with all adopted emergency response plans and other measures as required by the County during construction activities. The Proposed Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts related to the continued implementation of emergency response plans would be less than significant, and no mitigation would be required.
- h) **Less-than-Significant Impact.** The City of Placerville, including the project area, is located within a high fire hazard severity zone. However, the majority of the project area is consists of disturbed and/or paved areas, or lacks vegetation. The Proposed Project would not add any new uses that could create a greater wildland fire risk than what currently exists. Fire-suppression equipment including fire extinguishers would be kept on site during construction in accordance with local fire codes and standards. In addition, construction activities that could generate sparks would be conducted in the designated staging areas. Therefore, the resulting exposure of people or property to significant wildland fire hazards during construction and operation would be less than significant, and no mitigation would be required.

### 3.8.3 Mitigation

None required.



## 3.9 Hydrology and Water Quality

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY—Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.9.1 Environmental Setting

A Water Quality Study (WQS) was prepared for the Proposed Project in June 2017, and which included a description of the local hydrology, a discussion of water quality objectives and beneficial uses, and an evaluation of potential impacts on water quality as a result of the Proposed Project (WRECO 2017a). A Location Hydraulic Study (LHS) was prepared for the Proposed Project in September 2017 to examine and analyze the existing floodplains within the project limits to document any potential impacts to or encroachments upon these floodplains (WRECO 2017b).

#### Hydrologic Conditions

The region is characterized by a Mediterranean climate with dry summers and moderate precipitation during the winter months with the majority of precipitation occurring between November and April. The annual precipitation range is approximately 35 to 40 inches.

Placerville is situated in a long narrow ravine running east and west with ravines that run north and south and intersect Hangtown Creek. Many of the ravines, such as Spring Ravine, Clay Ravine, Spanish Ravine, and Cedar Ravine are located downstream of the Project Study Area, but provide water to the lower portion of Hangtown Creek. The water that enters Hangtown Creek from the ravines is joined by underground water from the ridges to the north and south of the creek. Placerville is honeycombed with abandoned quartz mines and the shafts and tunnels of those mines collect and hold underground water like cisterns (HDR 2017a). The water that runs in Hangtown Creek converges with the water in Weber Creek then joins the South Fork of the American River that finally enters Folsom Lake.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, and characteristics of the soil and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata. Environmental investigations associated with regulatory listings in the project corridor and vicinity have previously reported depth to groundwater at approximately 5 to 10 feet below ground surface (bgs). Groundwater flow in the area is presumed to follow surface topography and flow to the south-southwest toward Hangtown Creek (HDR 2017c).

### Floodplains

The WQS included a review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for the Proposed Project (WRECO 2017a). The project site is located on FIRM panel 06017C0757E for the City of Placerville, effective September 26, 2008. This Project is located in Zone AE, which represents areas with base floodplain where base flood elevations are provided, and unshaded Zone X, which represents areas determined to be outside of the 0.2% annual chance floodplain. Portions of the project area are located within a regulatory floodway.

The LHS included an estimation of water surface elevations (WSEs) for Hangtown Creek and Hangtown Creek tributary for the existing and proposed condition using hydraulic models (WRECO 2017b). The proposed construction caused a rise in WSE of less than 0.05 feet, and would not significantly modify the characteristics of the existing 100-year floodplain.

## 3.9.2 Discussion

- a) **Less-than-Significant Impact.** Construction activities associated with the Proposed Project could cause erosion and/or siltation. Erosion of on-site soils can lead to increased levels of suspended sediments and turbidity in receiving waters and could reduce water quality and cause a violation of water quality standards. In accordance with NPDES regulations, and as described in Section 3.6 Geology and Soils, to minimize the effects of construction runoff on receiving water quality, the Proposed Project would obtain coverage under the NPDES Construction General Permit, which requires that an SWPPP be prepared and retained onsite during construction. The SWPPP would contain BMPs to reduce impacts from erosion and sedimentation during grading. The City, or its construction contractor, would develop and implement the SWPPP to reduce and/or eliminate surface water pollution throughout the Proposed Project's construction period. With implementation of the SWPPP, impacts

to water quality as a result of the Proposed Project's construction activities would be less than significant, and no mitigation would be required.

