

“Placerville, a Unique Historical Past Forging into a Golden Future”



City of Placerville Planning Commission
STAFF REPORT

MEETING DATE: January 3, 2017
SUBJECT: 2013-2021 Housing Element RHNA Rezone:
PROGRAM 3: High-Density Development – Unmet Need
REQUEST: General Plan Land Use Map Amendment (GPA 16-03),
Zoning Map Amendment (16-04), Environmental Assessment (16-01)
LOCATION: Middletown Road/Cold Springs Road/Placerville Drive
APN: 323-570-01, 323-570-37
APPLICANT: City of Placerville
STAFF: Andrew Painter

AGENDA ITEM

Planning Commission review of a City Council initiated amendment to the General Plan Land Use Map and Zoning Map to consider two adjoining parcels identified as Assessor’s Parcel Numbers 323-570-01 and 323-570-37, along Middletown Road, Cold Springs Road, and Placerville Drive in central Placerville that would provide for the optional development of multi-family residential uses on a commercial designated and classified site. The amendments would assist in the implementation of Program 3 of the 2013-2021 Housing Element.

The Planning Commission is requested to consider and then make its recommendation to City Council of the following City-initiated proposal:

- (1) GPA 16-03: General Plan Amendment to change the Land Use Designation of the two identified parcels currently designated as Commercial (C) by adding the Housing Opportunity Overlay (HO) land use designation, resulting in a Commercial – Housing Opportunity Overlay (C-HO) land use designation;
- (2) ZC 16-04: Zone Change to amend the City’s Zoning Map to change the zone classification of the two identified parcels currently classified as Commercial (C) by adding the Housing Opportunity Overlay (HO) zone classification, resulting in a Commercial – Housing Opportunity Overlay (C-HO) zone classification; and
- (3) EA 16-01: Environmental Assessment: Receive, adopt and file the Mitigated Negative Declaration and Mitigation Monitoring & Reporting Plan prepared for GPA 16-03, ZC 16-04 per the requirements of the California Environmental Quality Act (CEQA).

PROPERTY OWNERS, SITE LOCATION, LOT AREA AND SITE CHARACTERISTICS OF THE HOUSING ELEMENT POTENTIAL REZONE:

APN	ADDRESS	PROPERTY OWNER	ACREAGE
323-570-01	No address	Woo Brothers Investment Co	4.05
323-570-37	No address	Salvatore & Mary Spano	3.55

The Site consists of two parcels with a total area of 7.60 acres. The Site is located south of Middletown Road and Panning Way, north of Placerville Drive and east of Cold Springs Road. The Site is currently unoccupied / vacant surrounded by existing and built-out commercial and residential uses. Vegetation on this site consisted of grasses, oak and pine trees, various shrub species and native and non-native grasses. See **Figures 1, 2 and Exhibit E**.

Existing Land Use and Zoning: This site is surrounded on all sides by commercial and single residential development and is considered an infill site. North of the Site are parcels located within unincorporated El Dorado County that contain single-family residential uses within the County’s One-Family Residential zone. Commercial retail, commercial services and some single-family residential uses exist to the west within the Commercial (C) zone, with additional commercial retail and services to the south also within the Commercial (C) zone.

Permitted, by right uses within the City’s Commercial designation and classification include the following: mixed use structures containing commercial on the ground floor and multi-family dwellings above the ground floor, domestic violence shelter, hospital, clinic, hotel and motel, professional or business office, new and used retail sales, used merchandise stores, pawn shops, consignment and antique stores.

Infrastructure: The site has direct frontage along Middletown Road, Cold Springs Road and Placerville Drive. Public water (El Dorado Irrigation District) is provided to the site by an existing 8” water line within Cold Springs Road, a 10” water line in Placerville Drive and a 6” water line in Middletown Road. City public sewer is available to the site by existing sewer infrastructure also within Cold Springs Road and Placerville Drive.

Services: The site is served by the City Police Department for police services and the El Dorado County Fire District for fire protection and safety services. The site is along an El Dorado Transit route. It is also adjacent to the Placerville Drive commercial corridor and its employment sources and commercial services (County government, public library, groceries, sundries, banking, retail and retail services, theaters and the Boys & Girls Club). School facilities comprised of Markham Middle School, El Dorado High School and Vista High School are located approximately ½-mile to the northeast of project site.

BACKGROUND

2013-2021 Housing Element Update

During February 2014, the City Council adopted the City of Placerville General Plan, 2013-2021 Housing Element (known as the 5th Cycle Housing Element). As required by State Law, the Housing Element identified an inventory of many opportunity (potential) sites that could accommodate the City’s Regional Housing Needs Allocation (RHNA). The RHNA identifies the number of new housing units, at various income levels, with the region needed to accommodate future population growth expected over a given planning period. The planning period for the City’s 2013-2021 Housing Element is retroactive to October 31, 2013 and extends through October 31, 2021. The number of new housing units allocated to the City for this planning period is 372 and distributed among various income categories, as shown in Table 1.

Figure 1. Project Location – Placerville Drive at Cold Springs Road

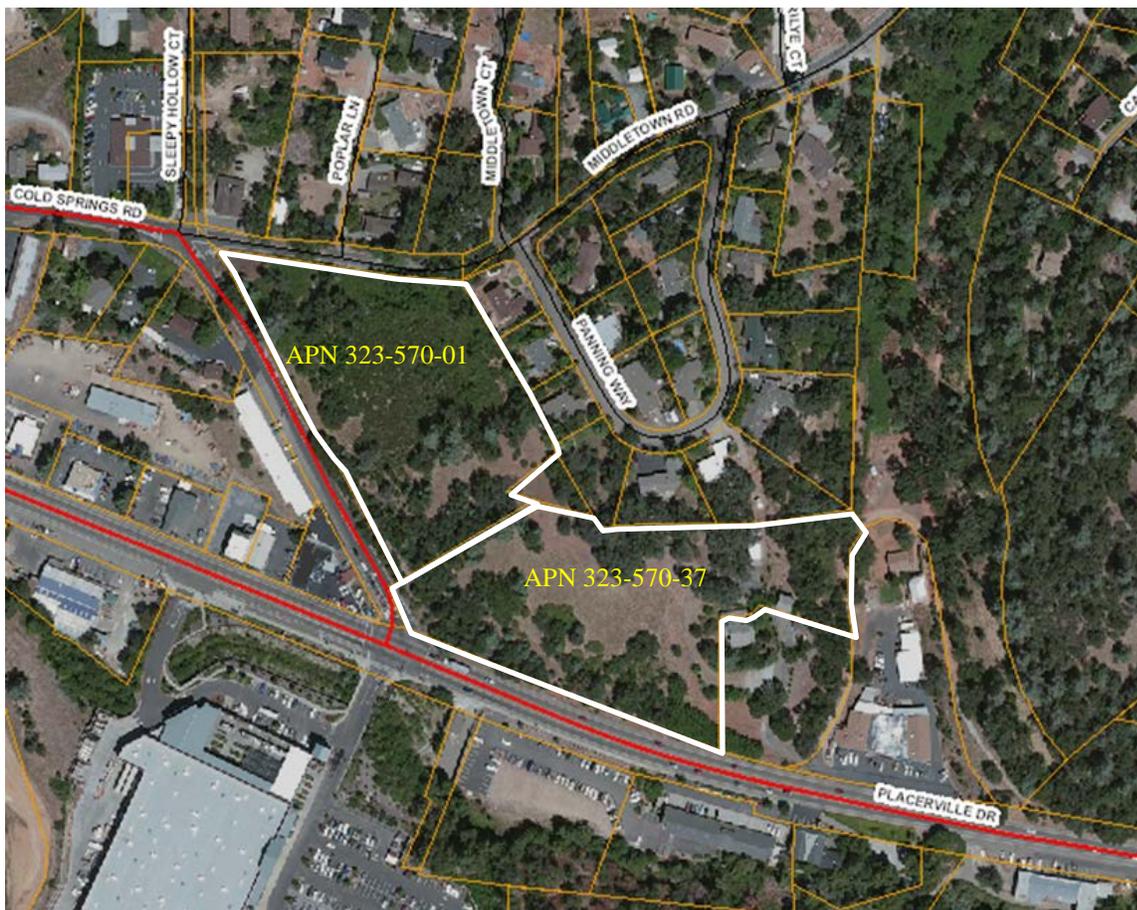


Figure 2. El Dorado County Assessor's Map

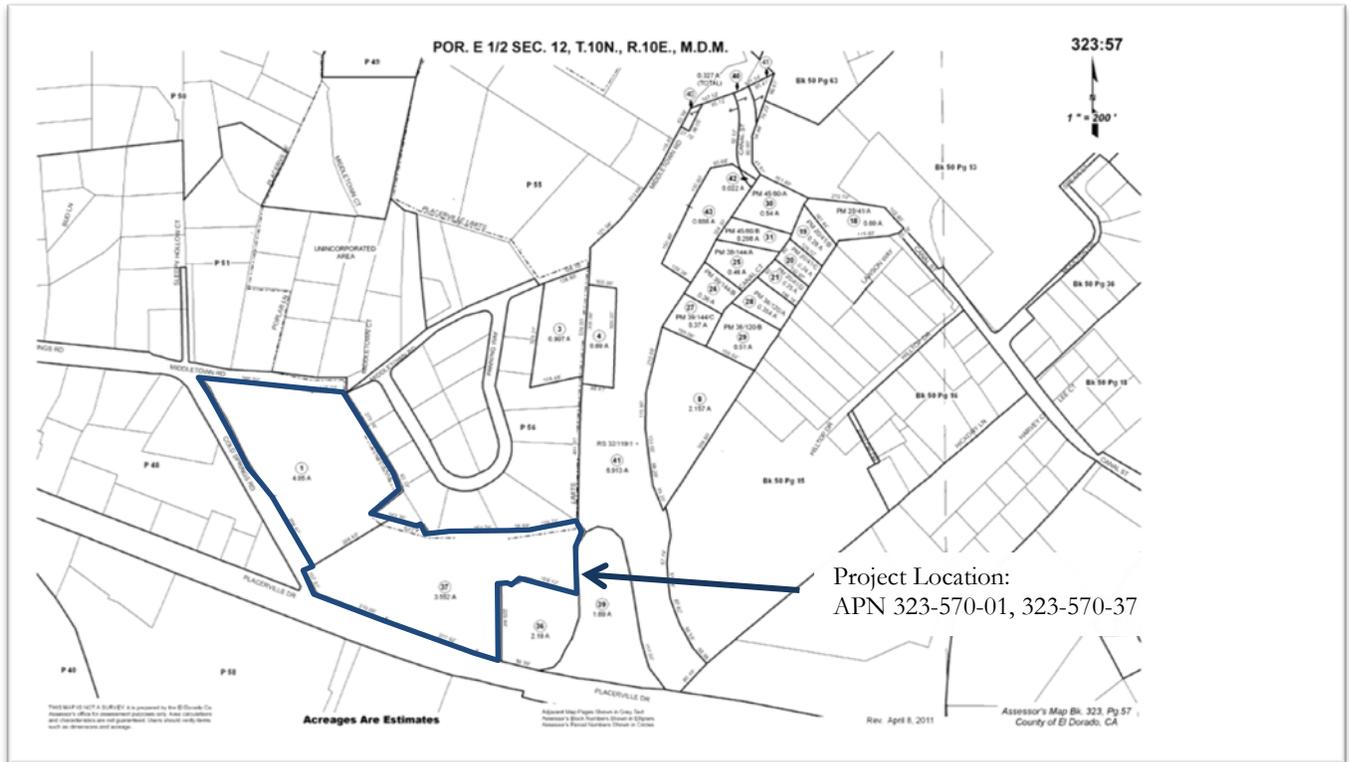


Table 1. 5th Cycle RHNA Allocations by Income Category for Placerville, October 31, 2013 to October 31, 2021

Income Category	RHNA Allocation	
	Number	Percent
Extremely Low	39	10.5 %
Very Low	39	10.5 %
Low	55	14.8 %
Moderate	69	18.5 %
Above Moderate	170	45.7 %
Total	372	100.0 %

Source: Sacramento Area Council Governments, Regional Housing Needs Plan. (November 2012)

The City has an unmet need of 133 housing units for the Low, Very Low and Extremely Low income categories. In other words, the City does not have sufficient land zoned and with sufficient land area to accommodate housing for lower-income households for the Housing Element planning period. Sufficient land however is available and zoned to accommodate housing for moderate-income and above households over the planning period.

The Housing Element Update included a number of housing programs (action/implementation items) established with certain components of State housing law. One of the Housing Element programs adopted is Program 3—High-Density Development – Unmet Need. Program 3 requires the City enact General Plan and Zoning Ordinance amendments that are necessary to achieve compliance with minimum density under State law appropriate to accommodate housing for lower income households. Per State housing law (Govt Code §65583.2), the City is classified as a suburban jurisdiction. For a suburban classified jurisdiction, State housing law deemed that twenty (20) units per acre is an appropriate density to accommodate housing for lower income households. Program 3 requires the City to rezone land to accommodate the City’s unmet housing need of 239 units for lower income households as follows:

- 106 units for unmet need for lower income households carried over from the 2008-2013 Housing Element (4th Cycle), as the City failed to rezone land to meet this unmet need during the planning period. The City had one year of the adoption of the 2013-2021 Housing Element, or February 11, 2015 to rezone for the 106 units.
- 133 units for unmet lower income households identified during the 2013-2021 Housing Element (5th Cycle) planning period. This rezoning must be completed within three years from Housing Element adoption, or February 11, 2017.

Several potential sites for re-designating and rezoning to accommodate the unmet need were inventoried and listed in Table 40 and Appendix E of the Housing Element. The subject site is identified as Site 11 on the inventory of potential sites.

Implementation of Housing Element Implementation Program 3

- On February 25, 2014, City Council adopted Resolution No. 8174 that authorized staff to initiate amendments to the City of Placerville Zoning Map, and the City of Placerville General Plan Land Use Element to rezone an estimated twelve (12) acres to permit a minimum density of 20 units per acre to implement Program 3 of the General Plan 2013-2021 Housing Element.
- In March 2015, the City of Placerville was notified letter by the Department of Housing and Community Development, Division of Housing Policy Development (HCD) that the City’s 5th Cycle no longer complies with State housing law. Required rezoning of sites to accommodate 106 lower income units representing the housing need not met over the 4th Cycle Housing Element (2008-2013) update was not completed within one year of the Housing Element adoption per State housing law.
- On August 9, 2016, the City Council adopted Ordinance No. 1680, the Housing Opportunity (HO) Overlay Zone. This Ordinance added Section 10-5-24 to the City’s Zoning Ordinance. The purpose and intent of the overlay zone is to apply it to parcels with the potential to achieve the residential housing objectives of the Housing Element of the General Plan. These objectives include encouraging new multi-family residential development that includes housing for persons with disabilities, housing for persons with developmental disabilities, housing that supports aging in place, and affordable housing for low-income households to

address the City's unmet RHNA need. The HO Overlay Zone has the twenty (20) units per acre minimum density that is deemed appropriate by the State to accommodate housing for lower income households. Maximum density is twenty-four units per acre. Ordinance No. 1680 went into effect on September 9, 2016.

- On October 25, 2016, the City Council adopted Resolution No. 8471 that made changes to the General Plan Land Use Section, the General Plan Land Use Map, and the 2013-2021 Housing Element to further implement Housing Element Program 3. These changes included establishing a Housing Opportunity Overlay (HO) land use designation, applying the HO land use designation to two parcels totaling 6.1-acres located within The Ridge at Orchard Hill Planned Development, and adding Site 11 to the Housing Element, a new potential rezone site (APN 323-570-01 and 323-570-37) with the potential accommodate a portion of the Unmet RHNA lower-income housing need.
- On November 8, 2016, City Council adopted Ordinance No. 1684 that amended the City's Zoning Map adding the HO Zone to the two parcels totaling 6.1-acres located within The Ridge at Orchard Hill Planned Development. These two parcels have a potential to generate 72 units for lower-income households.
- On December 13, 2016, City Council adopted Resolution No. 8479 that amended the General Plan Land Use Map by applying the HO land use designation on one parcel totaling 3.63 acres located within the Placerville Heritage Homes Subdivision Planned Development.
- On January 10, 2016, City Council is expected to adopt an ordinance that would amend the City's Zoning Map adding the HO Zone to the parcel totaling 3.63 acres located within the Placerville Heritage Homes Subdivision Planned Development. This parcel has the potential to generate 35 units for lower-income households.

This expected action, along with the rezoning completed under Ordinance No. 1684, would bring the total to 107 units (72 units + 35 units) thus completing the rezoning required under Program 3(A) for the 4th Cycle Housing Element unmet lower-income household need.

PROJECT REQUEST

The City has selected 2013-2021 Housing Element Site 11 (APN 323-570-01 and 323-570-37), located along Middletown Rd, Cold Springs Rd. and Placerville Dr., to accommodate the unmet need under Program 3 for the 5th Cycle 2013-2021 Housing Element. As mentioned, the unmet need for the 5th Cycle is 133 units for lower-income households. Actions necessary to complete Program 3 involve changing the General Plan Land Use Map by the addition of the General Plan's Housing Opportunity Overlay land use designation to the existing Commercial (C) land use designation of the site. The Zone Change would amend the Placerville Zoning Map by adding the Housing Opportunity Overlay (HO) zone classification to the existing Commercial (C) zone classification for the site. The Housing Opportunity Overlay provisions would:

- Allow development either in the manner provided under the Overlay Ordinance or the manner provided in the base (or underlying) zone, but not both.

- Require that once the parcel has developed in the manner provided in the base zone, the property owner would relinquish the right to redevelop the land using the HO Overlay provisions. The HO Overlay Zone would provide the property owner with flexibility for the future development of their properties.
- Establish a density range of twenty (20) dwelling units to twenty-four (24) dwelling units per acre.
- Require a minimum of fifty percent (50%) of all housing must be made affordable to the very low and low household income categories, with thirty percent (30%) of the total units in the development must be affordable for very low-income households, with twenty percent (20%) for low-income households.
- Require the continued availability of the affordable housing to these low and very low income households by requiring a legal commitment to the City to ensure affordability for a minimum of thirty (30) years.
- Allow a developer to select one of the following incentives:
 - construction and impact fee deferrals until project completion or occupancy;
 - payment of construction and impact fees over twelve (12) months or more after project completion;
 - or, the reduction of City generated fees for specific facilities or services when the applicant can show a connection between the lower fee and lower facility/service demand from project residents.
- Allow a qualifying housing development under the HO Overlay provisions to be permitted by-right, not require a use permit, a planned development plan or other discretionary action for the use or density of the development site.

This request will also provide additional capacity for residential units and additional inventory beyond the Housing Element RHNA Unmet Need for Lower-income households. Having additional capacity is recommended by State's Department of Housing & Community Development to provide the City greater flexibility should development on HO sites elsewhere not meet the projected number of realistic units identified in the Housing Element during the 2013-2021 Housing Element planning period. This loss of units could be due to site constraints, market conditions, or other development review requirements that put downward pressure on unit count.

Realistic unit capacity for Site 11 is 136 dwelling units, or 75 percent of the maximum permitted capacity (gross) under the HO Overlay Zone at the 24 dwelling unit per acre maximum density of 182 units. The City's assumption of realistic unit capacity at 75 percent is based on the vertical slope constraint present along the Site 11 parcel frontages with Placerville Drive and Cold Springs Road. Construction would likely setback from this site constraint, thus reducing gross residential unit capacity.