- b) **Less-than-Significant Impact.** The Proposed Project does not include the use of groundwater as a water supply during construction activities, and no groundwater extraction is proposed. Therefore, this impact would be less than significant, and no mitigation would be required.
- c, d) **Less-than-Significant Impact.** The Proposed Project would increase the amount of impervious surfaces in the project area, but is not anticipated to significantly alter drainage patterns or increase surface runoff such that the potential for on- or off-site flooding would be increased. Further, as described in *Chapter 2 Project Description*, the Proposed Project includes the addition of a storm water bioretention system to offset the increase of impervious pavement and any effects on preconstruction drainage patterns due to the Class II bike lane and curb, gutter, and sidewalk improvements. Further, BMPs implemented as part of the SWPPP, as described in Section 3.6, *Geology and Soils*, would be implemented during construction, where required, to reduce the potential for erosion and sedimentation. Therefore, this impact would be less than significant, and no mitigation would be required.
- e) **Less-than-Significant Impact.** See the response to item c and d above. After construction of the Proposed Project, runoff from operating the project facilities would not substantially increase such that the capacity of the local stormwater drainage system would be exceeded. Therefore, this impact would be less than significant, and no mitigation would be required.
- f) **Less-than-Significant Impact.** See the response to item a above. Construction of the Proposed Project would include preparation of a SWPPP and implementation of standard BMPs to protect water quality in the project area. Therefore, the Proposed Project would not substantially degrade water quality. This impact would be less than significant, and no mitigation would be required.
- g) **No Impact.** The Proposed Project would not include construction of any housing. Therefore, no impact would occur, and no mitigation would be required.
- h) **Less-than-Significant Impact.** The Proposed Project would be designed to avoid impeding or redirecting flood flows through the project area. Further, as noted in the LHS, modeling for the Proposed Project indicated that project construction would result in a rise in WSE of less than 0.05 feet, and would not significantly modify the characteristics of the existing 100-year floodplain. Therefore, this impact would be less than significant, and no mitigation would be required. See the responses to items c and d for additional information.
- i) **No Impact.** The project area is not located within a hazard area for a potential levee or dam failure. Therefore, no impact would occur, and no mitigation would be required.
- j) **No Impact.** The project area is not located within a tsunami inundation area. Therefore, no impact would occur, and no mitigation would be required.

### 3.9.3 Mitigation

None required.

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### 3.10 Land Use and Planning

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>X. LAND USE AND LAND USE PLANNING</b> —Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.10.1 Environmental Setting

The Proposed Project is located within the limits of the City of Placerville, which is an established community. Project area land uses consist of residential, retail, and light commercial land uses. According to the City’s land use map, the land use designations in the ESL include Highway Commercial (HWC) and High Density Residential (HDR). According to the City’s zoning ordinance and map, the zoning designations in the ESL include Highway Commercial (HWC) and Residential (R1-10, R1-20, and R3). The Proposed Project is also located within the Airport Overlay (AO) Zone for the Placerville Airport.

#### 3.10.2 Discussion

- a) **No Impact.** Construction and operation of the Proposed Project would not physically divide a community. The Proposed Project would not create a new barrier between various portions of the project area and would not add any permanent structures that would physically divide an established community. Therefore, no impact would occur, and no mitigation would be required.
- b) **Less-than-Significant Impact.** Construction activities for the Proposed Project would occur within the City’s right of way for Broadway, and would not cause direct conflicts with existing or planned land uses in the surrounding community. The Proposed Project would provide improved connectivity between Broadway and land uses in the surrounding community by improving and providing new pedestrian and bicycle connections. Therefore, impacts would be less than significant, and no mitigation would be required.
- c) **Less-than-Significant Impact.** As described in Section 3.4 Biological Resources, the Proposed Project would not conflict with implementation of any applicable habitat conservation plans or natural community conservation plans. Therefore, this impact would be less than significant, and no mitigation would be required.

#### 3.10.3 Mitigation

None required.

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### 3.11 Mineral Resources

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XI. MINERAL RESOURCES</b> — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.11.1 Environmental Setting

In compliance with the Surface Mining and Reclamation Act of 1974, the California Division of Mines and Geology has established a classification system to denote both the location and significance of key extractive resources. Under this act, the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. According to the Mineral Resource Zone (MRZ) maps for El Dorado County, the project area is not located in an area where significant deposit resources are present.

According to the City of Placerville General Plan Background Report, the Placerville area was evaluated for the presence or likely presence of specific metallic and industrial mineral deposits based on past mineral production and modern geologic concepts relating to mineral occurrence (City of Placerville 2004a). While significant areas of mineral deposits have been identified in the Placerville area, the project area is not known to include existing mineral resources.

#### 3.11.2 Discussion

- a) **No Impact.** According to the MRZ maps for El Dorado County, the project area is not located in an area where significant deposit resources are present. The project area is not shown in the City of Placerville General Plan Background Report as an area of mineral resources to be protected from further development (City of Placerville 2004a). Therefore, the Proposed Project would not result in a loss of availability of known mineral resources, and no mitigation would be required.
- b) **No Impact.** The project area is not shown in the City of Placerville General Plan Background Report as an area of mineral resources to be protected from further development (City of Placerville 2004a). Therefore, the Proposed Project would not result in a loss of availability of a locally important mineral resource recovery site, and no mitigation would be required.

#### 3.11.3 Mitigation

None required.

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## 3.12 Noise

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XII. NOISE</b> — Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.12.1 Environmental Setting

Noise-sensitive land uses generally include those uses where exposure would cause adverse effects (e.g., sleep disturbance or annoyance), as well as uses where quiet is an essential element of their intended purpose. Residences are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other land uses typically considered sensitive to noise include medical facilities, parks, auditoriums, amphitheaters, hotels, churches, schools, libraries, and other uses where low interior noise levels are essential.

Noise sources in the project area consist mainly of vehicular noise from highways and local roadways. Other common noise sources from the surrounding area are mobile sources, such as aircraft operations at the Placerville Airport, and stationary equipment, such as heating, ventilation, and air conditioning systems. The nearest noise-sensitive receptors in the project area and include residences along Broadway.

The City's noise regulations are outlined in the Health and Safety Element of the General Plan, which identifies noise sensitive land uses to include residential, schools, and medical facilities (City of Placerville 1990). The General Plan outlines goals and policies intended to protect residents from the harmful effects of exposure to excessive noise, as well as land use compatibility guidelines for acceptable noise levels for residential uses. Construction noise is typically limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and 7:00 a.m. and 5:00 p.m. on Saturday.

### 3.12.2 Discussion

- a) **Less-than-Significant Impact.** Project implementation would increase noise levels during construction. However, construction activities would be temporary and would occur during specified work hours from 7 a.m. to 7 p.m., Monday through Friday. Thus, construction of the Proposed Project would be consistent with established local standards. Operation of the Proposed Project is expected to be consistent with current noise levels in the project and is not anticipated to increase noise levels in the project area. Therefore, this impact would be less than significant, and no mitigation would be required.
- b) **Less-than-Significant Impact.** Construction activities can cause varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. However, construction of the Proposed Project would not involve pile driving, structure demolition, blasting, or other activities that have the potential for adverse impacts from construction-related groundborne vibration noise. Operation of the Proposed Project would not generate any sources of groundborne vibration. Therefore, this impact would be less than significant, and no mitigation would be required.
- c) **Less-than-Significant Impact.** Construction activities for the Proposed Project would be temporary and would not substantially increase ambient noise levels in the project vicinity. Operation of the Proposed Project would not include any new major, stationary noise sources. Therefore, this impact would be less than significant, and no mitigation would be required.
- d) **Less-than-Significant Impact.** Construction-activity noise levels associated with the Proposed Project would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. In addition, construction-related material haul trips would raise the noise levels along haul routes, depending on the number of haul trips made and the types of vehicles used. Table 3-2 shows typical noise levels produced by various types of construction equipment that might be required for the Proposed Project.

Because the nearest sensitive receptors include residences along Broadway, construction equipment used for the Proposed Project could generate noise levels that would be perceived by these receptors. However, noise from construction activities generally attenuates at a rate of 6 to 7.5 A-weighted decibels (dBA) per doubling of distance from the source, and residential land uses in the project area are generally set back from the roadway a sufficient distance to minimize construction noise. Construction of the Proposed Project would also temporarily increase the amount of traffic on the local area's road network, but this increase would not be sufficient to significantly increase traffic noise levels. Therefore, this impact would be less than significant, and no mitigation would be required. Construction-related traffic is discussed in further detail in Section 3.16, Transportation and Traffic.