General Plan

The General Plan Land Use Section was adopted in 1990 and has been amended most recently in 2016 with the Housing Opportunity Overlay land use designation. The Land Use Section describes the Housing Opportunity Overlay land use designation as

Land Use Section Policy 1 of Goal B:

The City shall maintain an adequate supply of land in appropriate land use designations and zoning categories to accommodate projected household growth and achieve residential vacancy rates allowing turnover with relative ease.

Housing Element Goal A:

To designate sufficient land to accommodate Placerville's share of El Dorado County's future housing needs.

Housing Element Policy 3 of Goal A:

The City will promote infill development by identifying suitable sites, design goals, and potential development incentives.

Housing Element Goal C:

To facilitate the development of housing affordable to lower- and moderate-income households.

Housing Element Policy 1 of Goal C:

The City will encourage the use of density bonuses and regulatory incentives as tools to assist affordable housing development.

Housing Element Goal G:

To promote residential energy conservation.

Housing Element Policy 3 of Goal G:

The City will promote energy conservation through its land use planning and development standards.

Housing Element Implementation Program 3-B: High-Density Development – Unmet Need:

To accommodate the unmet housing need of 133 units for lower income households identified during the 2013-2021 Housing Element planning period, the City will rezone land to accommodate this need.

The proposed General Plan Map Amendment and Zoning Map Amendment would be consistent with the Land Use Section and Housing Element of the General Plan, in that the Housing Opportunity Overlay and its provisions for the project site would:

- promote development on an infill site surrounded by existing residential and commercial uses;

- provide an inventory of land designated and zoned necessary for the City to meet its RHNA unmet need for lower-income households during the 5th Cycle Housing Element planning period, implementing Program 3 of the Housing Element by facilitating housing;
- require the continued availability of the affordable housing to these low and very low income households by requiring a legal commitment to the City to ensure affordability for a minimum of thirty (30) years;
- allow a developer to select from incentives to assist in the development of lower-income housing; and
- require the use of energy-efficient appliances within the multi-family dwellings and encourage the inclusion of housing that is adapted for use by the disabled and the elderly by allowing for aging-in-place.

Zoning Ordinance

Section 10-5-24 (A) of the Zoning Ordinance states the purposes of the Housing Opportunity Overlay Zone as:

1. Provide an overlay zoning district to be applied to sites that may include, but are not limited to, the potential sites identified as inventoried in the Housing Element of the General Plan as potential sites for housing, as a part of the implementation of the Housing Element goals, policies and programs, or where it can be reasonably demonstrated that the rezoning of the site is necessary to meet the goals of the Regional Housing Need Allocation (RHNA).
2. Provide for the continuation of the ability to develop land uses permitted by the existing base (underlying) zoning of a property unless the property is developed for residential uses in accordance with the HO Overlay Zone.
3. Provide a means of achieving the residential housing objectives of the Housing Element of the General Plan, particularly by encouraging new multifamily residential development that includes affordable housing, housing for persons with disabilities, housing for persons with developmental disabilities, and housing that supports aging in place.

The proposed changes to the Zoning Map would be consistent with the purpose of the Zoning Ordinance

ENVIRONMENTAL ANALYSIS

California Environmental Quality Act Initial Study

Adoption of the proposed General Plan Land Use Map Amendment and Zoning Map Amendment, and Zoning Text Amendment is a project, subject to environmental review under the California Environmental Quality Act (CEQA). Per CEQA and its implementing Guidelines,

the City has completed a public draft of the Initial Study/Mitigated Negative Declaration (ISMND).

The ISMND was transmitted to the State Clearinghouse and was assigned the number: SCH# 2016112062. A Notice of Intent to Consider Adoption of a Mitigated Negative Declaration was prepared and distributed to the public, the El Dorado Recorder-Clerk, and local agencies on November 30, 2016, for a 30-day public review. Amendments have been made to the Draft ISMND since its release on November 30, 2016 to correct typographical errors, to address information obtained during Native American Tribe consultation, and the addition of information related to water delivery and supply from the El Dorado Irrigation District. Amendments are provided using **highlight**, new text is **underlined**, and deleted text shown as **strikethrough**.

As explained in the draft ISMND, the proposed amendments do not propose or require actual housing development; however, approval of the amendments will allow housing development on Housing Element Site 11 as provided under the Housing Opportunity Overlay provisions. The draft ISMND evaluates the potential environmental impacts that could result from the maximum density proposed by the project on the 7.60-acre site, at 24 dwelling units per acre density, or 182 units. The ISMND identified and mitigated future impacts associated with potential development so that the project site will be developable by-right and will not require further discretionary approval by the City, consistent with State housing law. The maximum capacity or maximum yield was used in the evaluation of the request for potential environmental impacts associated with a future housing development on Site 11. As mentioned, physical site constraints, market conditions, etc. may impact yield on the project site.

The draft ISMND identifies twelve environmental resource areas that would potentially be affected by the proposed project. These resource areas include: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazard & Hazardous Materials, Hydrology/Water Quality, Noise, Public Services, Transportation/Traffic, Utilities and Service Systems. Mitigation measures were identified that would reduce any potential impacts to a less-than-significant level. These mitigation measures are included as project conditions of approval, applicable to a qualifying housing development project under the Housing Opportunity Overlay provisions on the project site.

Many of the mitigation measures stipulate compliance with City Municipal Code regulations of zoning (AES-1), lighting (AES-2), grading and erosion (GEO-1, HYD-1, HYD-2, HYD-3, HYD-4, HYD-5, HYD-6, HYD-7, HYD-8 and HYD-9), parking, street frontage and street improvement requirements for development projects (TRANS-1, TRANS-2, TRANS-3, TRANS-4 and TRANS-8), and building construction (HAZ-1); mitigation measures require conformance with City development design guidelines and construction design standards (AES-1, BIO-2, HYD-10). Mitigation measures applied during construction activities would minimize dust (AQ-1) and discharge of volatile organic compounds from asphalt application through adherence to El Dorado County Air Quality Management District (AQMD) rules (AQ-2). Other mitigations include requirements for adhering to specific protocols when encountering archaeological or paleontological resources or human remains (CR-1, CR-2 and CR-3). Lastly, temporary construction noise impacts are minimized under mitigation measure compliance during project construction (NOI-1). As noted above, future development projects on Site 11

would be required to comply with all mitigation measures in the final MND adopted by the City for this project made part of the Mitigation Monitoring Program.

The public review draft ISMND, dated November 30, 2016, is included as Exhibit A. The draft ISMND will have been circulated for a 30-day comment period that began on November 30, 2015 and ends on December 30, 2016.

PUBLIC NOTICING

Public notice was:

- 1) published in the Mountain Democrat;
- 2) mailed to property owners within 500 feet of the project site, and
- 3) posted on the City's website and Facebook platform.

Public comments received as of the preparation date of this staff report are provided as Exhibit D. Comments raised can be categorized into those involving existing and project traffic on Middletown and Cold Springs Roads, project noise and parking, and that the low-income housing would increase crime and lower property values.

RECOMMENDATION

Staff recommends the Planning Commission, after considering public testimony and considering the ISMND prepared for the project, recommend the City Council:

- I. Receive public testimony;
- II. Certify the Mitigated Negative Declaration and Mitigation Monitoring Plan and direct staff to file a Notice of Determination;
- III. Adopt a resolution approving GPA 16-03 changing the land use designation of two parcels designated Commercial (C) by adding the Housing Opportunity Overlay (HO) land use designation, and
- IV. Adopt an ordinance approving ZC 16-04 changing the zone classification of two parcels designated Commercial (C) by adding the Housing Opportunity Overlay zone classification.

ATTACHMENTS

Exhibit A - Initial Study / Mitigated Negative Declaration (ISMND) for GPA 16-03 ZC 16-04
Exhibit B - Draft Resolution of the City Council amending the General Plan Land Use Map
Exhibit C - Draft Ordinance of the City Council amending the Zoning Map
Exhibit D - Public comments received
Exhibit E - Staff photos of site

Exhibit A

Initial Study / Mitigated Negative Declaration (ISMND) for GPA 16-03 ZC 16-04



City of Placerville

DRAFT INITIAL STUDY/ ENVIRONMENTAL CHECKLIST AND MITIGATION MONITORING PROGRAM

Project Title:

General Plan Amendment 16-03, Zone Change 16-04, Environmental Assessment 16-01:
City of Placerville General Plan Land Use and Zoning Map Amendment – Housing Element Program 3
Implementation – Housing Opportunity Overlay - Placerville Drive at Cold Springs Road.

Lead Agency Name and Address:

City of Placerville
3101 Center Street
Placerville, CA 95667

Contact Person and Phone Number:

Andrew Painter
City Planner
Development Services Department
(530) 642-5252

Project Location: The project area consists of two parcels totaling 7.60 acres located in northwestern Placerville. The site is bounded to the west by Cold Springs Road, to the north by Middletown Road and to the south by Placerville Drive. Parcels located north of the site are located within unincorporated El Dorado County. Parcels to the west, south and east are located within the City. **Figure 1** provides a neighborhood map location of the site. City and County Assessor's Records indicate that the site (APNs 323-570-01 and 323-570-37) is vacant. See **Figure 2**.

Figure 3 depicts the United States Geological Survey's 1973 photo revised Placerville Quadrangle, El Dorado County. It slopes generally to the south and southwest, toward Cold Springs Road and Placerville Drive. Average slope is approximately twenty-one percent (21%). Vegetation consists of common Sierra foothill species of pine, oak, buckbrush, Himalayan blackberry, and native and non-native grasses.

General Plan Designation: Commercial (C)

Zoning: Commercial (C)

Description of Project: Identified in the City's 2013-2021 Housing Element is *Program 3. High Density Development - Unmet Need*. Program 3 requires the City to rezone land to accommodate the unmet housing need of 133 units for lower income households that were identified during the 2013-2021 Housing Element planning period (5th Cycle).

Proposed changes would provide land inventory and regulatory provisions that are necessary to accommodate the City's remaining unmet Regional Housing Needs Assessment (RHNA) allocation need for the low, very low and extremely low income categories for the 2008-2013 Housing Element (4th Cycle) planning period and the 2013-2021 Housing Element (5th Cycle) planning period. Rezoning would create an inventory of land with a land use designation and zoning classification capable of developing high density residential zoning at twenty (20) units minimum per acre to meet the City's unmet lower-income housing needs. The Program proposes to implement the rezoning through the General Plan Land Use and Zoning Map Amendment process to designate and rezone sufficient acreage to higher density residential to meet the minimum unmet Regional Housing Need Allocation requirements. The specific rezoning process is proposed through the implementation of the 2013-2021 Housing Element.

The City has sufficient land area zoned to accommodate 106 unit of housing for lower-income households carried over from the 4th Cycle Housing Element. During the fall of 2016, City Council will have adopted land use and zoning map amendments under the HO (Housing Opportunity Overlay Zone) provisions, with its 20 acre minimum density, covering three parcels that have a realistic potential to generate 107 units of multi-family residential units.

The City does not have sufficient land area zoned to accommodate 133 units of housing for lower-income households for the 5th Cycle Housing Element planning period. Sufficient land however is available and zoned to accommodate housing for moderate-income and above households over the planning period.

To accomplish Placerville's RHNA allocation for the Housing Element 5th Cycle, the City project under Program 3 would change the General Plan Land Use Map and Zoning Map by designating the Project Location with the HO (Housing Opportunity Overlay) land use designation and zoning district that would have the capacity to generate 20 dwelling units per acre minimum density.

The Project Location contains two parcels totaling 7.60 acres. The site is currently designated and zoned Commercial and vacant. Under the proposed project, the City would change the General Plan land use designation of the site from C to C - HO (Commercial – Housing Opportunity Overlay, 20-24 du/acre) and change the zoning of the site from C to C - HO (Commercial – Housing Opportunity Overlay Zone, 20-24 du/acre) that corresponds to the 20 unit/acre minimum density required by State housing law for its extremely-low, very-low, and low-income household categories. At the 24 unit/acre maximum density the Project Location could support a maximum yield of up to 182 housing units.

No development plans to construct residential units have been submitted at this time for the Project Location. This Initial Study considers the potential environmental effects of build-out of the Project Location being considered for the land use classification and zone designation amendments as market conditions allow over the Housing Element's 2013-2021 planning period. Under state law, the project site would be developable by-right under the Housing Opportunity Overlay and would not require further discretionary approval by the City. For assumption purposes the City anticipates construction of four multi-family structures (two on each parcel), three stories each, with 32,000 square feet of total floor area per structure, accommodating 40-48 units per structure. The theoretical or maximum yield of the proposed site was used by the City in its environmental evaluation as a “worst case scenario” approach to evaluating the potential environmental impacts associated with future development on the properties. Actual yield is anticipated to be much less intensive than analyzed in this Initial Study as development constraints such as topographic and regulatory constraints such as frontage improvements, or roadway improvements could limit the amount of development that is achievable on the site.

Background: The City of Placerville General Plan EIR and General Plan were adopted on January 23, 1990. The build-out residential potential projected by the EIR for the General Plan is 9,005 dwelling units (General Plan EIR, 1990). The number of existing units in the City as of 2010 is 4,667 dwelling units (Department of Finance). Therefore, build-out has not yet occurred at the density level envisioned in the EIR and the General Plan (1990).

State law was amended in 2004 (AB 2348) to clarify the process by which cities determine the capacity of sites for new housing developments. The law established minimum densities that are presumed to be necessary to facilitate the development of housing that is affordable to lower income households for jurisdictions classified as suburban and within a Metropolitan Statistical Area (MSA). Placerville is located within the Sacramento-Arden Arcade-Roseville Metropolitan Statistical Area. The minimum density for suburban jurisdictions within an MSA is 20 dwelling units per acre.

Placerville did not meet an objective of the 2008-2013 Housing Element (4th Cycle) to address the shortfall of available land to accommodate 106 low, very low and extremely low income units before the October 31, 2013 end of the 4th Cycle Housing Element planning period. Per Government Code Section 65584.09, if during the prior planning period the City did not make available sites to accommodate the unmet portion of the Regional Housing Needs Allocation (RHNA) then the City must rezone or zone adequate sites within the 5th Cycle, 2013-2021 Housing Element planning period.

The City's 5th Cycle Housing Element planning period began on October 31, 2013. The City's 5th Cycle Housing Element was adopted by City Council in February 2014. In March 2014, the California Department of Housing and Community Development notified the City that the Housing Element is in full compliance with the state Housing Element law. The City's RHNA for the 5th Cycle Housing Element identified 133 housing units for the low, very low and extremely low income categories. Housing Element Implementation Program 3: High-Density Development – Unmet Need requires the City to amend the Zoning Map and the Zoning Ordinance to meet state housing law requirements and facilitate implementation of the 5th Cycle Housing Element.

During August 2016, the City amended its Zoning Ordinance by establishing a Housing Opportunity Overlay (HO), Section 10-5-24. The purpose of the HO Zone is to apply it to sites that would implement Housing Element goals, policies and programs, including meeting the goals of the Regional Housing Need Allocation (RHNA). The HO Zone would allow development on designated sites using the existing base (underlying) zoning of a property, or as an alternative, to develop for residential uses in accordance with the HO Zone but not both. Once the property has developed in the manner provided under the base zone the property owner relinquishes the right to redevelop the land using the HO Zone.

The HO Zone authorizes the development of multi-family residential and single-family residential attached development as permitted uses. A minimum of fifty percent (50%) of all housing must be affordable to very low and low-income households, subject to the minimum mix of affordable dwelling units: (a) Very low-income households: thirty percent (30%) of the total units in the development; (b) Low-income households: twenty percent (20%) of the total units in the development. Minimum density was set at 20 dwelling units per acre. Maximum density was set at 24 dwelling units per acre. In addition, residential housing developed within the HO Zone is encouraged to utilize energy efficient design techniques and environmentally sensitive design and building materials; residential development is also encouraged to include units accessible for persons with physical disabilities, persons with developmental disabilities, and that support aging in place. Per this HO Zone section, the City may not require a conditional use permit, planned development or other discretionary local government review or approval that would constitute a "project" under the California Environmental Quality Act. This is consistent with Government Code Section 65583.2.

During October 2016, the City amended its General Plan Land Use Section and its 2013-2021 Housing Element adding the HO zone and established a new land use designation, "HO (Housing Opportunity Overlay)." The HO General Plan Land Use designation was created to support land uses and to ensure consistency with the Housing Opportunity Overlay Zone (HO). In addition, the City placed the HO General Plan Land Use designation and the HO Zone District on two parcels of land located within The Ridge at Orchard Hill Planned Development, APN 323-220-06 and 323-220-08 that would accommodate 72 multi-family residential units of the City's unmet RHNA need (GPA16-02, ZC 16-03, PD 03-01). During December 2016, the City is processing an additional amendment to the HO Overlay zone and land use designations for APN 323-400-20 and within the Placerville Heritage Homes Planned Development under a separate application (GPA16-04, ZC16-05, PD 06-01). These amendments would accommodate 35 multi-family residential units of unmet lower-income household need, furthering the partial implementation of Program 3 of the 2013-2021 Housing Element.

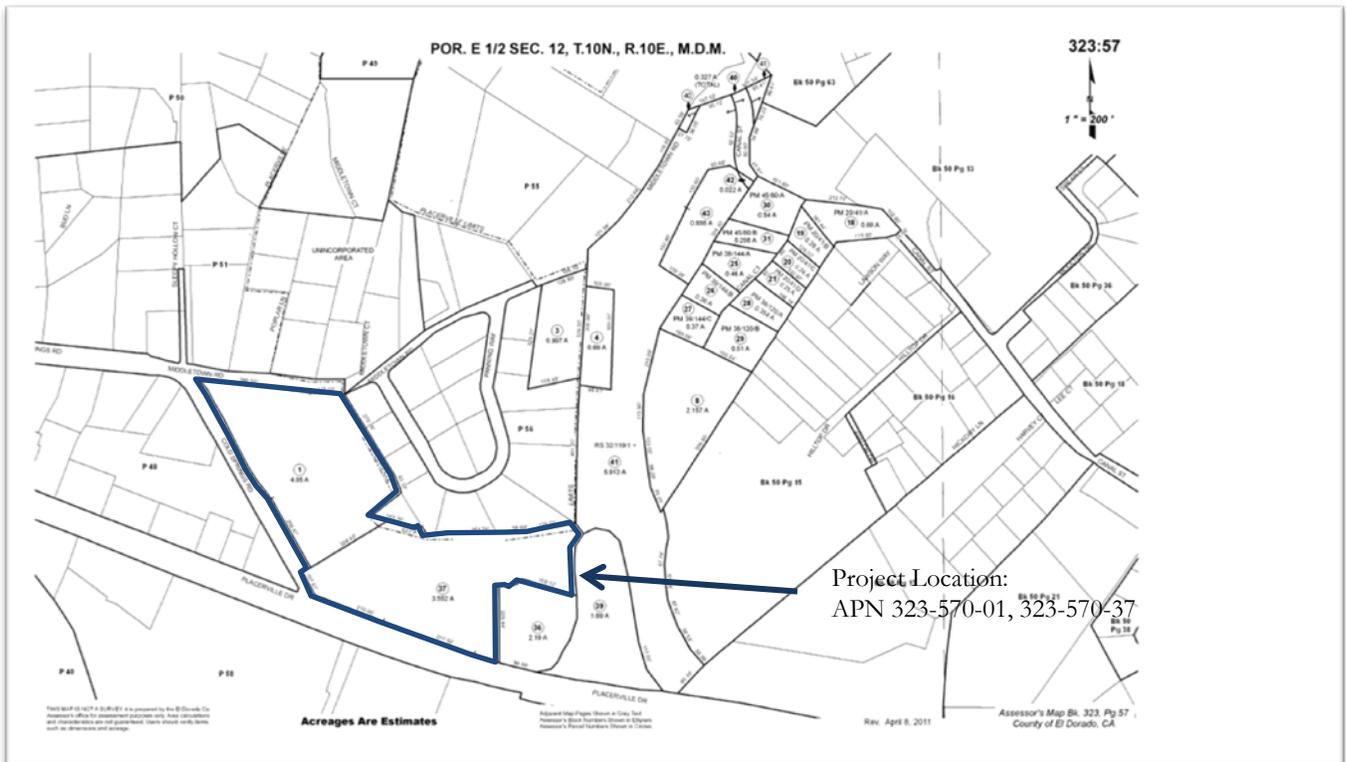
Surrounding Land Uses and Setting: The site is bounded to the west by Cold Springs Road, and commercial retail and service uses. It is bounded to the north by Middletown Road and commercial office and single-family and accessory uses. To the east of the site, the site is bounded by an existing single-family residential development and commercial retail and services uses. To the south, the site is bounded by Placerville Drive containing professional offices and commercial retail uses.

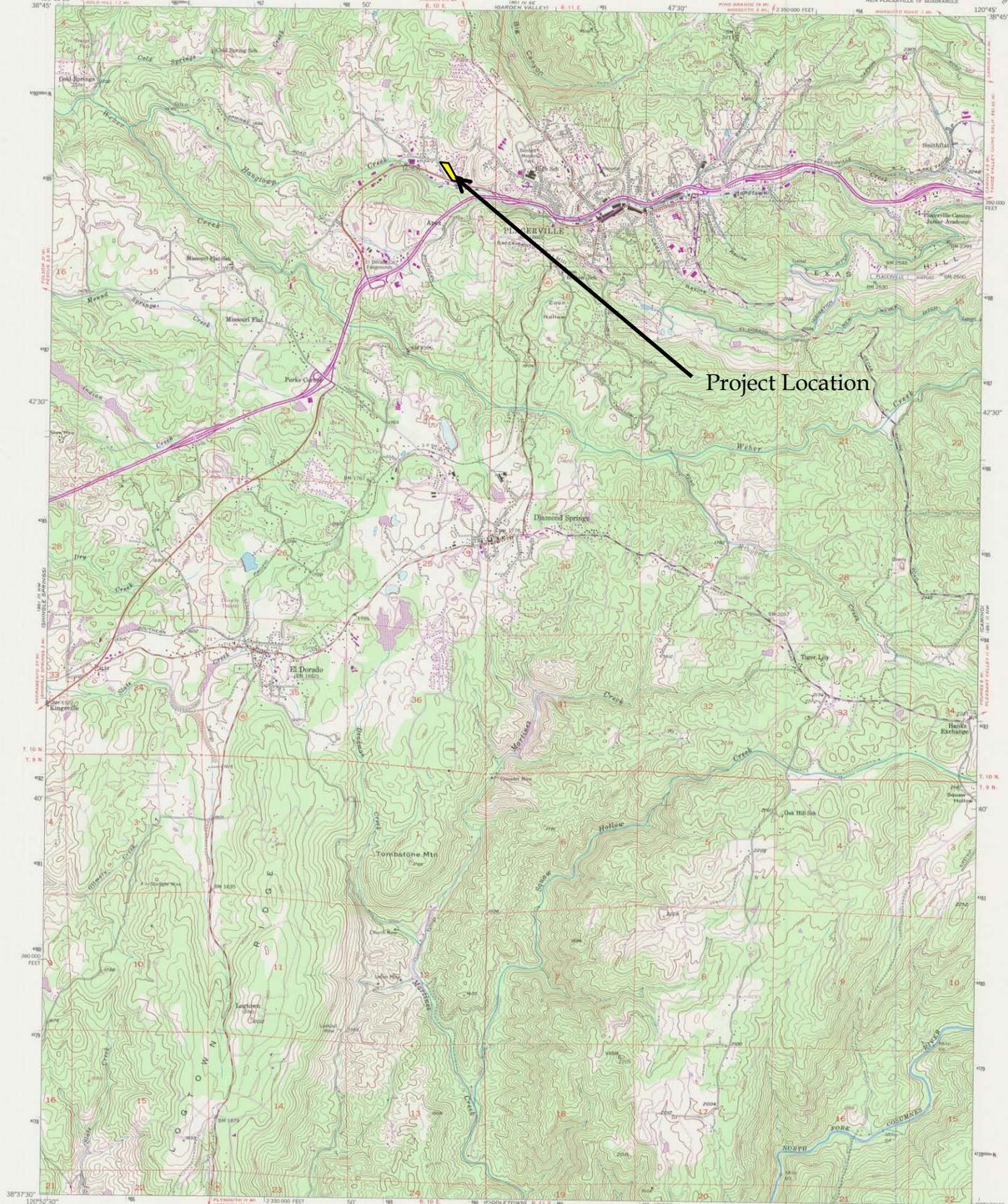
Other Public Agencies Whose Approval is Required: No agency approvals other than approvals from the City of Placerville are required to carry out the proposed General Plan Map Amendment and Zoning Map Amendment.

Figure 1. Project Location – Placerville Drive at Cold Springs Road



Figure 2. El Dorado County Assessor's Map





Project Location

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography from aerial photographs by multiple methods
Aerial photographs taken 1946. Field check 1949
Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone 2
1,000-meter Universal Transverse Mercator grid ticks,
zone 10, shown in blue
To place on the previous North American Datum 1983,
move the projection lines 14 meters north and
90 meters east as shown by dashed corner ticks
Dashed and lines indicate approximate locations
Unchecked elevations are shown in brown.

SCALE 1:24,000
CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION
HARD SURFACE ALL WEATHER ROADS
Heavy-duty
Medium-duty
DRY WEATHER ROADS
Improved dirt
Unimproved dirt

U. S. Route
State Route

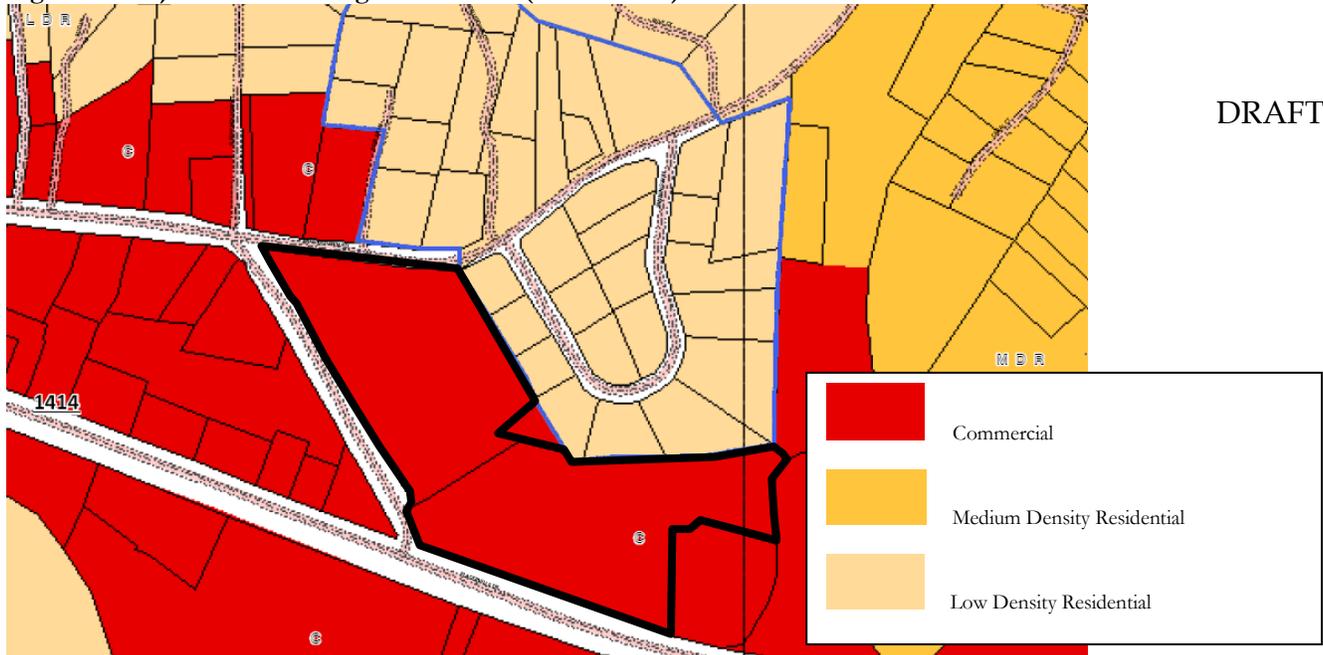
PLACERVILLE, CALIF.
NEW PLACERVILLE 15' QUADRANGLE
36120-17-104
PHOTOREVISED 1973

FOR SALE BY U. S. GEOLOGICAL SURVEY, BENTON, COLORADO 80202, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

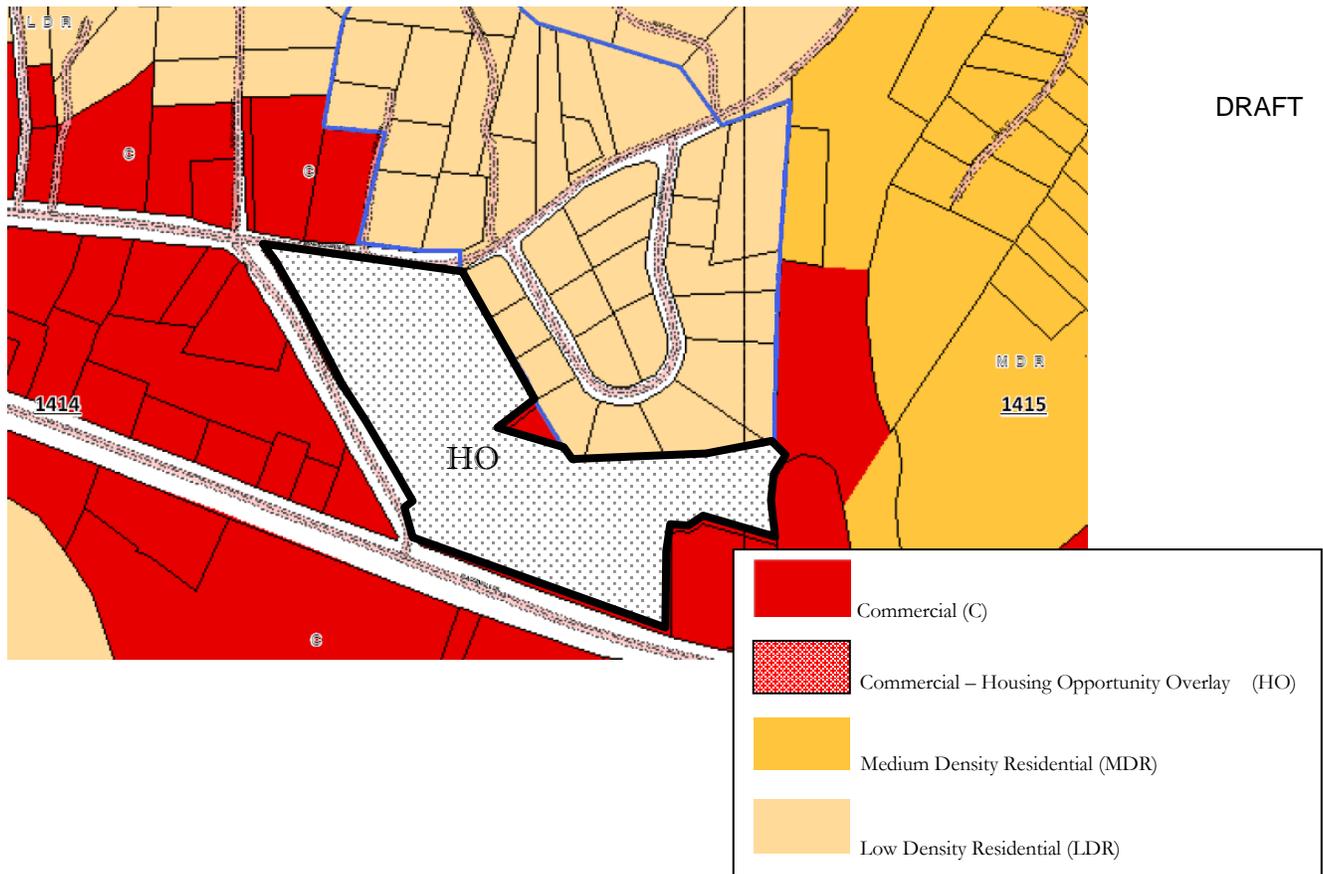
Revisions shown in purple excepted from aerial photographs taken 1973. This information not field checked.

Figure 4. Project Site – Existing Land Use: C (Commercial)



DRAFT

Figure 5. Project Site – Proposed Land Use: C- HO (Commercial – Housing Opportunity Overlay)



DRAFT

Figure 6. Project Site – Existing Zoning: C (Commercial)

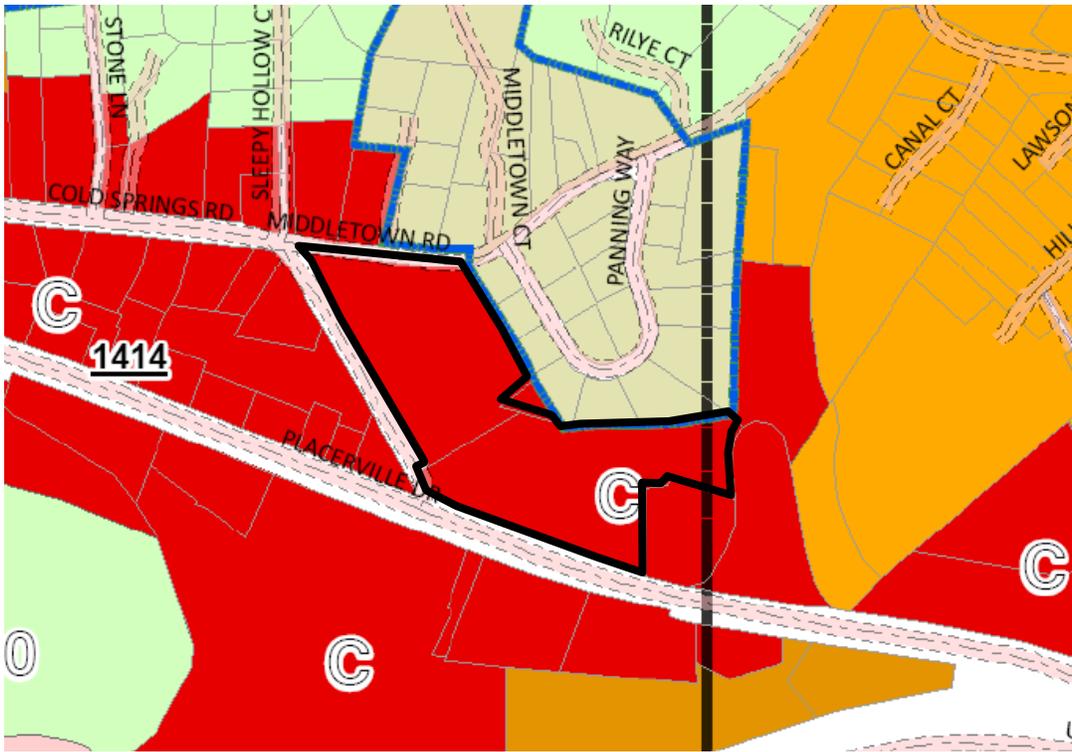
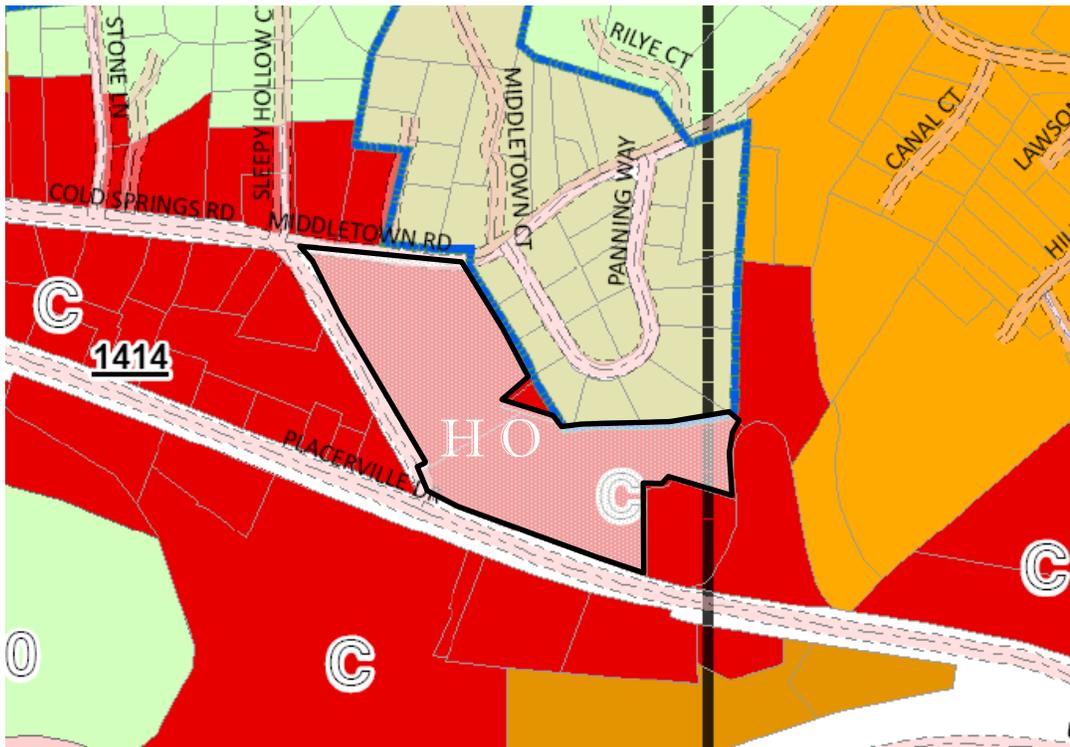


Figure 7. Project Site – Proposed Zoning: C-HO (Commercial-Housing Opportunity Overlay)



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation, 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.



Signature

ANDREW PAINTER

Printed Name

11-30-16

Date

City of Placerville

For

I. **AESTHETICS.** Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

a) The City of Placerville General Plan Background Report identifies areas that are considered to be especially scenic and worthy of preservation. These areas include primary and secondary ridgelines and primary watercourses. The site is on the lower slopes of a General Plan identified Secondary Ridgeline that has a north-south orientation. This Secondary Ridgeline comprises the Panning Way residential neighborhood and other residential development both located within El Dorado County. Site elevation ranges from 1,725' at Placerville Drive to 1,800' near the northern property boundary with the Panning Way residential neighborhood. The project site lies below a secondary ridgeline and therefore a potential impact to the ridgeline would not occur.