**Table 3-2 Typical Noise Levels from Construction Equipment**

Construction Equipment	Noise Level (dBA, L <sub>eq</sub> at 50 feet)
Truck	88
Air compressor	81
Grader	85
Scraper	89
Jackhammer	88
Dozer	85
Generator	81
Loader	85

Source: FTA 2006

Notes: dBA = A-weighted decibels, L<sub>eq</sub> = equivalent sound level

- e) **Less-than-Significant Impact.** The Proposed Project would be located within 1/2 mile from the Placerville Airport, and is therefore located with that airport’s land use plan area. However, implementation of the Proposed Project would not expose people working in the area to excessive noise levels. Therefore, impacts would be less than significant, and no mitigation would be required.
- f) **No Impact.** The Proposed Project is not located near a private airstrip. Because the Proposed Project does not include the development of any noise-sensitive receptors, the Proposed Project would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur, and no mitigation would be required.

### 3.12.3 Mitigation

None required.

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### 3.13 Population and Housing

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING</b> —Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.13.1 Environmental Setting

The population of the City of Placerville in 2016 was 10,681, which represents an approximate 3 percent increase from the estimated population in 2010 (U.S. Census Bureau 2016). Residential land uses are located along Broadway, adjacent to the project area, including single family residences along the north side of Broadway and both single family and high-density residences along the south side of Broadway. No population resides within, and no residential housing is located within, the project's direct impact area, or the area within which the proposed improvements would be constructed.

#### 3.13.2 Discussion

- a) **No Impact.** The Proposed Project would not involve the construction of new homes. Construction jobs generated by project activity would be temporary, and construction workers would be local and would commute to the project area on a daily basis. Project-related construction jobs would not directly or indirectly induce substantial population growth. The Proposed Project would not affect current and/or planned population growth patterns in Placerville. Therefore, no impact would occur, and no mitigation would be required.
- b) **No Impact.** The Proposed Project would not displace existing homes and therefore would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur, and no mitigation would be required.
- c) **No Impact.** As mentioned in the response to item b, the Proposed Project would not displace people, and therefore would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur, and no mitigation would be required.

#### 3.13.3 Mitigation

None required.

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### 3.14 Public Services

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES —</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.14.1 Environmental Setting

As described above, the land use designations in the ESL include Highway Commercial (HWC) and High Density Residential (HDR), and the zoning designations in the ESL include Highway Commercial (HWC) and Residential (R1-10, R1-20, and R3).

##### Fire Protection

According to the City of Placerville General Plan Background Report, all lands within the City, and an additional 20 square miles of adjacent unincorporated lands are served by the Placerville Fire District (City of Placerville 2004a). The Fire District has cooperative aid agreements with surrounding fire districts, and also receives fire suppression assistance from the California Department of Forestry.

##### Law Enforcement

According to the City of Placerville General Plan Background Report, all lands within the City are served by the Placerville Police Department, and may also receive service from the El Dorado County Sheriff’s Office (City of Placerville 2004a). The Police Department may also provide first response to emergency calls in unincorporated areas near the city limits.

##### Schools

According to the City of Placerville General Plan Background Report, Placerville Unified Elementary District serves the City (City of Placerville 2004a). The nearest public school is the Louisiana Schnell Elementary School located approximately ½ mile north of the project area on Schnell School road near the western project boundary. The El Dorado Adventist School, a private institution, is located adjacent to and south of the project area near the eastern project boundary.

## Parks

According to the City of Placerville General Plan Background Report, the City has a relatively large supply of parkland, which is augmented by school play areas, private recreational resources, and recreational programs (City of Placerville 2004a). Public recreational facilities include a trail, and 36 acres of developed parkland in six local parks, five of which are managed by the City and one is managed by the County.

### 3.14.2 Discussion

a) i, ii) **Less-than-Significant Impact.** Construction and operation of the Proposed Project would not cause a substantial adverse impact associated with the provision of public services, including fire protection and law enforcement services. Construction and operation of the Proposed Project would not generate demand for additional fire or police department services that would exceed the capacity of existing services or cause an adverse impact to current service levels. Further, the Proposed Project does not include new housing or businesses that would indirectly increase the demand for public services. Therefore, this impact would be less than significant, and no mitigation would be required.

iii, iv, v) **No Impact.** The Proposed Project does not include the construction of new housing. Therefore, it would not generate students or increase demands for school services, parks, or other public facilities. Construction and operation of the Proposed Project would be consistent with the existing zoning designations, and would not preclude the planned use of adjacent lands for parks or other public facilities. Therefore, no impact would occur, and no mitigation is required.