Located approximately 150' south is Hangtown Creek. Hangtown Creek, within the Placerville Drive corridor, lies below the Placerville Drive elevation. The creek is obscured from view by Placerville Drive and existing buildings located along the south side of Placerville Drive, opposite the project location. Views of the creek would not be impacted; therefore a potential scenic impact to Hangtown Creek would not occur. Consequently, the project will have no impact directly, indirectly or cumulatively to a scenic vista.

b) Existing tree cover consists of mostly native foothill pines and oak species, and non-native invasive tree-of-heaven (*Ailantus altissima*). Approximately 50% of the project site is covered by trees. US Highway 50 is located approximately 1,000 feet south of the site. The elevation of US 50 directly south of the project location is approximately 1,800'. Nearly 1,500' east of the site, at the Placerville Drive Overcrossing on US Highway 50, US Highway 50 easterly is designated a State Scenic Highway in the California Scenic Highway System. The Scenic Highway portion of US 50 is not visible from the site due to the topography. No rock outcroppings exist on the site. Therefore, the project will have no impact directly, indirectly or cumulatively.

c) The site is currently vacant. The visual character that exists is of its undeveloped condition. Visual impacts resulting from the presence of construction vehicles or ground disturbance may occur during project construction activities; however, construction activities would be temporary. The permanent development of the site under the Housing Opportunity Overlay would consist of multi-family residential or attached single-family residential uses. The Placerville Zoning Ordinance would restrict building heights at the project site to a maximum of forty feet (40') Zoning Ordinance Section 10-5-24(D)7, Maximum Building Height. The

Placerville Zoning Ordinance Section 10-5-24(D)4, Maximum Parcel Coverage, sets maximum lot coverage at 60% for the HO Zone. Zoning Ordinance Section 10-5-24(D)6, Minimum Yards, sets requirements for minimum front yard, side yard, and rear yard (setbacks). The Project Location is located within the Placerville Drive and Cold Springs Road commercial corridor consisting of urbanized development that is surrounded by residential and commercial development. The development would be compatible with adjacent uses with the implementation of following mitigation measure that would require adherence with the *General Regulations* and the *Specific Regulations* for the HO zone (Section 10-5-24 (D) and (E)) of the City's Zoning Ordinance, all pertinent City Ordinances and City standard street cross-section details, the County of El Dorado Design and Improvement Standards Manual, as revised May 18, 1990, the County of El Dorado Drainage Manual, dated March 14, 1995; the 2010 State of California Department of Transportation (Caltrans) Standard Plans and Standard Specifications, the El Dorado Irrigation District (EID) Design and Construction Standards, dated July 1999, and Chapters and Sections of the City of Placerville Development Guide as amended, would minimize substantive degradation to the existing visual character or quality of the site and its surroundings to a less than significant level.

Mitigation Measure

AES-1: Future residential development on the project site under the Housing Opportunity Overlay provisions shall conform with Zoning Ordinance Section 10-5-24 (D): General Regulations and (E): Specific Regulations of the HO zone and, the following Chapters and Sections of the *City of Placerville Development Guide* as amended: Chapter V: Specific Site Improvements; Chapter VI: Landscape Design Guidelines, Section A: General Requirements, Section B: Street Tree Program, Section F: Community Intersections (Surface Streets), Section H: Water-Conserving Landscapes, Section J: Fuel Modification Zones and Section K: Post-Construction Storm Water Management; Chapter VII: Irrigation System Design; Chapter VIII: Landscape Maintenance; Chapter IX: Hillside Development and Natural Open Space; Chapter X: Existing Trees and Native Plant Material; Chapter X: Irrigation System Design, and Chapter XI: Lighting; all pertinent City Ordinances and City standard street cross-section details available at the office of the City Engineer; will be designed in accordance with the County of El Dorado Design and Improvement Standards Manual, as revised May 18, 1990; the County of El Dorado Drainage Manual, dated March 14, 1995; the 2010 State of California Department of Transportation (Caltrans) Standard Plans and Standard Specifications; sewer service will be provided by the City and shall be designed and constructed in accordance with El Dorado Irrigation District (EID) Design and Construction Standards, dated July 1999, except when otherwise directed by the City Engineer; water distribution is within the EID service area and shall comply with their standards and conditions of approval.

Timeframe for Implementation: Prior to Issuance of a building permit.

Responsibility for Implementation: Developer.

Oversight of Implementation: Development Services - Building, Planning and Engineering Divisions; El Dorado Irrigation District

d) Potential new residential construction in conjunction with this project has the potential to create light or glare where no such lighting presently exists. Outdoor lighting for these uses is subject to City Zoning Ordinance requirements (Section 10-4-16) that lighting be located and/or shielded in a manner to ensure that the intensity and direction of lighting does not constitute a nuisance to abutting residential dwellings or abutting street rights of way. No development plans have been submitted for any of the project sites and, as such, no lighting plans have been developed. Mitigation measure AES-1 has been included to ensure that impacts would be less than significant. With incorporation of Mitigation Measure AES-1, light impacts would be less than significant.

Mitigation Measure

AES-2: Future residential development on the project site under the Housing Opportunity Overlay provisions shall submit a lighting plan in conformance with Section 10-4-16:

Exterior Lighting Regulations. All outdoor lighting must be shielded and pointed downward. The lighting plan shall include the types of lighting, heights proposed and locations the lighting is going to be built.

Timeframe for Implementation: Prior to issuance of a building permit.

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Planning Division

Adherence with this requirement upon issuance of a valid City Building Permit for multi-family residences is expected to reduce light or glare potential impacts to a less than significant level.

Sources

Placerville Municipal Code, *Zoning Ordinance*

City of Placerville Topographical Map

City of Placerville, *Historic Resources Inventory*

City of Placerville *Development Guide*

California Department of Transportation Website “Scenic Highway Corridor Program”

http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm

II. AGRICULTURE AND FORESTRY RESOURCES. 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 Dept. 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. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources?	<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"/>

Analysis

a), b) The site is currently vacant. Neither the site nor its immediately adjacent parcels are under agricultural cultivation. The California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) maps indicate the site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The site is not enrolled in a Williamson Act contract. Therefore, the project will have no impact directly, indirectly or cumulatively.

c, e) Timber production, timberland as defined by Public Resources Code Section 12220(g), or agriculture uses have not been conducted in areas surrounding the site due to established residential and public park improvements. The site is located within the C (Commercial Zone) and the C (Commercial) General Plan Land Use designation. Proposed zoning for the site is C-HO (Commercial – Housing Opportunity Overlay Zone). Therefore, the project would not conflict with any zoning designations designed to preserve timber or agricultural resource preservation. Therefore, no impacts will occur from this project directly, indirectly or cumulatively.

d) The City of Placerville has no forest land nor does it have any timberland as analyzed under Section II c) and e) of this Initial Study therefore no impacts will occur from this project directly, indirectly or cumulatively.

Sources

- California Resources Agency, *Farmland Mapping and Monitoring Program*
- City of Placerville Municipal Code
- Public Resources Code
- City of Placerville General Plan

III. AIR QUALITY. 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:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

Analysis

a), b), c), d) The El Dorado County Air Quality Management District (AQMD) in 2002 prepared a *Guide to Air Quality Assessment* intended to be used during the Initial Study phase of the CEQA process. The City of Placerville is located within the AQMD. AQMD boundaries are coterminous with the boundaries of El Dorado County. The City and the western portion of El Dorado County are located within the Mountain Counties Air Basin (MCAB). The MCAB is comprised of Plumas, Sierra, Nevada, Placer (middle portion), Amador, Calaveras, Tuolumne and Mariposa Counties.

In April 2014, the California Air Resources Board published area designations for state ambient air quality standards within the Mountain Counties Air Basin. Table 1 contains the attainment status for the Federal Clean Air Act Amendments’ criteria air pollutants of ozone, PM₁₀ (particulate matter, 10 microns), PM_{2.5} (particulate matter, 2.5 microns), CO (carbon monoxide), NO₂ (nitrogen dioxide) and SO₂ (sulfur dioxide).

Table 1.

Pollutant	Designation / Classification	
	Federal Standards	State Standards
Ozone	No Federal Standard	Non-attainment
PM ₁₀	Unclassified	Non-attainment
PM _{2.5}	Unclassified	Unclassified
CO	Unclassified/Attainment	Unclassified
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment

Local El Dorado County Air Quality Management District (AQMD) assessment threshold of significance screening criteria for reactive organic gas (ROG) and oxides of nitrogen (NOx), which are precursors of ozone, is 82 pounds per day. According to AQMD’s *Guide to Air Quality Assessment*, apartment development projects containing less than 350 dwelling units are assumed to not exceed the 82 pounds per day emissions thresholds for ROG and NOx. In addition, the AQMD’s Guide further considers operational project activities for development projects that fall below the 82 pounds per day emission thresholds for ROG and NOx to have less than significant carbon monoxide (CO) and nitrogen dioxide (NO₂) impacts, and less than significant PM₁₀ (particulate matter, 10 microns) and sulfur dioxide (SO₂) impacts.

The project has the potential to develop 182 dwelling units under the proposed HO zone and land use designation at the maximum density of the HO Zone of 24 du/acre at the Project Location. AQMD

thresholds of significance would not be exceeded as the number of proposed units would not exceed the 350 dwelling unit threshold.

Consequently, the impact of the project's emissions at the project sites on regional air quality under thresholds b), c), and d), and on sensitive receptors, would be less than significant (not cumulatively considerable).

The AQMD has developed a rule (Rule 223-1, Fugitive Dust) to limit the quantity of fugitive dust emissions from construction, and construction related activities within the AQMD. Developing the site at the density authorized under the proposed HO zone designation is expected to generate short-term inhalable particulate matter or fugitive dust. This impact is considered potentially significant. The following mitigation measure is expected to minimize construction related fugitive dust emissions to a less than significant level.

Mitigation Measure

AQ-1: The project developer for any future residential development on the site shall comply with AQMD Rule 223-1 to reduce construction dust through water application, stabilizing exposed soil, covering loads, periodic cleaning of paved areas, establishing speed limits.

Timeframe for Implementation: During pre-construction and construction phases.

Responsibility for Implementation: Developer

Oversight of Implementation: Engineering Division and the Building Division of the Development Services shall confirm that the grading plan and building plans are in compliance with AQMD Rule 223-1.

The AQMD has developed a rule regarding the discharge to the atmosphere of volatile organic compounds (VOC's) caused by the use or manufacture, mixing, storage and application of Cutback or Emulsified asphalt used for paving, road construction or road maintenance. It is called Rule 224 - Cutback and Emulsified Asphalt Paving Materials. Development on the site for residential use at the density authorized under the proposed HO zone designation is expected to result in the paving of driveways and parking areas onsite that have the potential to discharge VOC into the atmosphere. The following mitigation measure is expected to minimize VOC discharge to the atmosphere to a less than significant level.

Mitigation Measure

AQ-2: The project developer for any future residential development on the site shall adhere to El Dorado County Air Pollution Control District's Rule 224 - Cutback and Emulsified Asphalt Paving Materials for all asphalt paving proposed on site, and shall submit a paving plan to the District to determine compliance with Rule Standards.

Timeframe for Implementation: Prior to issuance of a building permit. During construction phase.

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Engineering Division and AQMD

e) Project grading, construction activities and residential uses are not expected to create objectionable odors. Therefore, the project will not cause objectionable odors affecting a substantial number of people either directly, indirectly and cumulatively.

Sources

El Dorado County Environmental Management Department Air Quality Management District
El Dorado County Air Pollution Control District, *Guide to Air Quality Assessment, 2002*

IV. BIOLOGICAL RESOURCES. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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?	<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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Analysis

a,) The project site is located in a highly developed, urbanized area and is completely surrounded on all sides by existing residential and commercial uses and public streets. No known endangered, threatened or rare species or their habitats are present on the site or in the immediate project vicinity (General Plan 1990).

Site visit by City staff on September 30, 2016 revealed the following plant and animal species:

Yellow star thistle	Foothill pine	Valley oak	coyote bush
Queen Ann's Lace	Himalayan blackberry	Interior live oak	Blue oak
Chinese Tree of Heaven	Buck brush	Plum root stock	

Blue jay	Robin	Common ground squirrel	Resident Mule Deer
----------	-------	------------------------	--------------------

Development of the site, at the density authorized under the proposed HO zone designation, would likely cause tree removal that could potentially disturb bird species. Raptors such as red tailed hawks, owls and turkey vultures are known to exist within the City. However, no raptors or raptor nests were observed during the City staff during its site visit. Raptors are protected under federal law. Therefore, a potential exists that residential development construction could disturb nesting raptor species that may utilize mature oaks and pines within the project site and adjacent land if they are present during construction activities. The following mitigation measure is expected to minimize potential impacts to nesting raptor species to a less than significant level.

Mitigation Measure

BIO-1: The project proponent for any future residential development on the site shall include the following on the grading plans prior to grading permit issuance. The breeding/nesting season for raptors is March 1 through August 30. If construction activities take place outside of the breeding/nesting season, no additional measures will be required.

If development of the site for residential purposes, consistent with the development regulations under the proposed HO zone designation, is planned or desired during the breeding season, raptor nest surveys shall be conducted one week prior to tree cutting or grading near mature trees to ensure that active nests are not present. A qualified biologist shall conduct the surveys and prepare a survey report. If no raptor nests are discovered in the trees to be removed, no further mitigation will be required. A written report on the results of the visual surveys shall be submitted to the Planning Division a minimum of 48 hours prior to the beginning of construction activity.

If any active raptor nests are discovered during pre-construction surveys, the biologist shall mark all occupied trees and delineate a no construction activity buffer zone around the nests for the duration of the nesting season in accordance with California Department of Fish and Wildlife guidelines for the applicable raptor species.

The construction contractor shall be responsible for construction scheduling. If construction is planned during the breeding season, the construction contractor shall be responsible for ensuring that a qualified biologist performs the raptor nest surveys within 1 week of planned tree removal. Authorization to proceed with construction activity shall be the discretion of the Planning Division.

This mitigation measure is expected to minimize impacts to nesting raptor species to a less than significant level.

Timeframe for Implementation: Prior to issuance of a grading permit.

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Planning Division

b, c) No wetlands, marshes, vernal pools, or coastal areas are present on the project site. Hangtown Creek is not part of the project area. There is no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service present on or adjacent to the site. In the absence of those on-site or near-site resources,

no direct or indirect project-related impacts to any waters of the United States are anticipated. Therefore, no impacts will occur from this project directly, indirectly or cumulatively.

d) There are no known migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites located on the previously developed subject site that is surrounded by developed residential and commercial improvements and uses. Therefore, no impacts will occur from this project directly, indirectly or cumulatively.

e) To develop the site at the density authorized under the proposed HO zone designation, trees on the site would be expected to be removed. However, the rezone project is a legislative, non-discretionary action that does not involve a residential subdivision of land. The project therefore it is not subject to City Code Section 8-13-4, the City's Woodland Alteration Permit and Plan regulations.

However, there are two General Plan goals and three policies contained within the Natural, Cultural, and Scenic Resources that do address vegetative cover within Placerville:

Goal D: To protect Placerville's natural vegetation and diverse wildlife.

Policy 3 of Goal D: New development shall be sited to protect native tree species, riparian vegetation, important concentrations of natural plants, and important wildlife habitat, to minimize visual impacts and to provide for continuity of wildlife corridors.

Policy 9 of Goal D: The City shall seek to protect and manage Placerville's tree cover to maximize ecological and aesthetic values consistent with the reasonable economic enjoyment of private property. To this end, the City shall adopt and enforce a Historical Tree Ordinance.

Goal I: To protect and enhance Placerville's community character and scenic resources.

Policy 4 of Goal I: The City shall condition development approvals to protect natural features such as rock outcrops and trees.

The City of Placerville Development Guide, as amended (2016), contains preservation and protection guidelines for trees, particularly oaks, pines and other native species within hillside area. These guidelines were developed to implement the City of Placerville General Plan goals and policies related to trees, tree cover and open space. Mitigation Measure AGR-1 below would minimize potential impacts to existing trees on the site from future residential development to a less than significant level.

Mitigation Measure

BIO-2: Future residential development on the project site under the Housing Opportunity Overlay provisions shall conform with the guidelines for grading, erosion control, tree preservation and protection within Chapter IX: Hillside Development and Natural Open Space and Chapter X: Existing Trees and Native Plan Material of the City of Placerville Development Guide.

Timeframe for Implementation: Prior to issuance of a building permit. During construction phase.

Responsibility for Implementation: Developer shall submit tree removal plans for Development Services review for conformance with the mitigation measure prior to issuance of a building permit for site improvements.

Oversight of Implementation: Development Services – Engineering and Planning Divisions

f) The project site is not subject to any habitat conservation plans or any other regional plans. Therefore, the proposed project would not conflict with the provisions of any adopted local or regional conservation plans. Therefore, the project will have no impact directly, indirectly or cumulatively.

Sources

- City of Placerville Topographic Map (1982)
- Placerville Municipal Code, *Zoning Ordinance*
- Placerville *Development Guide*
- Staff Determination
- Staff Field Inspection
- Department of Fish & Game California Natural Diversity Database website:
www.dfg.ca.gov/biogeodata/cnddb/

V. CULTURAL RESOURCES. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §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"/>

Analysis

a) Search of the National Register of Historic Places, the California Register and the City’s Historic Resources Inventory revealed that the site or vicinity is not listed on these cultural and historic resource inventories.

Within both project site parcels, along and near the top of the cut slope above Cold Springs Road and Placerville Drive at the 1,730’ elevation contour, and within a portion of an overhead utility easement that extends parallel with Placerville Drive, are remains of paving materials (concrete, road base, asphalt, etc.) of an abandoned road alignment. See Exhibit A. This alignment follows the elevation contour for an unknown distance to where they terminate on the project site, where site slopes were modified for the development of what are now the Cold Springs Road and Placerville Drive road alignments. The paving remains can be seen from Placerville Drive, approximately 10-15’ above Placerville Drive.

A 1930 State of California plan shows the ultimate alignment and profile of the state highway that later became Placerville Drive. This document shows a “Traveled Way” on what is now the project site, north of what became the state highway and Placerville Drive. Exhibit A of this Initial Study contains an excerpt of the 1930 State plan and a 1950 Placerville USGS Quadrangle Map. This Traveled Way alignment appears to correspond

with the abandoned road alignment on the project site above what is now Cold Springs Road and Placerville Drive. It continues westerly, approximating the current Cold Springs Road. Easterly the Traveled Way makes a nearly closed loop northerly around what are now the commercial buildings located at 669-691 Placerville Drive before continuing east toward downtown Placerville. This old road alignment is located on private property with the old paving surface and alignment nearly intact.

According to *Official Map of the Lincoln Highway* from The Lincoln Highway Association website (<https://www.lincolnhighwayassoc.org/map/>), Lincoln Highway routes through this portion of Placerville are shown as “drivable” and “not driveable.” The Lincoln Highway was dedicated in 1913. Placerville Drive is shown on the map as driveable. Immediately east of the project location is a not driveable portion of the Lincoln Highway alignment, it resembles the nearly closed loop Traveled Way shown on the 1930 State of California. For this Initial Study and the analysis of cultural resources, it is inferred from State’s 1930 plan that the Traveled Way portion shown within what is now the Project Site was part of the Lincoln Highway alignment prior the state constructing Placerville Drive as US Highway 50.