### 3.14.3 Mitigation

None required.



### 3.15 Recreation

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XV. RECREATION —</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.15.1 Environmental Setting

According to the City of Placerville General Plan Background Report, the City has a relatively large supply of parkland, which is augmented by school play areas, private recreational resources, and recreational programs (City of Placerville 2004a). Public recreational facilities include a trail and 36 acres of developed parkland in six local parks, five of which are managed by the City and one is managed by the County.

#### 3.15.2 Discussion

- a) **Less-than-Significant Impact.** The Proposed Project would not involve the construction of new housing or other facilities beyond those already planned for and in the City of Placerville General Plan Background Report, and associated subsequent planning documents, and therefore would not increase the demand for recreational facilities. The Proposed Project is not anticipated to increase the use of existing neighborhood and regional parks or other recreational facilities, and would not affect the long-term continued use of existing recreational facilities. Therefore, impacts would be less than significant, and no mitigation would be required.
- b) **Less-than-Significant Impact.** The Proposed Project includes the construction of new bike lanes and sidewalks, which would facilitate the increased availability of opportunities for recreational activities (biking, walking, etc.) within the City and provide a connection to the existing El Dorado Trail – Class I Bike Path. The Proposed Project would not require the expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, impacts would be less than significant, and no mitigation would be required.

#### 3.15.3 Mitigation

None required.

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### 3.16 Transportation and Traffic

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XVI. TRANSPORTATION AND TRAFFIC</b> —Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.16.1 Environmental Setting

The Proposed Project is located along Broadway in the City of Placerville. Regional vehicular access routes to the project area include Highway 50, and local roadways include Schnell School Road and Mosquito Road.

Along Broadway, there is currently no defined space for pedestrian travel of any kind in the eastbound/uphill direction, and there is a limited amount of sidewalk in the westbound/downhill direction. Current conditions include narrow lanes in various portions of the roadway and little to no paved shoulder in some areas. As a result, pedestrian and bicycle access throughout the project corridor is limited.

#### 3.16.2 Discussion

a) **Less-than-Significant Impact.** The Proposed Project could affect transportation and circulation during both construction and operation, through potential temporary detours and the addition of vehicle trips to local roadways. As described in Chapter 2, Project Description, the Proposed Project would take about six to eight months to complete. The Proposed Project could generate typically no more than 8 total round-trip truck trips per day, but in isolated situations up to 20 total truck trips per day over the construction period. The construction labor force is estimated to average 12 persons per weekday (Monday through Friday), and construction

workers would be commuting daily to and from the project area. Construction truck trips are not anticipated to occur at the same time as employee commute trips.

Minor increases in traffic would occur during the construction period, but such increases would be temporary. Operation of the Proposed Project is not anticipated to generate additional vehicle trips over existing conditions. Because construction of the Proposed Project includes adding bicycle lanes and sidewalks to provide public access along Broadway, the Proposed Project would offer increased circulation opportunities over existing conditions. Therefore, this impact would be less than significant, and no mitigation would be required.

- b) **Less-than-Significant Impact.** As discussed in the response to item a, any increase in traffic resulting from construction of the Proposed Project would be temporary. The construction labor force is estimated to average 12 persons per weekday (Monday through Friday), and construction workers would be commuting daily to and from the project area during each construction phase. Construction truck trips are not anticipated to occur at the same time as employee commute trips. Construction and operation of the Proposed Project would not add sufficient trips to local roads to degrade levels of service below acceptable standards. The Proposed Project would not conflict with an applicable congestion management program. As noted in Chapter 2 Project Description, the Proposed Project is partially funded by the CMAQ program, which was implemented to support surface transportation projects and other related efforts, such as the Proposed Project, that contribute air quality improvements and provide congestion relief. Therefore, this impact would be less than significant, and no mitigation would be required.
- c) **No Impact.** The Proposed Project would not change air traffic patterns or increase air traffic levels. Therefore, no impact would occur, and no mitigation would be required.
- d) **No Impact.** The Proposed Project would improve the inadequate line of sight on Smith Flat Road at its intersection with Broadway. The Proposed Project would restripe approximately 100 feet of Smith Flat Road at its intersection with Broadway to make the centerline intersect at a more perpendicular angle, and relocate the Stop Bar forward to allow for more sight distance. The Proposed Project does not include any other permanent design features that would present hazards to transportation systems. The Proposed Project would not result in a change to existing land uses, and would be compatible with the uses served by the public road network. Therefore, no impact would occur, and no mitigation would be required.
- e) **Less-than-Significant Impact.** During construction, there is the potential that portions of Broadway may need to be closed for certain construction activities. These closures could potentially impact public service delivery. However, it is anticipated that at least one lane of traffic would remain open at all times during construction, or detours would be provided to maintain access through the project site, and the resulting traffic delay is anticipated to be minimal. Appropriate signage would be provided within or adjacent to the project site to provide advance notification of closures and/or detours during construction. Further, construction-related traffic would be spread over the duration of the construction schedule and therefore would be limited on a daily basis. Operation of the Proposed Project would not cause short-