CEQA requires public or private projects financed or approved by public agencies to assess the effects of the project on cultural resources that might qualify as being historical, as that term is defined by statute. (See Public Resources Code, Section 21084.1.) Potentially historical resources could include buildings, sites, structures, or objects, each of which may have historical, architectural, cultural, or scientific importance. CEQA requires that alternative plans or mitigation measures be considered if a project results in an effect that may cause a substantial adverse change in the significance of an historical resource. Prior to the assessment of effects or the development of mitigation measures, it must first be determined whether a particular resource is “historical.” The steps that are taken in a cultural resources investigation for CEQA compliance are as follows:

- Evaluate whether potentially historical resources are in fact historical
- Identify potential historical resources
- Evaluate the effects of a project on all historical resources

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review:

- 1) if the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR);
- 2) if the resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code unless the preponderance of evidence demonstrates that it is not historically or culturally significant; or
- 3) the lead agency determines the resource to be historically significant or significant in the architectural, educational, social, political, military, or cultural annals of California, as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

The CRHR was created by the State Legislature in 1992. The eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of potential historical resources for purposes of CEQA. For a potential historical resource to be eligible for listing in the CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

- is associated with lives of persons important in our past;
- is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

Historical resources automatically listed in the CRHR include those historic properties listed in, or formally determined eligible for listing in, the National Register. Under federal regulations, a project has an effect on a historic property when the project could alter the characteristics of the property that may qualify the property

for inclusion in the National Register, including alteration of location, setting, or use. A project may be considered to have an adverse effect on a historic property when the effect may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:

- physical destruction or alteration of all or part of the property;
- isolation of the property from, or alteration of, the property's setting when that character contributes to the property's qualifications for listing in the National Register;
- introduction of visual, audible, or atmospheric elements that are out of character with the property or that alter its setting;
- neglect of a property resulting in its deterioration or destruction; or
- transfer, lease, or sale of the property (36 CFR 800.9).

The paving remains located within the Project Location, inferred to be part of the nation's first transcontinental highway the 1913 original route of the Lincoln Highway, are associated with an action that has made a significant contribution to the broad patterns of California and national history making it a potential historic resource. Due to the current deteriorated condition of the paving artifact, its severed disconnection from the original Lincoln Highway route due to the construction of Placerville Drive (US 50) as a state highway and the current Cold Springs Road alignment, and the recognition by the Lincoln Highway Association of Placerville Drive as the Lincoln Highway route, the potential historic resource would not be eligible for listing in the CRHR or the National Register, as it would not yield important information in Placerville history.

In that the site does not contain cultural or historic resources listed on the National Register of Historic Places, the California Register or the City's Historic Resources Inventory, potential development resulting from the project on the Project Location is considered less than significant.

b). The City notified California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project, and who had requested notification of proposed projects by the City per Section 21080.3.1 of Public Resources Code. The United Auburn Indian Community (UAIC) requested that if tribal cultural resources are identified within the project area, that tribal monitors be present for all ground disturbing activities (Exhibit B). UAIC stated their preference is to preserve tribal cultural resources in place and avoid them whenever possible.

No known archaeological resources were identified in the General Plan for the project site. Therefore, the project would not likely impact an archaeological resource. However, there is the possibility of accidental archaeological discoveries during construction-related ground-disturbing activities. This is considered potentially significant. To address unanticipated and accidental archaeological discoveries, the following mitigation measure is expected to minimize this potential impact to a less than significant level:

Mitigation Measure

CR-1: If, during the course of implementing the project, cultural resources (i.e., prehistoric sites, historic sites, and/or isolated artifacts) are discovered, work shall be halted immediately by the developer. Temporary orange fencing shall be placed by the development contractor around a culturally significant discovery to prevent unnecessary equipment movement inside these areas during and after a discovery. The City of Placerville Development Services Department and the Cultural Resource Manager of the United Auburn Indian Community shall be notified immediately. The development contractor, their agents or assigns shall retain a professional archaeologist, or qualified cultural resource specialist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history. The archaeologist or qualified cultural resource specialist and representatives from the United Auburn Indian Community (UAIC) will assess to determine the significance of any unanticipated discovery and make recommendations for further evaluation and treatment as necessary.

The City shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history for any unanticipated discoveries. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project developer / applicant shall be required to implement any mitigation necessary for the protection of cultural resources. For any recommendations made by UAIC or other interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided into the project record.

Timeframe for Implementation: During grading and construction activities

Responsibility for Implementation: Developer and qualified archaeologist

Oversight of Implementation: Development Services – Engineering and Planning Divisions

c) No known paleontological resources or unique geological features were identified in the General Plan for the project site. There is no indication from soil and geologic information received from the National Resource Conservation Service for this project or the State of California Geologic maps that paleontological resources or unique geologic features exist on the site. The project would not likely impact a paleontological resource or unique geologic features. However, there is the possibility of accidental paleontological discoveries during construction-related ground-disturbing activities. This is considered potentially significant. The following mitigation measure is expected to minimize this potential impact to a less than significant level.

Mitigation Measure

CR-2: If, during the course of site development, any paleontological resources (fossils) are discovered, the project proponent for any future residential development on the site shall notify and the City of Placerville Development Services, Planning Division. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist with the cost of such investigation born upon the project developer/applicant.

The City shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries of paleontological resources. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project applicant shall be required to implement any mitigation necessary for the adequate protection of paleontological resources.

Timeframe for Implementation: During grading and construction activities

Responsibility for Implementation: Developer and qualified paleontologist

Oversight of Implementation: Development Services – Engineering and Planning Divisions

d) There is no indication from the City's General Plan or Historic Resources Inventory that a cemetery or burial area existed on the site. However, in the unlikely event human remains are discovered during ground-disturbing activities, the following mitigation measure is expected to minimize this potential impact to a less than significant level.

Mitigation Measure

CR-3: If, during the course of development of the site, human remains are discovered, all work shall be halted immediately on site, the project proponent for any future residential development on the site shall notify the City of Placerville Development Services, Planning Division; the developer shall contact the El Dorado County Coroner to investigate and determine that no investigation of the cause of death is required. If the Coroner determines the remains are those of a Native American origin, the coroner must notify the California Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated cultural objects.

Timeframe for Implementation: During grading and construction activities
Responsibility for Implementation: Developer
Oversight of Implementation: Development Services – Planning Division

Sources

- City of Placerville, General Plan
- City of Placerville, Historic Resource Inventory
- Correspondence with United Auburn Indian Community
- The Lincoln Highway Association website: <https://www.lincolnhighwayassoc.org/map/>
- National Park Service, National Register of Historic Places
- State of California, California Register and the City’s Historic Resources
- State of California, Code of Regulations
- State of California, Department of Public Works, Division of Highways, *Plan & Profile of State Highway In El Dorado County, between Clarks Corner and Placerville*. July 1930
- State of California, Public Resources Code
- United States Geological Survey, 1950 Placerville Quadrangle

VI. GEOLOGY AND SOILS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Analysis

a - i, ii, iii, iv) No Impact. Per the California Department of Conservation, Division of Mines and Geology, there are no Alquist-Priolo Earthquake Fault Zones within the City or El Dorado County. Therefore, the project will have no impact directly, indirectly or cumulatively.

A project site may experience the effects of seismic ground shaking based on the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soils. Although no active faults or Earthquake Fault Zones are located on the project site, an inactive geologic fault is located within one-half mile east of the project site. This pre-Quaternary fault called "Melones" is not expected to involve fault rupture, seismic shaking, ground failure or landslides due to its geologic inactivity. No impacts are anticipated.

b, c) Per the Soil Survey of El Dorado Area, California, the onsite soil types are Boomer – very rocky loam (BkE) and Boomer –gravelly loam (BhD). Permeability of BkE is moderately slow. Surface runoff is rapid. Erosion hazard is high. Surface runoff of BhD is medium. Erosion hazard is slight to moderate.

The following mitigation is expected to minimize the potential impact of slight and moderate to high soil erosion to a less than significant level.

Mitigation Measure

GEO-1 Future residential development on the project site under the Housing Opportunity Overlay provisions shall conform with the City’s Grading, Erosion and Sediment Control regulations (Chapter 7, Title VIII of the City Code) and the El Dorado County Resource Conservation District’s Erosion Control Requirements and Specifications for all grading activities. Final grading plans must be approved by the City Engineer and the Resource Conservation District prior to any onsite grading. The Applicant shall reimburse the City for associated project costs incurred by the City for any outside consultants, City staff time, and other expenses for special design needs above and beyond normal items covered by the City’s fee schedule. Appropriate land rights shall be obtained from the affected property owners as necessary to allow any required grading and/or facilities to be installed outside the site plan boundaries. A copy of the written authorization(s) shall be included with the final improvement plan submittal. An encroachment permit shall be obtained from the City Engineering Division prior to beginning any work on this development within a public right-of-way or easement.

The project proponent for any future residential development on the site must meet the requirements of the Meeting the City’s grading, erosion and sediment control regulations and those of the Resource Conservation District, potential impacts from soil erosion will be reduced to less than significant.

Timeframe for Implementation: During grading and construction activities
Responsibility for Implementation: Developer
Oversight of Implementation: Development Services - Engineering Division and Resource Conservation District

d) Expansive soils increase in volume when they absorb water and then shrink upon drying out. Soils with high clay content are subject to soil expansion. Table 18-1-B of the Uniform Building Code establishes numerical expansion indices for soil types ranging from very low to very high. Any soil identified in the foundation investigation to have an expansion index greater than 90 (medium) would require specific engineering analysis as required within the Uniform Building Code.

The Soil Survey of El Dorado - Table 6, lists the shrink-swell potential of each soil series found in the County. The amount of clay within the soil series determines the shrink-swell potential. Soils series with low to moderate shrink-swell potential provide sites adequate for placing structures. Review of the Soil Survey of El Dorado County indicates that the Boomer series that includes BkH and BhD has a low shrink-swell potential. Based upon this review, the impact from expansive soils is less than significant.

e) Residential development of the site would not involve the use of a water disposal system (septic). Placerville Municipal Code would require that a housing development project on the site to connect to a City-approved public sewer system. City sewer service currently serves the neighborhood of Placerville Drive and Cold Springs Road. Therefore, the project will have no impact directly, indirectly or cumulatively.

Sources

- City of Placerville General Plan (1990)
- United States Department of Agriculture, Soil Conservation Service and Forest Service *Soil Survey of El Dorado County* (1974)
- Division of Mines and Geology Special Publication 42, *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act With Index to Earthquake Fault Zone Maps.*
- California Building Code

VII. GREENHOUSE GAS EMISSIONS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

a, b) Less Than Significant Impact. Project construction and operation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. The primary land-use related greenhouse gases (GHG) are carbon dioxide (CO₂), methane (CH₄) and nitrous oxides (N₂O). Estimated emissions are expressed in annual metric tons of carbon dioxide equivalent (CO₂e) units.

The project is an infill location. It is surrounded by existing residential and commercial uses. The site is located within the existing Placerville Drive commercial corridor and walkable to commercial retail and service uses (restaurants, groceries, health and beauty salons, convenience market, movie theater, Boys & Girls Club, etc.), an employment center (El Dorado County Government Center and related services), the El Dorado County Library, and schools (Markham Middle School, El Dorado High School and Vista Continuation School). The site is within 350 feet of two public transit stops. In addition, all new residential development, including the potential residential project, would be required to meet California Building Codes Title 24 Energy Efficiency requirements and its water efficiency requirements of low flow bathroom and kitchen fixtures, and water efficient irrigation system requirements of City Code; Mitigation Measures TRANS-02 and TRANS-06 that are discussed in this Initial Study would require a future housing developer under the Housing Opportunity Overlay provisions to make sidewalk improvements along Middletown Road, Cold Springs Road and Placerville Drive in conjunction with site development meeting General Plan policies by connecting non-motorized improvements to existing pedestrian infrastructure in the project vicinity; these mitigation measures would further the following Objective of Goal 1: Non-Motorized Circulation, of the City of Placerville *Non-Motorized Transportation Plan* that states, “Increase bicycling and walking as a transportation mode to reduce congestion, improve air quality, and improve public health.”

It is expected that due to the infill nature of the project and characteristics of the site, the energy efficiency requirements under California Building Code, the mitigation measures TRANS-02 and TRANS-03 of this Initial Study, and mitigation measures GHG-01 and GHG-02 described in this section, would minimize potential impacts from estimated greenhouse gas emissions from development construction and operation to a less than significant level.

Neither the El Dorado County Air Quality Management District nor the City has adopted GHG emission thresholds for land use development projects. An assessment of the project’s potential GHG emissions was conducted using the California Emissions Estimation Model (CalEEMod) version 2013.2.2, based on the following assumptions: 1) The maximum development potential assumptions of this Initial Study, 2) An approximate eight-month construction period occurring in 2017, 3) Operation of the project beginning in 2019, and 4) An assumed 30-year life of the project.

As shown in Table 1, the estimated metric tons of carbon dioxide equivalent (CO₂e) units generated by construction of expected additional residential development at the project sites is 582 metric tons. Because project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the project, construction emissions are amortized to determine the annual construction related GHG emissions over the life of the project. When amortized over a 30-year period (the assumed life of the project), CO₂e construction emissions equal 19 metric tons per year. Construction-related emissions are based on the maximum expected number of net new housing units at the project sites. The emissions shown in Table 1 are rounded to whole numbers.

Table 1
Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (Carbon Dioxide Equivalent (CO ₂ e))
2017	515 metric tons
2018	67 metric tons
Total	582 metric tons
Amortized over 30 years	19 metric tons per year

See Appendix A for CalEEMod Results.

Operational Emissions include area sources, energy use, solid waste, water use, and transportation emissions. The estimated metric tons of carbon dioxide equivalent (CO_{2e}) units generated by the operation of expected additional residential development at the project sites is 2,060 metric tons.

As shown below in Table 2, the net combined construction and operational emissions at buildout would be 2,079 metric tons before mitigation. The emissions shown are rounded to whole numbers. Full results are shown in Appendix A.

**Table 2
Combined Annual Emissions of Greenhouse Gases Before Mitigation**

Emission Source	Annual Emissions (CO _{2e})
Project Construction	19 metric tons
Operational Emissions	2060 metric tons
Total	2079 metric tons

CalEEMod contains mitigation inputs built into the model that may be applied to projects to estimate greenhouse gas emission reductions for a development project. Mitigation applicable to the potential housing development project follows under GHG source categories of *mobile, source, water, energy* and *area*.

Mobile Mitigation

- Increase Density
- Improve Walkability Design
- Improve Pedestrian Network and Connectivity

Water Mitigation

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

} All currently required under Title 24

Energy Mitigation

- Install High Efficiency Lighting
- Install Energy Efficient Appliances Area

Area Mitigation

- Use Low VOC Cleaning Supplies
- Use Low VOC Paint

Source Mitigation

- No Hearths

Estimated annual GHG emissions associated with the potential housing project with the above mitigation incorporated are summarized in Table 3. As shown in the table, the annual GHG emissions associated with the potential housing project would be 2,038 CO_{2e} with mitigation incorporated.

**Table 3
Combined Annual Emissions of Greenhouse Gases After Mitigation**

Emission Source	Annual Emissions (CO _{2e})
Project Construction	19 metric tons
Operational Emissions	2,019 metric tons
Total	2,038 metric tons

The following mitigation measures are incorporated into the project to reduce operation emissions of a future housing project on the project site.

Mitigation Measures

GHG-01: Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the Project.

Timeframe for Implementation: During construction activities

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Building and Engineering Divisions

GHG-02: All residential units shall be constructed to 2013 Title-24 Energy Efficiency or better requirements. All residential units shall be equipped exclusively with certified ENERGY STAR Appliances. The onsite parking areas shall be equipped with LED lighting with photocell occurrence controls.

Timeframe for Implementation: During construction activities

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Building Division

Sources:

California Emissions Estimation Model (CalEEMod) version 2013.2.2

California Building Code

City of Placerville City Code

City of Placerville *Non-Motorized Transportation Plan*

El Dorado County Air Pollution Control District, *Guide to Air Quality Assessment. February 2002*

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Analysis

a) The project use and construction would not transport, use or store hazardous materials. Therefore, the project will have no impact directly, indirectly or cumulatively.

b, c) Project use and construction would not transport, use or store hazardous materials. Therefore, the project will have no impact directly, indirectly or cumulatively.

d) The project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control pursuant to Government Code Section 65962.5. Therefore, the project will have no impact directly, indirectly or cumulatively.

e) Zoning for the site is C (Commercial). The site is not located within the Placerville Airport Influence Area. Therefore, the project will have no impact directly, indirectly or cumulatively to the Placerville Airport or the Placerville Airport Land Use Compatibility Plan.

f) There are no private airstrips within the project vicinity. Therefore, the project will have no impact directly, indirectly or cumulatively.

g) The project proposed zoning amendments and potential future multi-family residential construction and use will not impair implementation of, or physically interfere with, the City of Placerville's Emergency Response Plan. Therefore, the project would have no impact directly, indirectly or cumulatively.

h) Per the Placerville Very High Fire Hazard Area map dated November 17, 2008, the project site is located in the CAL FIRE Very High Fire Severity Zone. Construction of multi-family dwelling units on the site is assumed at the intensity described in this Initial Study based on the proposed rezoning of the site from medium density multi-family residential to high density multi-family residential. Placerville Municipal Code requires that all building construction, including the construction of multi-family residential buildings, meet California Building Code. The following mitigation is expected to minimize the potential impact of moderate to high soil erosion to a less than significant level.

Mitigation Measure

HAZ-1: The project proponent for any future residential development on the site, prior to onsite construction, shall submit to the Placerville Building Division and El Dorado County Fire Protection District for review and permit approval construction plans that adhere to applicable provisions and requirements of the current California Building Code, Code of Regulations, Title 24, Parts 1,2,3,4,5,6,8, 9,10, 11, and any adopted amendments by the City of Placerville to the California Building Code.

Timeframe for Implementation: Prior to onsite construction

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Building Division and the El Dorado County Fire Protection District

Sources

Placerville Zoning Ordinance

City of Placerville Emergency Response Plan

California Government Code

Placerville Airport Land Use Compatibility Plan, adopted June 2012.

Department of Forestry and Fire Prevention, *Placerville Very High Fire Hazard Area Map*, 2008

California Building Code

IX. HYDROLOGY AND WATER QUALITY. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

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| 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 which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 which would result in flooding on- or off-site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 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 which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Analysis

a, f) Grading and construction associated with future residential development on any of the project sites would require temporary disturbance of surface soils and removal of vegetative cover which could potentially result in erosion and sedimentation on site. Erosion and sedimentation constitute potential water quality impacts attributable to construction activities. Excavated areas along with stockpiles would be susceptible to high rates of erosion from wind and rain. Increased sedimentation in local surface drainage ways is possible if the construction site is not managed properly.

Short-term storm water pollutant discharges would be mitigated through compliance with the applicable National Pollution Discharge Elimination System (NPDES) permitting process, as well as City of Placerville Grading, Erosion and Sediment Control regulations (City Code Section 8-7-1 to 8-7-35) resulting in a less than significant impact. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports.

Development of the project sites would disturb more than one acre and would therefore, be required to obtain coverage under an NPDES General Construction permit. The implementation of NPDES permits ensures that a state's mandatory standards for clean water and the federal minimums are met. Coverage with the permit would prevent sedimentation and soil erosion through implementation of a Storm Water Pollution Prevention Plan (SWPPP) and periodic inspections by RWQCB staff. A SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. Required elements of a SWPPP include (1) site description addressing the elements and characteristics specific to the project site; (2) descriptions of Best Management Practices (BMPs) for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed to prevent or control the discharge of pollutants in storm water runoff.

During the construction period, any development on the project site would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseeding, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of on-site construction activities. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the Regional Water Quality Control Board (RWQCB). Although adherence to NPDES requirements is required of all development within the City, incorporation of these requirements as mitigation measures HYD-1 through HYD-3 is designed to track both standard requirements and mitigation measures as part of the project's Mitigation Monitoring and Reporting Plan or Program (MMRP). With implementation of the standard construction-related SWPPP BMPs discussed above, water quality impacts from runoff during temporary construction activities and long-term operational activities would be less than significant.

Mitigation Measures

HYD-1: Prior to the issuance of a grading permit by the City of Placerville, the project proponent for any future residential development on the site shall file a Notice of Intent (NOI) with the Central Valley Regional Water Quality Control Board to be covered under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with demolition and construction activities.

Timeframe for Implementation: Prior to issuance of grading permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Engineering Division and the Central Valley Regional Water Quality Control Board

HYD-2: Prior to the first issuance of a grading permit by the City, the project proponent for any future residential development on the site shall submit to and receive approval from the City of Placerville, a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on- site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural BMPs to control sediment and non-visible discharges from the site.

Timeframe for Implementation: Prior to issuance of grading permit
Responsibility for Implementation: Developer
Oversight of Implementation: Development Services – Engineering Division

HYD-3: The project proponent for any future residential development on the site shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and available for City inspection. In addition, the Contractor would also be required to maintain an inspection log and have the log on site available for review by the City of Placerville and the representatives of the Regional Water Quality Control Board.

Timeframe for Implementation: Prior to issuance of grading permit
Responsibility for Implementation: Developer
Oversight of Implementation: Development Services – Engineering Division and the Central Valley Regional Water Quality Control Board

b) The City's Municipal Code requires that when a community water service is available to a parcel, and when upon the development of the site for residential purposes, the residential development project must connect to the community water supply. The site and the immediate proximity of the site are served by the El Dorado Irrigation District's water service. Development of the site at the maximum density authorized under the assumed development scenario under the proposed land use classification and zone designation at 24 dwelling units per acre maximum would not cause the use of groundwater for existing or proposed uses. The drilling of wells is not a component of the project. There are no impacts to groundwater.

Future residential development on the proposed project sites would not interfere with groundwater recharge as the sites are not identified as a groundwater recharge area by the City. Development of the project site will increase the amount of impervious surfaces in the City. Development and grading on the site would be subject to the development standards set forth by the City in the Municipal Code. These standards will require the project proponent for any future residential development to provide that post-project flows do not exceed the pre-project condition. Therefore, the proposed zone change would not interfere with groundwater recharge activities for the site. Impacts associated with this issue would less than significant.

c, d, e) Water drainage movements across the project area are generally from north to south. Site drainage due to existing and surrounding topography is expected to remain unchanged as a result of residential development of the site at the density authorized under the assumed development scenario at 24 dwelling units maximum per acre. However all new development construction projects in the City would include specific design BMPs to ensure that no storm water runoff generated on site (i.e., runoff from developed areas) would be allowed to leave the site without pre-treatment for urban pollutants.

Residential development of the site at the assumed development scenario at 24 dwelling units maximum per acre would increase the amount of impervious surfaces due to the construction of buildings, sidewalks, and driveways. This increase in impervious surfaces is anticipated to generate additional storm water flow on the project site. Adherence to and implementation of mitigation measures HYD-4, HYD-5, HYD-6, HYD-7, HYD-8, HYD-9 and HYD-10 would reduce impacts to a less than significant level.

Mitigation Measures

HYD-4: Prior to final design of Storm Drainage systems for the project, a project Drainage Report shall be prepared and submitted to the City Engineer for approval. The Drainage Report shall include all aspects of drainage as discussed herein. The approved Drainage Report will serve as a design guide for the projects drainage system(s). The results of the Drainage Report will be considered in final design and construction requirements of the storm drain system for the proposed development.

HYD-5: Drainage facilities shall be designed and included in the final improvement plan submittal. Drainage and detention facilities shall be designed and constructed to keep post-development flows leaving the site at or below pre-development levels, including increased drainage from public roadway construction. Drainage calculations will be required to show that these conditions are being met. Changes to historical and existing drainage patterns will not be allowed without specific City approval. All areas of concentrated drainage flow shall be contained in a pipeline or improved channel to a City-approved discharge point. This development’s drainage calculations and plan shall account for drainage from the adjacent parcels as applicable.

HYD-6: All parking lot and street drainage inlets shall be marked “Do not Dump – Flows to Creek.”

HYD-7: Interceptor ditches are required at the top of all slopes and retaining walls or as directed by the City Engineer. Water collected by this ditch shall be taken to a drainage system.

HYD-8: Surface drainage, drainage swales or concentrated lot drainage is not allowed to sheet flow across sidewalks.

HYD-9: Storm drain pipes shall be RCP, HDPE, or other materials as approved by the City Engineer.

HYD-10: As a required compliance measure to the City’s MS4 permit (§E.12), this development is required to implement the use of Low impact Design Standards. A list of potential measures is provided in the latest update of the City’s Design and Construction Standards Manual, within the Post-Construction Storm Water Management Standards section.

Timeframe for Implementation of HYD 4 through HYD 10: Prior to issuance of grading permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering and Building Divisions

g, h, i) Per the National Flood Insurance Program, the site is located on Map Number 06017C0752E, Panel 752, effective September 28, 2008, the site is not identified as being within the 100-year flood zone area. Therefore, the project will have no impact directly, indirectly or cumulatively.

j) The site is not located close to an inland body of water or the Pacific Ocean. Therefore, the proposed project would not be impacted by a seiche or tsunami.

Per the City’s Health and Safety Element, the project site is not within a seismic hazard area. Therefore, the site would not be impacted by mudflows.

Sources

Placerville Municipal Code

F.E.M.A. Flood Insurance Rate Map, Community Map Number 06017C0752E, Panel 752 (2008)

X. LAND USE AND PLANNING. Would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Analysis

a) Physical division of the community typically manifests itself by the construction of a major highway, a storm channel, the closing of roads or the construction of utility transmission lines. The zone change from C (Commercial) to C-HO zone (Commercial – Housing Opportunity Overlay Zone) and the assumed residential development project construction would not construct a highway, storm channel, or the closing of roads or the construction of utility transmission lines. No physical divisions have been identified. No impacts are therefore anticipated.

b) Placerville’s adopted Housing Element contains Implementation Program 3: High-Density Development – Unmet Need. Program 3 requires the City to amend the Zoning Map and the General Plan as necessary to meet state housing law requirements and to help implement the 5th Cycle Housing Element by rezoning sufficient acreage to higher density residential to meet the City’s unmet Regional Housing Need Allocation for lower-income households.

The site is designated and zoned C (Commercial) by the City of Placerville General Plan Land Use Map and the Zoning Map. The request would amend the Placerville Land Use Map and Zoning Map for the Project Location, adding the HO land use classification and zone designation that would have the capacity to generate multi-family residential development at a minimum density of twenty (20) dwelling units per acre, and a maximum of twenty-four (24) dwelling units per acre.

On April 28, 2009, City Council adopted the *Placerville Drive Development and Implementation Plan* (PDDIP). The adopted PDDIP and its “Preferred Vision Plan Program” guides the future development of the Placerville Drive corridor including new land uses and streetscape improvements. The Project site is located within the PDDIP and envisioned for “Commercial / Retail” land uses. The HO Overlay provisions are optional. As stated, the existing Commercial land use designation and zone classification would not be amended by the project request. Therefore, the project will have no impact directly, indirectly or cumulatively.

c) The proposed project would not conflict with any applicable adopted habitat conservation plan or natural community conservation plan as there is no plan habitat conservation plans exists for site within the City. In the absence of an applicable habitat conservation plan or natural community conservation plan, the project would not result in any conflicts with an adopted habitat conservation plan or natural community conservation plan. Therefore, the project will have no impact directly, indirectly or cumulatively.

Sources

- City of Placerville *General Plan* (1990)
- 2013-2021 Housing Element (2014, as amended)
- Placerville Drive Development and Implementation Plan* (2009)
- Placerville Municipal Code, *Zoning Ordinance*

XI. MINERAL RESOURCES. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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"/>

Analysis

a, b) The State Geologist Mineral Resource Zone (MRZ) Maps for El Dorado County were reviewed to determine if the project would have potential impacts to mineral resources such lime, salt, gold, silver, sand and gravel. According to the MRZ maps, the project site is not in an area where significant, measured or indicated mineral deposit resources of limestone, salt, sand or gravel are present. Therefore, the project will have no impact directly, indirectly or cumulatively.

Source

California Department of Conservation, California Geological Survey, Mineral Land Classification of El Dorado County, California, CGS Open-File Report 2000-03 (2001)

XII. NOISE. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne 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 checked="" type="checkbox"/>	<input 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Analysis

a, d) Noise generated from equipment, tools, and vehicles used for site clearing, grading, and the construction of multi-family residential structures, parking areas and the installation of landscaping has the potential to cause a temporary increase in the ambient noise level of the site and immediate surroundings. These activities are temporary in that they will not be present upon completion of any multi-family residential development project for the site. The temporary increase is expected to be minimized to a less than significant level upon adherence to the following mitigation measure.

Mitigation Measure

NOI-1: The project proponent for any future residential development on the site shall control all construction related to development on the project site so that it is limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction shall be allowed on Sunday, or on City-recognized or federally-recognized holidays. A note to this effect shall be placed on the construction plans.

Timeframe for Implementation: During construction activities

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Building and Engineering Divisions

b) During project construction activities ground borne vibration or shaking may be generated from grading equipment and during the deconstruction of the multi-family development. Strict adherence to the time and days specified in Mitigation Measure NOI-1 would limit the ground shaking effects in the project area to a less than significant level.

c) Resident vehicles, the use of landscape maintenance equipment (e.g. mowers, trimmers, blowers) and playing children outdoors at the new multi-family residential uses on the site would expect to increase the ambient noise level for the site and the adjacent Panning Way and Middletown Road residential neighborhoods. The increase is not expected to be substantial from the existing residential and commercial uses located north, west, east and south of the site. Impact is considered less than significant.

e) Placerville Airport is located approximately 3.4 miles east of the site. The site is not situated within the Placerville Airport Influence Area, therefore the project will have no impact directly, indirectly or cumulatively to the Placerville Airport.

f) There are no known private airstrips within the vicinity of the project site. As a result, the project would not expose people residing or working in the project area to excessive noise levels from a private airstrip. Therefore, the project will have no impact directly, indirectly or cumulatively.

Sources

Staff Determination
Placerville Airport Land Use Compatibility Plan
 City of Placerville General Plan

XIII. POPULATION AND HOUSING. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

Analysis

a) The site is vacant and is surrounded by existing residential and commercial uses. Existing C (Commercial) zoning for the site was established in the early 1990s to implement the General Plan adopted in 1990. The C zone would permit multi-family residential uses such as apartments provided they are developed above or below the ground floor. The C zone does not establish a minimum or maximum density. Proposed C-HO land use and zoning at the maximum density of 24 dwelling units per acre would have the potential to generate 182 dwelling units on this site. In addition, the adopted the Placerville Drive Development and Implementation Plan (PDDIP) and its “Preferred Vision Plan Program” guide the future development of the Placerville Drive corridor including new land uses and streetscape improvements. The Project site is located within the PDDIP and envisioned for “Commercial / Retail” land uses. The HO Overlay provisions are optional. As stated, the existing Commercial land use designation and zone classification would not be amended by the project request.

Per the 2013-2021 Housing Element, there were 4,677 housing units within the City (US Census 2010) in 2010. The population of Placerville in 2010 was 10,389 (US Census 2010). The Housing Element further indicated that per average the size of a household in 2010 was 2.37 persons (US Census 2010). The potential addition of 182 units on the site would represent a 3.89% increase in the number of housing units, and a 4.1% increase in the City’s population. This increase in population is not considered substantial. It that the vacant site is surrounded by existing commercial and residential development; the project would not induce substantial growth directly or indirectly. Therefore, potential impacts if any are considered less than significant.

b) The project site is vacant. The project would therefore not displace existing housing. Therefore, the project will have no impact directly, indirectly or cumulatively.

c) The project site is vacant. The project would therefore not displace people as a result. Therefore, the project will have no impact directly, indirectly or cumulatively.

Sources

Placerville Municipal Code, *Zoning Ordinance*
 City of Placerville Zoning Map
 City of Placerville General Plan Land Use Map

City of Placerville *2013-2021 Housing Element*
 United States 2010 Census

XIV. PUBLIC SERVICES.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

Fire Protection: The site is located within the El Dorado County Fire Protection District. The District’s Station 25, located at 3034 Sacramento St., is 1.08 miles east of the site. Per the Fire District, Station 25 is staffed 24 hours a day, 7 days a week by an Engine Company and a Medic Unit. The engine is staffed with one Captain-EMT or Captain-Paramedic, one Firefighter-EMT or Firefighter-Paramedic, and one Apprentice Firefighter. The medic unit is staffed with a Firefighter-Paramedic and either a second Firefighter-Paramedic or a Firefighter-EMT. Volunteers and off-duty personnel staff other apparatus housed at Station 25 when there needs warrant. Response time to the site would be approximately five minutes. In addition, the California Building Code currently requires that new residential uses provide a fire sprinkler system that would help reduce the impact to fire services. Due to the proximity of the site to existing Station 25, the project would not have impact response times for fire protection services. The project would therefore not necessitate a need for new facilities.

The Fire District developed and the City has adopted a development impact fee for fire services and facilities payable at time of development permit issuance. The impact fee as of the date of this Initial Study is \$1.10 per square foot for residential and commercial construction. Potential impacts to fire protection resources; therefore are considered less than significant due to code provisions and the payment of impact fees in effect at the time of permit issuance.

Police Protection: Police services for the site and other areas within the City are provided by the City of Placerville Police Department. The need for a new or expanded police station or a potential degradation of response time or personnel services resulting from the potential residential development is not anticipated in that the Police

Department is located within 1.70 miles east of the site. Therefore, the project will have no impact directly, indirectly or cumulatively.

Schools: Public schools that would serve children residing on the project site include El Dorado High School, Markham Middle School, Schnell School and Sierra School, all located within the City. El Dorado County Office of Education has determined that multi-family development within their school districts can have an impact on their schools and school districts. The Office of Education has implemented school impact fees for this. Standard development procedure requires that concurrently with the issuance of a development permit the project proponent pay El Dorado County Office of Education Mitigation Impact Fees to offset impacts to the local school district. The impact fee as of the date of this Initial Study is \$3.36 per square foot for residential construction. Payment of the development fees in effect at the time of development permit issuance is expected to reduce the potential impacts to schools to a less than significant level. In addition, the City conducted an initial consultation request regarding the Project with the Placerville School District but received no response.

Parks: The City has established a Parks and Recreation Facilities Development Fee under Section 8-11-2 of City Code. The intent of the development fee program is for the planning, acquisition, improvement and expansion of public parks, playgrounds and recreation facilities to serve the increasing population of the city and the means of providing additional revenues with which to finance such public facilities. As of the date of this Initial Study, the required park and recreational facilities development fee is \$1,320.00 per new residential unit. Payment of the development fees in effect at the time of development permit issuance is expected to reduce the potential impacts to parks to a less than significant level.

Traffic Impact: The City has established a Traffic Mitigation Fee under Section 8-15-1 of City Code. The intent of the fee is that the general plan of the city requires that the city be provided, in a time frame related to its development, with an adequate level of traffic and circulation infrastructure. New development, and the expansion of existing development, within the city imposes a burden on the existing traffic and circulation infrastructure by adding additional traffic and by creating a need for new traffic and circulation infrastructure. Such burdens may vary by the type of land use. As of the date of this Initial Study, the required traffic mitigation fee (traffic impact fee) for multi-family residential development is set at \$11,053 per dwelling unit. Payment of the development fee in effect at the time of development permit issuance is expected to reduce the potential traffic impacts to a less than significant level.

Other Public Utilities: The project location and vicinity is served by the City's sewer system. The current City Sewer Master plan shows that there is an existing 6" main adjacent to the side in Middletown Road, and a 6" sewer in front of 621 Placerville Drive, both of which lead to a 20" line downstream. As of the preparation of this Initial Study, the 20" sewer main in Placerville Drive has capacity to accept the additional sewage that will be generated by this potential project.

To ensure housing development under the Housing Opportunity Overlay provisions do not exceed the City's sewer capacity at time of plan submittal, the following mitigation measures are expected to minimize any potential impact to the City's sewer system to a less than significant level.

Mitigation Measures

PSVC-1: The applicant shall complete a sewer study to determine how much flow can be added to the sewer system by this development, and/or how much will need to flow directly into one of the manholes along the 20" mainline. Study shall be submitted to the City Engineer for review and approval prior to design of the onsite and offsite sewer work required to service this development. Replacement and/or upsizing of the existing sewer mains may be required.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

PSVC-2: Provide sewer backwater valve installation per EID standards or protect with other method as approved by the City Engineer.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

The City has established Capital Improvement Charges (CIC) for new sewer connection services to the City system. New development and the expansion of existing development within the city impose a burden on the City sewer system. As of the date of this Initial Study, the sewer CIC is \$5,513.00 per new residential unit. Payment of the CIC in effect at the time of development permit issuance is expected to reduce the potential impacts to the City sewer system to a less than significant level.

Sources

El Dorado County Fire District website: <http://eldoradocountyfire.com/>

El Dorado County Office of Education website: <http://edcoe.org/administrative-services/developer-fees>

Placerville City Code

Placerville Drive Development and Implementation Plan

Placerville Sewer Master Plan

XV. RECREATION.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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"/>

Analysis

a-b) Recreation facilities within Placerville include seven public parks (Benham, Gold Bug, Lions, Lumsden, Rotary, Orchard Hill and Duffey), the Placerville Aquatic Center, and a portion of the El Dorado Trail. In addition, the City's Community Services Department is responsible for coordinating an extensive year-round offering of community recreation programs, including contracting with instructors and identifying facilities for the programs. Future residents of the potential residential development at the Project Location would be expected to use the City municipal parks located within the City. Impacts if any are considered less than significant with compliance with the payment of the City's Parks and Recreation Facilities Development Fee under Section 8-11-2 of City Code, as discussed in this Initial Study. The intent of the development fee program is for the planning, acquisition, improvement and expansion of public parks, playgrounds and recreation facilities to serve the increasing population of the city and the means of providing additional revenues with which to finance such public facilities. Potential impacts to recreation are therefore considered less than significant.

Sources

City of Placerville City Code
Placerville Area Parks and Recreation Master Plan (2009)

XVI. TRANSPORTATION/TRAFFIC. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the City 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

a-b) The roadway network providing project access and circulation are Placerville Drive, Cold Springs Road and Middletown Road. Placerville Drive is a west-east minor arterial that runs from its intersection with US Highway 50 in the west to its intersection with Forni Road in the east. It is primarily two-lane with a center auxiliary lane. Cold Springs Road through Placerville is a two-lane north-south collector that runs from the City limit on the west to its intersection with Placerville Drive at the project site. Middletown Road is a two-lane west to east minor arterial that runs from its intersection with Cold Springs Road on the west to its intersection with Canal Street to the east.

The potential 182 dwelling units (apartments) are expected to generate as many as 6.72 vehicle trips per day per dwelling unit after residential structures are constructed and inhabited. Project traffic generation at project build out is therefore expected to be a maximum of 1,199 vehicle trips per day (Trip Generation Rates from

the 8th Edition of the Institute of Transportation Engineers Report). The project addition of 1,199 vehicle trips would create an increase in vehicle trips at the adjacent Middletown Road, Cold Springs Road and Placerville Drive. As of November 2016, Middletown Road was operating with an average daily traffic (ADT) of 5,000, Cold Springs Road was operating with an ADT of 6,000, and Placerville Drive was operating at an ADT of 13,500. Capacities of these roadways are estimated to be 12,000 on Middletown Road, 14,000 on Cold Springs Road, and 20,000 on Placerville Drive. The project's estimated potential increase of a of 1,199 vehicle trips would not reduce the level of service along Middletown Road, Cold Springs Road or Placerville Drive to an unacceptable service level or exceed the capacity of the street system.

c) The project site is not located within the Placerville Airport Overflight Area as designated by the Placerville Airport Land Use Plan. The Placerville Airport runway is approximately 3.25 miles east of the project site. The airport's elevation is 2,585 feet above sea level. Project site elevations range from approximately 1,725' at Placerville Drive to 1,800' near the northern property boundary with the Panning Way residential neighborhood located within unincorporated El Dorado County. Therefore, there are no impacts to air traffic patterns.

d) The project site is located on an undeveloped site, in a developed area of the City and El Dorado County. No new roads would be constructed with the potential residential development. However, internal circulation driveways within these infill parcels with encroachments with Middletown and Cold Springs Road would be anticipated.