or long-term impacts to emergency access. With the additional advanced planning measures described above, this impact would be less than significant, and no mitigation would be required.

- f) **No Impact.** Because the Proposed Project would provide bike lanes and sidewalks in an area currently lacking such facilities, the Proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, no impact would occur, and no mitigation would be required.

### 3.16.3 Mitigation

None required.

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### 3.17 Tribal Cultural Resources

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

#### 3.17.1 Environmental Setting

Assembly Bill 52 (AB 52) requires that a Lead Agency consult with California Native American tribes that have requested notices of Proposed Projects and that have requested consultation within a prescribed amount of time following a decision to initiate CEQA review of a Proposed Project. Listed below is a summary of the consultation conducted for the Proposed Project to date:

- The Native American Heritage Commission (NAHC) was contacted on May 12, 2017 requesting a current list of tribes and individual contacts and a search of the NAHC’s Sacred Lands File. The NAHC responded by email on May 17, 2017 providing a list of contacts and indicating that their Sacred Lands File does not contain any information for the Project area.
- On behalf of the City, letters dated May 24, 2017 were mailed to the Lone Band of Miwok, Nashville-Eldorado Miwok, Shingle Springs Band of Miwok Indians, Tsi-Akim Maidu, United Auburn Indian Community of the Auburn Rancheria (UAIC), and Washoe Tribe of Nevada and California for a 30-day review. The purpose of this letter was to provide opportunity to submit comments on preliminary Proposed Project information, to initiate Section 106 consultation, pursuant to the National Historic Preservation Act, and to provide formal notification of a proposed project as required under the CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52).
- The UAIC responded in a letter dated June 29, 2017 requesting consultation, a site visit, and copies of all cultural resources and environmental documents prepared for the Project, and further provided a recommendation that a Tribal monitor be present during all ground disturbing activities. UAIC also responded through electronic mail (email) on July 11, 2017 requesting consultation, copies

of all existing cultural resources assessments, and requests and results for records searches. No other responses or comments were received from the Tribes.

- Each of the tribal groups listed above were also contacted on June 14, 2017 by email with an invitation to participate in the Project cultural resources field survey on June 24, 2017. One response to the email invitation was received from the UAIC, which indicated that the UAIC would not be participating in the field survey but wished to review documentation and record search results once completed.

### 3.17.2 Discussion

- a) **i,ii) Less-than-Significant Impacts with Mitigation Incorporated.** Based on the cultural resources survey results, the possibility of encountering subsurface tribal cultural resources is low. However, prior to construction activities, construction personnel would be briefed on procedures to follow in the event unanticipated tribal cultural resources or buried human remains are encountered. In the event of an inadvertent discovery, implementing Mitigation Measure CUL-1 and CUL-2 described in Section 3.5 Cultural Resources would reduce this impact to a less-than-significant level. Further, the City would respond to any requests by California Native American tribes for inclusion on CEQA reviews for the Proposed Project.

### 3.17.3 Mitigation

Please refer to Mitigation Measures CUL-2 and CUL-2 as discussed in Section 3.5, Cultural Resources.



## 3.18 Utilities and Service Systems

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b> —Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.18.1 Environmental Setting

#### Water Supply

According to the City of Placerville General Plan Background Report, the Placerville Public Works Division provides distribution of domestic water to the majority of the City through the connection of several bulk wholesale meters connected and served by the El Dorado Irrigation District (EID). EID obtains water from surface sources, and has rights to divert as much water as is needed from the EID system. The project area does not currently use or generate a demand for potable water.

#### Wastewater Systems

According to the City of Placerville General Plan Background Report, the Placerville Wastewater Treatment Plant serves the City limits and slightly beyond, providing treatment for sewage and stormwater flows (City of Placerville 2004a). The project area does not generate wastewater, other than stormwater flows.

#### Electricity and Natural Gas

According to the City of Placerville General Plan Background Report, the City receives electricity from PG&E, and receives bottled gas from various private suppliers (City of Placerville 2004a). PG&E operates an electrical substation located south of Broadway in

the vicinity of the project area. As noted in Chapter 2 Project Description, existing utility features in the project area include light poles and utility poles, along with associated utility boxes and vaults.

### Solid Waste Disposal

According to the City of Placerville General Plan Background Report, the City receives solid waste disposal services from El Dorado Disposal (City of Placerville 2004a). Solid waste collected by El Dorado Disposal is transferred to landfills in Stockton and Sacramento where capacity exists to serve the Proposed Project. Current land uses in the project area do not generate solid waste.

### 3.18.2 Discussion

- a) **No Impact.** The Proposed Project would not generate wastewater, and would not exceed wastewater treatment requirements of the applicable RWQCB. Therefore, no impact would occur, and no mitigation would be required.
- b) **No Impact.** The Proposed Project would not generate demand for water service and would not generate wastewater. Thus the Proposed Project would not require the construction of any water or wastewater infrastructure to support the proposed facilities. Therefore, no impact would occur, and no mitigation would be required.
- c) **Less-than-Significant Impact.** The Proposed Project would result in the addition of storm drain inlets due to the widening of Broadway and the addition of impervious surfaces. However, as discussed in Section 3.9, Hydrology and Water Quality, the Proposed Project includes the addition of a storm water bioretention system to offset the increase of impervious pavement due to the Class II bike lane and curb, gutter, and sidewalk improvements. The proposed, additional storm drain inlets and new bioretention system would not result in significant effects to the environment since these facilities would be constructed in already disturbed areas within the project area. Therefore, this impact would be less than significant, and no mitigation would be required.
- d) **No Impact.** The Proposed Project would not generate demand for water service. No new or expanded water supplies or entitlements would be required with or as a result of the Proposed Project. Therefore, no impact would occur, and no mitigation would be required.
- e) **No Impact.** The Proposed Project would not generate wastewater, and would not result in increases beyond system capacity of wastewater infrastructure. Therefore, no impact would occur, and no mitigation would be required.
- f) **Less-than-Significant Impact.** The Proposed Project would generate excess materials during construction that would require disposal. Construction debris and excess material requiring disposal in a landfill would be hauled off site to a suitable facility. Solid waste collected by El Dorado Disposal is transferred to landfills in Stockton and Sacramento where capacity exists to serve the Proposed Project's construction waste. Operation of the Proposed Project would not generate a need for solid waste collection services. Therefore, this impact would be less than significant, and no mitigation would be required.

- g) **Less-than-Significant Impact.** As previously discussed in response to item f, the Proposed Project would generate excess materials during construction that would require disposal and associated landfill capacity. However, the Proposed Project would comply with all relevant Federal, state, and local statutes and regulations related to generating and disposing of solid waste. Therefore, this impact would be less than significant, and no mitigation would be required.

### 3.18.3 Mitigation

None required.

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### 3.19 Mandatory Findings of Significance

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

#### 3.19.1 Discussion

- a) **Less-than-Significant Impact with Mitigation Incorporated.** The Proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory. Mitigation measures are proposed to reduce all potentially significant impacts to biological and cultural resources to a less-than-significant level.
- b) **Less-than-Significant Impact.** No past, current, or probable future projects were identified in the project vicinity that, when added to project-related impacts, would cause cumulatively considerable impacts. Section 3 *Environmental Checklist*, which addresses potential impacts related to biological, cultural, and tribal cultural resources, identifies how the City would mitigate for potential impacts to these resources as a result of the Proposed Project. The incremental effects of the Proposed Project are not cumulatively considerable when viewed in connection with the effects of past, current, and probable future projects.
- c) **Less-than-Significant Impact with Mitigation Incorporated.** No project-related environmental effects were identified that would cause substantial adverse effects on human beings after mitigation is incorporated. As discussed in this IS/MND, the Proposed Project could have potentially significant impacts to biological and cultural resources. However, with implementation of avoidance, minimization, and mitigation measures, these impacts would be reduced to a less-than-significant level.

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