The site is located adjacent to the three-way intersection of Middletown Road, Cold Springs Road and Sleepy Hollow Court, and Placerville Drive and Cold Springs Road. The Middletown Road, Cold Springs Road and Sleepy Hollow Court intersection has existing stop signs and stop bars on all three legs of the intersection. Through traffic eastbound on Cold Springs Road is permitted. The Placerville Drive and Cold Springs Road intersection is a fully signalized with four legs.

An encroachment along Middletown Road opposite and south of Middletown Road's intersection with Poplar Court, and along Cold Springs Road and across from a carpet business and used merchandise business, east of the intersection of Cold Springs Road, Middletown Road and Sleepy Hollow Court is anticipated to serve potential residential development. An exact location of road encroachments would be determined at time of any potential future residential housing development for the site.

Any new internal circulation driveways and parking areas would be required to comply with General Plan Transportation Section policies related to the City's circulation system, and the requirements of the City of Placerville's Municipal Code, which governs development along the City's circulation system.

Applicable General Plan Transportation Section Policies:

Policy 2. Streets shall be dedicated, widened, extended, and constructed according to the City's Master Street Plan and the street cross-sections shown in the Street Standards figures in Part I. Rights-of-way shall be reserved according to the specifications of the Master Street Plan. Deviations from the street cross-sections shown in Part I shall be allowed based upon a determination by the City Engineer that safe and adequate public access and circulation are preserved by such deviations.

Policy 3. Major circulation improvements should be completed as abutting lands develop or redevelop, with dedication of right-of-way and construction of improvements required as a condition of approval. Where the City may deem it appropriate, a property owner can be allowed to enter into a Frontage Improvement Agreement in lieu of construction of improvements if the majority of the neighborhood or area is presently unimproved. However, the City should require a minimum level of improvements to ensure adequate accessibility for vehicles and emergency equipment.

Policy 5. The City shall ensure that all newly-developing areas are served by at least two means of access.

Municipal Code Section 8-9-3 and 8-9-5 implement the Transportation Section policies requiring the construction of curbs, gutters and sidewalks as lands develop. Compliance with the following mitigation measures would reduce impacts to a less than significant level.

Mitigation Measures

TRANS-1: The applicant shall have a traffic study prepared by a licensed traffic engineering firm to study the effects of this development on these adjacent roadways and intersections, and recommend improvements required to keep these intersections operating at the highest possible levels of services consistent with the resources available and within the limits of technical feasibility at City buildout, including this development. The traffic study shall include recommendations for additional improvements at each of the sites access points over and above street improvements required herein, as it pertains to planned and connecting vehicular pedestrian, bicycle, and transit facilities. The traffic study shall include review of the 45 degree intersection angle between Cold Springs Road and Middletown Road and make recommendations regarding modifications to the existing intersection layout. The traffic study shall be submitted to the City Engineer for review and approval prior to submittal of improvement plans for this development. All work recommended by the final approved traffic study shall be included in the final improvement plans submitted for approval by the City.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

TRANS-2: The future developer of the residential development for the site shall in conjunction with said residential development install a sidewalk, curb, gutter and street widening along the Cold Springs Road, Middletown Road and Placerville Drive project site street frontages as described as follows:

(A) **PLACERVILLE DRIVE:** Placerville Drive along the development's frontage shall be widened to provide a minimum 200' long 12' right turn lane leading to Cold Springs Road and a 5' wide asphalt bike lane in addition to the existing through lane and left turn lane. New curb, gutter, and sidewalk shall be constructed along this frontage. Additional right of way shall be offered to the City for roadway purposes to allow for an additional through lane to be constructed in the future and to allow for necessary slopes and grading, plus an additional 10' for PUE or as approved by the City Engineer. All roadwork on Placerville Drive shall be constructed to a Traffic Index of 8.0.

(B) **COLD SPRINGS RD:** Cold Springs Road shall be widened along the project frontage to provide a 13' northbound travel lane, a 5' asphalt bike lane, concrete curb, gutter and 4.5' sidewalk, graded slope and slope drainage collection ditch at the bottom. Widths shall be measured from the center of the existing roadway right of way. Right of way shall be offered for dedication for roadway purposes to 1' back of the new sidewalk, a slope easement shall be offered for dedication to 5' back of the top of slope, with an additional 10' PUE from that point. All roadwork on Cold Springs Road shall be constructed to a Traffic Index of 7.0.

(C) **MIDDLETOWN RD:** Middletown Road shall be widened along the project frontage to provide a 12' eastbound travel lane, a 4' asphalt bike lane, concrete curb, gutter and 4.5' sidewalk, graded slope and slope drainage collection ditch at the bottom. Widths shall be measured from the center of the existing roadway right of way. Right of way shall be offered for dedication for roadway purposes to 1' back of the new sidewalk, a slope easement shall be offered for dedication to 5' back of the top of slope, with an additional 10' PUE from that point. A portion of this work is in El Dorado County jurisdiction and will require County plan review for all work within their jurisdiction. All roadwork in City jurisdiction on Middletown Road shall be constructed to a Traffic Index of 7.0.

Sidewalks shall provide a continuous walkway between the new sidewalk at 655 Placerville Drive, 600 Placerville Drive, 2919 Cold Springs Road, and continuing to the east end of this development on

Middletown Road. Sidewalks shall connect to walkway system internal to the development at several locations. Install ADA-accessible curb tramps at all driveways, curb returns, or as needed on the continuous walkway.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

TRANS-3: Provide signing and striping plans and install signing and striping for the project as required by the City Engineer. Striping shall be thermoplastic unless otherwise directed by the City Engineer.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

TRANS-4: Future developer shall petition the City Council to call in Frontage Improvement Agreement SFIA#294 for 655 Placerville Drive, the parcel immediately east of this development on Placerville Drive. That agreement calls for 130 lineal feet of curb, gutter, 4.5' sidewalk, and 26' of street widening along that frontage. Street widening required along that parcel may be reduced to match the widths as described above for the Placerville Drive widening requirements.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

TRANS-5: Design and construct improvements to the Cold Springs Road/Placerville Drive Traffic Signal to match improvements required herein and as additionally recommended by the traffic study, inclusive of thermoplastic striping as needed.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

TRANS-6: Install street lights along all street frontages to City Standards. Submit street lighting plans and details for review and approval.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

e) Traffic associated with future construction of street frontage improvements, driveway encroachment improvements and site preparation activities for the project may have a temporary effect on existing traffic circulation patterns. Therefore, it may also affect emergency access. The following mitigation measure would reduce the project's impact on emergency vehicle access to less than significant.

Mitigation Measure

TRANS-7: Construction contractors working on the project sites shall use standard procedures to minimize the length of time that any roadway segments would be temporarily blocked during construction activities. Emergency vehicles shall be able to pass through the project area without obstruction. Final site design would be approved by the El Dorado County Fire Protection District prior to construction permit approval and designed per the Engineering Division and Fire District requirements.

Timeframe for Implementation: During construction activities

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division; El Dorado County Fire District

f) Onsite parking is a requirement of construction for uses specified under the City's Parking Regulations (Section 10-4-4 of the Zoning Ordinance). Multi-family residential uses are required under these regulations to have a minimum of 1.5 parking stalls for each multi-family residential unit. Under the site's development potential of 182 potential multi-family units, a total of 273 onsite parking spaces would be required. To ensure adequate parking is provided for the future residential development onsite the following mitigation measure would eliminate potential inadequate parking capacity to less than significant level.

Mitigation Measure

TRANS-8: The developer of the residential development for the site shall adhere, construct and maintain parking for multi-family dwellings to comply with the parking regulations within Section 10-4-4(E)20 of City Code at a ratio of 1.5 parking spaces per dwelling unit; each driveway, parking stall and/or all parking lot for potential residential development on site shall be graded, surfaced and drained meeting Section 10-4-4(D)1 of City Code; the layout of parking stalls and parking aisles shall comply with Section 10-4-4(C) of City Code. The developer shall submit parking and circulation plans to the Development Services Department for review and approval by the Department in accordance with City Code. Said plans shall also require approval by the El Dorado County Fire District for compliance with Fire Code. Vehicle parking shall only be allowed where shown on City approved construction plans for the residential development.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services- Engineering and Planning Divisions

g) The El Dorado County Transit Authority (El Dorado Transit) serves the project vicinity with two stops. One of the stops is located approximately 250 feet westerly of the intersection of Cold Springs Road, Sleepy Hollow Court and Middletown Road. The second is located approximately 350 feet westerly of the intersection of Cold Springs Road and Placerville Drive.

The *City of Placerville Non-Motorized Transportation Plan* (2010) contains goals, policies and implementation improvements that were adopted to provide a safe, efficient, and convenient network of non-motorized facilities that establish alternative transportation as a viable option in the City.

Goal 3.2.3. Implementation and Maintenance: Identify detail and prioritized improvements in the City of Placerville Non-Motorized Transportation Plan.

Policy 3c: Review all new developments for consideration of bicycle and pedestrian needs and linkages, except where prohibited by topography or safety considerations.

Goal 3.2.4. Land Use Development: Integrate bicycle and pedestrian planning with other regional and community planning, including land use and transportation. The stated objective of this goal is to strongly consider the needs of the bicycle and pedestrian systems identified in the Non-Motorized Transportation Plan when reviewing new development, redeveloping, and construction projects, and incorporate those needs into such projects whenever feasible. Policies 4a, 4b and 4c were developed to implement this objective.

Policy 4a states: Examine the adopted land use element to determine areas of potential growth and development in the City. Consider possible impacts any new or re-developing projects may have on the non-motorized system, including the analysis of a need for through routes in subdivisions.

Policy 4b states: Develop policies for new developments which ensure that non-motorized user's needs are incorporated into new subdivisions or commercial areas; including providing access points to existing and proposed bicycle and pedestrian facilities, on-street facilities for bicycles and, whenever feasible, grade separations at roadway crossings where new streets will cross existing and proposed bikeways.

Policy 4c: Where applicable, enforce the City's Street Frontage Improvement Ordinance to ensure connectivity in the City's pedestrian system.

The Non-Motorized Transportation Plan further proposes Class II bicycle lanes improvements along the project site's frontages with Middletown Road and Cold Springs Road. A Class II bicycle lane currently exists along the project's full Placerville Drive frontage width. Class II improvements along Middletown Road and Cold Springs Road would provide residential development of the project site under the HO Overlay provisions with access linkage to the existing Class II improvements along the Placerville Drive corridor, with further connection to lower Main Street and the El Dorado Trail to the east. Installation of these facilities by a housing developer of the site would provide an alternative transportation option for residents within a housing development authorized under the HO Overlay provisions meeting Policies 3c, 4a and 4b of the Non-Motorized Transportation Plan.

The General Plan Transportation Section contains a goal and three policies regarding pedestrian circulation within the City. These are as follows:

Goal F: To promote convenient and safe pedestrian circulation.

Policy 3. In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals and government centers.

Policy 5. The City shall require all development with a density of R1-20,000 [maximum density 2.18 dwelling units per acre] or greater to provide a sidewalk on at least one side of any street that is developed as part of the project or is used as a perimeter street by that project.

Policy 6. The City shall require all multi-family developments to provide sidewalks on both sides of any street that is developed as part of the project and on one side of any street that is used as a perimeter street by that project.

City of Placerville Pedestrian Circulation Plan (2007) was adopted by City Council as an extension of the Non-Motorized Transportation Plan, addresses non-motorized pedestrian circulation within the City. The Pedestrian Circulation Plan includes planned sidewalk improvements along numerous streets within the City, including the project site's perimeter streets of Middletown Road, Cold Springs Road and Placerville Drive (Area Index Maps – Area 1: Placerville Drive & Vicinity and Area 2: Canal Street & Vicinity). Along Middletown Road, the side of the road for the pedestrian improvements has not been determined. Along Cold Springs Road and Placerville Drive, the side proposed for sidewalks is the side fronting the project site.

To eliminate potential conflicts with the bicycle and pedestrian circulation goals and policies of the General Plan and the Non-Motorized Transportation Plan the developer shall meet mitigation measure TRANS-01, TRANS-02 and TRANS-04, in Section XVI (d) of this Initial Study.

Sources

Institute of Transportation Engineers Report, *Trip Generation Rates* (7th Edition)
General Plan Transportation Element, Land Use / Circulation Element, Health and Safety
Placerville Airport Land Use Compatibility Plan
City of Placerville, *Non-Motorized Transportation Plan*

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

a, b, e) Due to the size and scope of the potential residential development of 182 dwelling units, anticipated wastewater usage for the potential uses are not expected to impact the City's local treatment or distribution facilities, or require the expansion of new water or wastewater treatment facilities. The City has adequate wastewater treatment plant capacity to serve the project. Domestic water service is available within Middletown Road, Cold Springs Road and Placerville Drive that are adjacent to the site. Therefore, the project will have no impact directly, indirectly or cumulatively.

c) Due to the size and scope of the potential residential development of 182 dwelling units, that includes the creation of impervious surfaces from buildings, driveways and parking areas, the development of an onsite

storm water drainage system will be necessary to convey development storm water to the City's existing storm water discharge points located along Placerville Drive. To ensure any future potential residential development on the site would not result or potentially cause significant environmental effects, the following mitigation measure is incorporated:

Mitigation Measure

UTIL-1: The project proponent for any future residential development shall prepare and submit a Final Drainage Study for review and approval by the City Engineer as part of the final improvement plans. Drainage facilities shall be designed and included in the final improvement plan submittal consistent with the Final Drainage Study. Design and construct drainage and detention facilities as recommended in the final drainage study in order to keep post development flows leaving the site at or below pre development levels. Changes to historical and existing drainage patterns will not be allowed without specific City approval. All areas of concentrated drainage flow shall be contained in a pipeline or improved channel to a City-approved discharge point. Conformance with the recommendations contained in said drainage study shall be required.

Timeframe for Implementation: Prior to issuance of building permit

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services - Engineering Division

d) Due to the size and scope of the potential residential development on the project site resulting from the C-HO land use and zone designation development regulations, expected water usage is not anticipated to cause the need for new local or regional water supply.

Per the General Plan EIR, all areas within the General Plan Area ultimately rely on the El Dorado Irrigation District (EID) for water supply, as water is provided directly by EID or provided by EID to the City for distribution. Under the General Plan EIR, the water consumption estimate from full buildout under the General Plan would equal 1.7 million gallons per day. According to the City's Finance Department, the daily consumption of water within the City in 2015 was 656,000 gallons per day, or approximately one million gallons less than estimated at full buildout.

Applicable General Plan policies to this project regarding the City's water system are as follows:

Policy 1. The City shall work with the El Dorado Irrigation District to develop new water storage facilities and major distribution lines as necessary to serve new developments.

Policy 2. The City will continue its program of upgrading water lines to provide adequate water supply and fire flow rates.

Policy 3. The City shall promote water conservation both in City operations and private development to minimize the need for the use of additional water supplies and to minimize sewer flows.

Under standard development procedure, the site developer would be required to meet EID requirements and pay connection fees as applicable to a potential housing development. EID requirements include filing a request for a Facility Improvement Letter (FIL) from the District. The FIL will discuss the ability by EID to meet the fire flow requirements from the El Dorado County Fire District, and what off-site improvements may be required. As of the preparation of this Draft Initial Study, the City has filed a FIL request to EID for the project site based on the construction assumptions discussed in this Initial Study but has not yet received a response. This subsection will be amended upon receipt of EID's FIL to include, in any, necessary improvements to EID service to accommodate the Project. EID issued a FIL dated December 12, 2016 (Exhibit C) that states that as of January 1, 2016, there were 12,537 equivalent dwelling units (EDUs) available in the Western/Eastern Water Supply Region. The project's 182-units would require 136.5 EDUs. There is an existing 8-inch water line located in Cold Springs Road, a 10-inch water line located in Placerville Drive, and a 6-inch water line located in Middletown Road. The FIL stated that the existing water system must be

connected with the proper extensions to all three water lines constructed to meet EID specifications can deliver the minimum fire flow requirement by the El Dorado County Fire District of the project (1,625 gallons per minute for a 3-hour duration while maintaining a 20-pounds per square inch residual pressure).

To ensure any future potential residential development on the site meets design and construction specifications by the El Dorado Irrigation District for water delivery, adherence with Mitigation Measure AES-1 in Section I of this Initial Study would reduce potential impacts to a less than significant level.

In addition, the City has adopted the California Building Code that includes energy efficient requirements within residential housing construction involving low flow bathroom and kitchen devices. Also the City's Water Efficient Landscape Regulations require the installation and maintenance of water conserving landscaping and irrigation equipment on new residential and commercial development projects. Due to City construction requirements and regulations, the potential impacts from water usage by the potential housing development are considered less than significant.

f) The City of Placerville has a franchise agreement with Waste Connections Inc., doing business as El Dorado Disposal Services, to provide solid waste disposal within the City. Solid waste collected by Waste Connections is transferred to landfills in Stockton and Sacramento where capacity exists to serve the site and development. Therefore, the project will have no impact directly, indirectly or cumulatively.

g) The City of Placerville has a franchise agreement with Waste Connections, Inc., doing business as El Dorado Disposal Services, to provide solid waste disposal within the City. Residential solid waste pickup is required by the City of Placerville under Section 7-1A-3 of Municipal Code. To ensure that future residential development of the site meets the requirement of Section 7-1A-3 the following mitigation measure is incorporated.

Mitigation Measure

UTIL-2: The future developer of the residential development for the site shall subscribe to and thereafter use regularly the collection service franchised by the city of Placerville.

Timeframe for Implementation: During operation of development facility

Responsibility for Implementation: Property owner

Oversight of Implementation: Development Services – Planning Division and Code Enforcement Division

Sources

California Building Code

City of Placerville Municipal Code

Staff consultation with the El Dorado Irrigation District

Staff consultation with the City of Placerville, City Engineer

Staff consultation with the City of Placerville, Director of Finance

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

a) Based on the analysis contained in this Initial Study, impacts to Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation/Traffic, Utilities and Service Systems would have a less than significant on the environment.

Impacts to Aesthetics (site design, development appearance and construction and lighting) would be significant unless mitigated. Therefore, Mitigation Measures AES-1 and AES-2 are required of the project.
Impacts

Impacts to Biological Resources (tree cover, nesting birds) would be significant unless mitigated. Mitigation Measures BIO-1 and BIO-2 are required of the project.

Impacts to Cultural Resources (archeological and paleontological) would be significant unless mitigated. Mitigation Measures CR-1 through CR-3 are required of the project.

Impacts to Geology and Soils (erosion and sediment control) would be significant unless mitigated. Therefore, Mitigation Measure GEO-1 is required of the project.

Impacts to Hazards and Hazardous Materials (soil erosion) would be significant unless mitigated. Mitigation Measure HAZ-1 is required of the project.

Impacts to Hydrology and Water Quality would be significant unless mitigated. Therefore, Mitigation Measures HYD-1 through HYD-10 are required of the project.

Impacts from Noise (temporary construction activity) would be significant unless mitigated. Mitigation Measure NOI-1 is required of the project.

Impacts to Public Services (sewer flow and sewer backflow valve design) would be significant unless mitigated. Mitigation Measures PSVC-1 and PSVC-2 are required of the project.

Impacts to Transportation and Traffic (street frontage and street improvements, parking) would be significant unless mitigated. Therefore, Mitigation Measures TRANS-1 through TRANS-8 are required of the project.

Impacts to Utilities and Service Systems (drainage) would be significant unless mitigated. Mitigation Measure UTIL-1 is required of the project.

The implementation and mitigation monitoring of the Mitigation Measures identified above would result in less than significant impacts to Aesthetics, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation and Traffic, and Utilities and Service System.

b) Per the 2013-2021 Housing Element, there were 4,677 housing units within the City (US Census 2010) in 2010. The population of Placerville in 2010 was 10,389 (US Census 2010). The Housing Element further indicated the average size of the household in 2010 was 2.37 persons (US Census 2010). Maximum density build-out at the 24 du/acre density for the Project Location is 182 residential units. These units would represent a 3.89% increase in the number of housing units and a 4.15% increase in the City's population. However, the resultant 4,859 total of units (2010 Department of Finance: 4,677 units + 182 maximum project yield units) would not exceed the General Plan EIR projected residential build-out of 9,005 dwelling units. This increase in population and housing units is therefore not considered substantial on a project specific basis or under a cumulative impact scenario.

c) Based on the analysis contained in this Initial Study and the mitigation measures for Section III: Air Quality, Section VI: Geology and Soils, Section VIII: Hazards and Hazardous Materials, Section IX: Hydrology and Water Quality, Section XII: Noise, Section XIV: Public Services, Section XVI: Transportation/Traffic and Section XVII: Utilities and Service Systems the mitigation measures incorporated are expected to minimize potential environmental impacts to a less than significant level.

Exhibits

- A. **Lincoln Highway Figures**
- B. **United Auburn Indian Community Consultation**
- C. **El Dorado Irrigation District Facility Improvement Letter**

**Draft Mitigated Negative Declaration – Initial Study
GPA 16-03, ZC 16-04, EA 16-01**

**Exhibit A:
Lincoln Highway Figures**

Exhibit A

Figure 1. Paving Remnants on the Project Location (Source: 2016 City image)



Figure 2. Paving Remnants as Seen From Placerville Drive (Source: Google Maps)



Exhibit A

Figure 2. State Highway Plan & Profile exhibit excerpt (State of California Department of Public Works, Division of Highways, *Plan and Profile of State Highway In El Dorado County Between Clarks Corner and Placerville.* 1930)

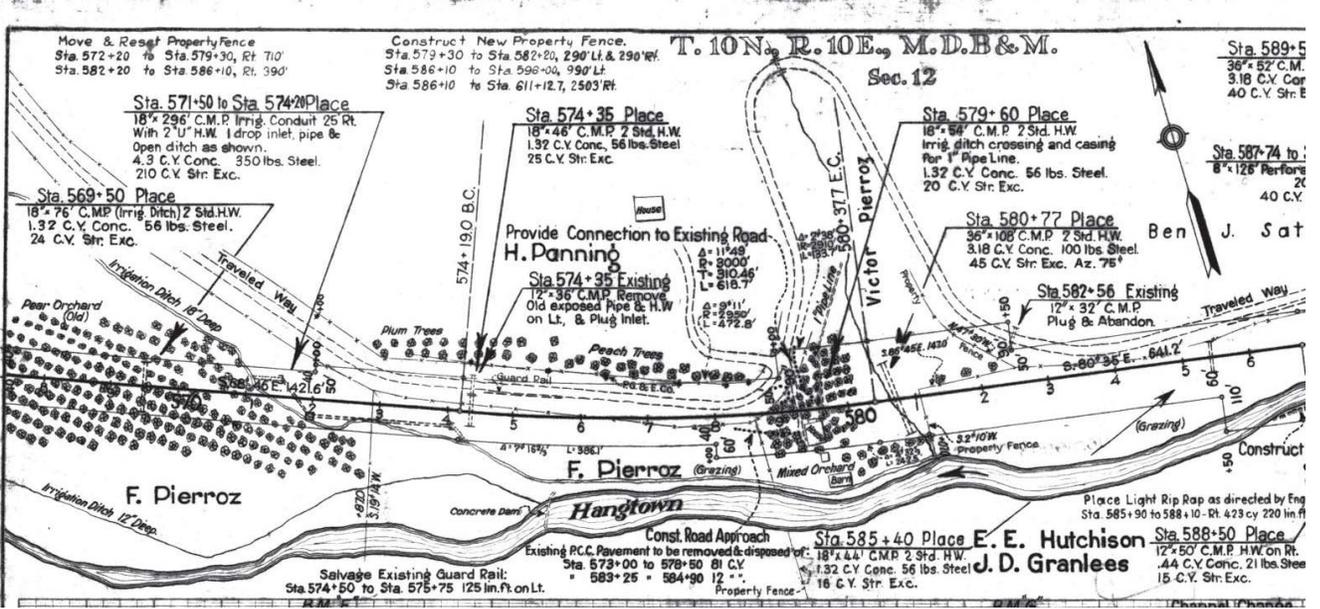
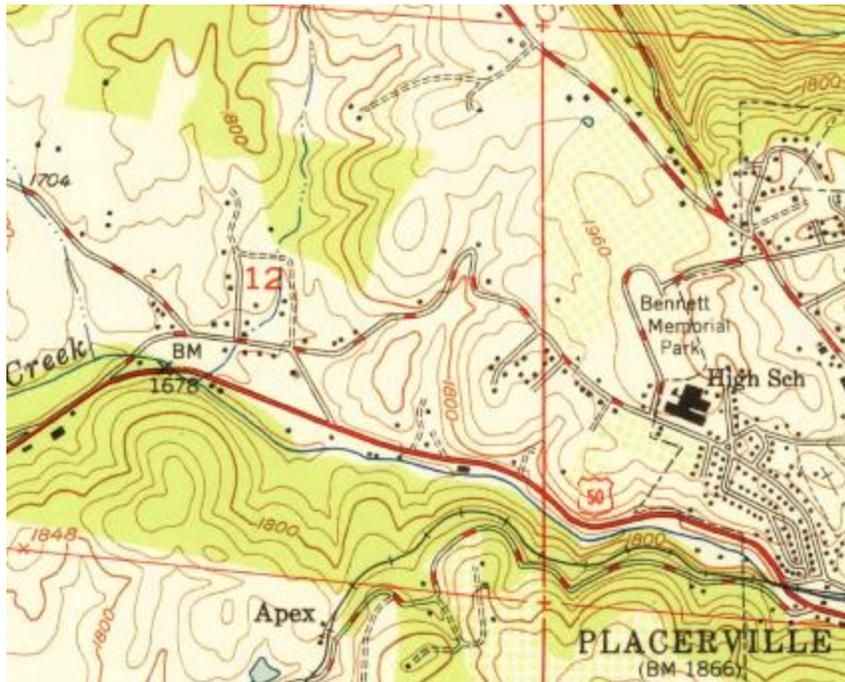


Figure 3. Excerpt of 1950 USGS Placerville Quadrangle Showing Placerville Drive as US 50 in the Project Vicinity.





Initial Consultation under AB 52 for the GPA 16-04, ZC 16-05, EA 16-01 - City of Placerville Housing Implementation Land Use and Zoning Amendment

1 message

Melodi McAdams <mmcadams@auburnrancheria.com>

Wed, Nov 30, 2016 at 3:26 PM

To: "apainter@cityofplacerville.org" <apainter@cityofplacerville.org>

Cc: Marcos Guerrero <mguerrero@auburnrancheria.com>, Matthew Moore <mmoore@auburnrancheria.com>

Good Afternoon Mr. Painter,

We received your letter, dated 11/2/2016, for this project, regarding mitigation measures for Tribal Cultural Resources. I have attached recommended mitigation measures for Tribal Cultural Resources.

Please let us know if you will be adopting or incorporating these recommended mitigation measures.

Sincerely,

Melodi McAdams

Cultural Resources Associate

Tribal Historic Preservation Department

United Auburn Indian Community of the Auburn Rancheria

10720 Indian Hill Road

Auburn, CA 95603

(530) 328-1109 - office

(530) 401-7470 - cell

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COMMUNITY DEV. DEPT.

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

 Mitigation_Measures_CEQA_Discoveries.docx
17K

Inadvertent Discoveries Mitigation Measures

- Develop a standard operating procedure, points of contact, timeline and schedule for the project so all possible damages can be avoided or alternatives and cumulative impacts properly accessed.
- If potential archaeological resources cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists, or other Project personnel during construction activities, work will cease in the immediate vicinity of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.
- If adverse impacts to tribal cultural resources, unique archeology, or other cultural resources occurs, then consultation with UAIC regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments.



MIWOK United Auburn Indian Community
 MAIDU of the Auburn Rancheria

Gene Whitehouse
 Chairman

John L. Williams
 Vice Chairman

Danny Rey
 Secretary

Jason Camp
 Treasurer

Calvin Moman
 Council Member

October 13, 2016

Andrew Painter
 City Planner
 City of Placerville
 3101 Center Street
 Placerville, CA 95667

RECEIVED
 OCT 26 2016
 CITY OF PLACERVILLE
 COMMUNITY DEV. DEPT.

RE: AB 52 Consultation Request for City of Placerville Housing Implementation Land Use and Zoning Amendment, Placerville, CA

Dear City Planner Andrew Painter,

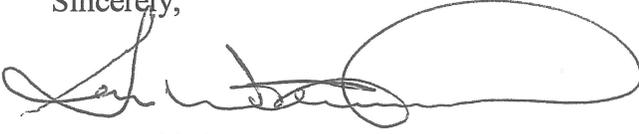
The United Auburn Indian Community (UAIC) received a letter from the City of Placerville dated 9/15/2016, formally notifying us of a proposed project, the City of Placerville Housing Implementation Land Use and Zoning Amendment in Placerville, and an opportunity to consult under AB 52. This letter is notice that UAIC would like to initiate consultation under AB 52.

This letter is also a formal request to allow UAIC tribal representatives to observe and participate in all cultural resource surveys, including initial pedestrian surveys for the project. Please send us all existing cultural resource assessments, as well as requests for, and the results of, any records searches that may have been conducted prior to our first consultation meeting. If tribal cultural resources are identified within the project area, it is UAIC's policy that tribal monitors must be present for all ground disturbing activities. Finally, please be advised that UAIC's strong preference is to preserve tribal cultural resources in place and avoid them whenever possible. Subsurface testing and data recovery must not occur without first consulting with UAIC and receiving UAIC's written consent.

In the letter, City Planner Andrew Painter is identified as the lead contact person for consultation on the proposed project. Marcos Guerrero, our Cultural Resources Manager, will be UAIC's point of contact for this consultation. Please contact Mr. Guerrero by phone at (530) 883-2364 or email at mguerrero@auburnrancheria.com to begin the consultation process.

Thank you for involving UAIC in the planning process at an early stage. We ask that you make this letter a part of the project record and we look forward to working with you to ensure that tribal cultural resources are protected.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene Whitehouse", with a large, sweeping flourish at the end.

Gene Whitehouse
Chairman

CC: Mathew Moore, UAIC Tribal Historic Preservation Officer
Marcos Guerrero, UAIC Cultural Resources Manager



City of Placerville

Development Services Department

3101 Center Street, Placerville, CA 95667

Planning (530) 642-5252 · Building (530) 642-5240 · Engineering (530) 642-5250

November 2, 2016

Mr. Marcos Guerrero, Cultural Resources Manager
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

RE: AB 52 Consultation Request for GPA 16-03, ZC 16-04, EA 16-01 - City of Placerville Housing Element Implementation Land Use and Zoning Amendment: Assessor's Parcel Numbers 323-570-01 and 323-570-37. Parcels total 7.60 acres, are vacant and contiguous. The site is located at the northeast corner of the intersection of Placerville Drive and Cold Springs Road, and the southeast corner of Cold Spring Road and Middletown Road, in Placerville.

Mr. Guerrero:

On October 26, 2016 the Development Services Department received a letter dated October 13, 2016 from Chairman Whitehouse of the UAIC. Chairman Whitehouse's letter indicated you would be UAIC's point of contact for the City regarding a formal request for consultation regarding the City-initiated project.

I am available during the A.M. on Monday, November 7, Tuesday, November 8, Wednesday, November 9 or Thursday, November 10 between the hours of 9:00 am to 11:00 am to meet for consultation. Please call me at (530) 642-5578, or email at apainter@cityofplacerville.org, at your earliest convenience to arrange the consultation requested for this development proposal.

Chairman Whitehouse's letter mentioned also requests for any cultural resource surveys and record search information for the project site. The City has no known cultural resource survey or record search for the site. Chairman Whitehouse's letter also stated, "If tribal cultural resources are identified within the project area, it is UAIC's policy that tribal monitors must be present for all ground disturbing activities. And, "...UAIC's strong preference is to preserve tribal cultural resources in place and avoid them whenever possible." In response, City staff will address in the Initial Study it is preparing a Mitigation Measure CR-_____ (see below) and its Mitigation Monitoring Reporting Program to accommodate tribal monitoring if cultural resources are identified during construction activities.

Draft Mitigation Measure CR-_____

If, during the course of implementing the project, cultural resources (i.e., prehistoric sites, historic sites, and/or isolated artifacts) are discovered, work shall be halted immediately by

the developer, their agents and/or assigns. Temporary orange fencing shall be placed by the development contractor, their agents or assigns, around a cultural resource discovery to prevent unnecessary equipment movement inside these areas during and after a discovery. The City of Placerville Development Services Department and the Cultural Resource Manager of the United Auburn Indian Community shall be notified immediately. The development contractor, their agents or assigns shall retain a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history to determine the significance of any unanticipated discovery.

The City shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history for any unanticipated discoveries. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project developer / applicant shall be required to implement any mitigation necessary for the protection of cultural resources.

The City looks forward to meeting you during consultation.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Painter". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

Andrew Painter, City Planner



El Dorado Irrigation District

RECEIVED

DEC 14 2016

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

EXHIBIT C

Letter No.: EEO 2016-1488

December 12, 2016

VIA FIRST-CLASS MAIL

Andrew Painter – City Planner
City of Placerville
3101 Center Street
Placerville, CA 95709

Subject: Facility Improvement Letter (FIL),
City of Placerville Housing Element Implementation Rezone
Assessor's Parcel No. 323-570-01, 323-570-37 (Placerville)
Project No: GPA 16-03 ZC 16-04

Dear Mr. Painter:

This letter is in response to your request dated November 29, 2016 and is valid for a period of three years. If facility improvement plans for your project are not submitted to El Dorado Irrigation District (EID or District) within three years of the date of this letter, a new Facility Improvement Letter will be required.

Design drawings for your project must be in conformance with the District's *Water, Sewer and Recycled Water Design and Construction Standards*.

This proposed project is 182-unit residential housing project on 7.6 acres. Water service, private fire service, and fire hydrants are requested. The property is within the District boundary. Sewer service in this area is provided by the City of Placerville.

This letter is not a commitment to serve, but does address the location and approximate capacity of existing facilities that may be available to serve your project.

Water Supply

As of January 1, 2016, there were 12,537 equivalent dwelling units (EDUs) of water supply available in the Western/Eastern Water Supply Region. Your project as proposed on this date would require 136.5 EDUs of water supply.

Water Facilities

An 8-inch water line is located in Cold Springs Road, a 10-inch water line is located in Placerville Drive, and a 6-inch water line is located in Middletown Road (see enclosed System Map). The El Dorado County Fire Protection District has determined that the minimum fire flow for this project is 1,625 GPM for a 3-hour duration while maintaining a 20-psi residual pressure. According to the District's hydraulic model, the existing system can deliver the required fire flow. In order to provide this fire flow and receive service, you must construct water line extensions connecting to all three of the previously mentioned water lines. The hydraulic grade

line for the existing water distribution facilities is 1,980 feet above mean sea level at static conditions and 1,961 feet above mean sea level during fire flow and maximum day demands.

The flow predicted above was developed using a computer model and is not an actual field flow test.

Easement Requirements

Proposed water lines, sewer lines and related facilities must be located within an easement accessible by conventional maintenance vehicles. When the water lines or sewer lines are within streets, they shall be located within the paved section of the roadway. No structures will be permitted within the easements of any existing or proposed facilities. The District must have unobstructed access to these easements at all times, and generally does not allow water or sewer facilities along lot lines.

Easements for any new District facilities constructed by this project must be granted to the District prior to District approval of water and/or sewer improvement plans, whether onsite or offsite. In addition, due to either nonexistent or prescriptive easements for some older facilities, any existing onsite District facilities that will remain in place after the development of this property must also have an easement granted to the District.

Environmental

The City is the lead agency for environmental review of this project per Section 15051 of the California Environmental Quality Act Guidelines (CEQA). The City's environmental document should include a review of both offsite and onsite water that may be constructed by this project. You may be requested to submit a copy of the City's environmental document to the District if your project involves significant off-site facilities. If the City's environmental document does not address all water and they are not exempt from environmental review, a supplemental environmental document will be required. This document would be prepared by a consultant. It could require several months to prepare and you would be responsible for its cost.

Summary

Service to this proposed development is contingent upon the following:

- The availability of uncommitted water supplies at the time service is requested;
- Approval of the City's environmental document by the District (if requested);
- Executed grant documents for all required easements;
- Approval of an extension of facilities application by the District;
- Approval of facility improvement plans by the District;
- Construction by the developer of all onsite and offsite proposed water facilities;
- Acceptance of these facilities by the District; and
- Payment of all District connection costs.

Services shall be provided in accordance with El Dorado Irrigation District Board Policies and Administrative Regulations, as amended from time-to-time. As they relate to conditions of and fees for extension of service, District Administrative Regulations will apply as of the date of a fully executed Extension of Facilities Agreement.

If you have any questions, please contact Marc Mackay at (530) 642-4135.

Sincerely,



Michael J. Brink, P.E.
Supervising Civil Engineer

MB/MM:at

Enclosures: System Map

cc w/ System Map:

Rebecca Neves – City Engineer
City of Placerville
Via email - rneves@cityofplacerville.org

Phil Boydston, Associate Civil Engineer
City of Placerville
Via email - pboystun@cityofplacerville.org

Brandon McKay – Deputy Fire Marshal
El Dorado County Fire District
Via email - McKayB@eldofire.com

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE
AMENDING THE PLACERVILLE GENERAL PLAN LAND USE MAP DESIGNATION
ON ASSESSOR'S PARCEL NUMBERS 323-570-01 NAD 323-570-37 FROM
COMMERCIAL TO COMMERCIAL – HOUSING OPPORTUNITY OVERLAY FOR
PARTIAL IMPLEMENTATION OF HOUSING PROGRAM 3 (B) - HIGH-DENSITY
DEVELOPMENT – UNMET NEED (GPA 16-03)**

WHEREAS, on January 23, 1990, the City of Placerville adopted a General Plan for the City of Placerville, through Resolution No. 5133; and

WHEREAS, on February 11, 2014, the City of Placerville adopted *2013-2021 Housing Element* for the City of Placerville, through Resolution No. 8168; and

WHEREAS, the *2013-2021 Housing Element* for the City of Placerville contains Housing Program 3 that requires the City to accommodate a land inventory through rezoning to support an unmet need for 239 housing units for lower-income households to meet its Regional Housing Needs Allocation (RHNA); and

WHEREAS, Assessor's Parcel Number 323-570-01 and 323-570-37 is deemed suitable for a General Plan Land Use designation change to Housing Opportunity Overlay, and is shown and described in Exhibit "A" attached hereto and made a part of this Resolution; and

WHEREAS, this project is in connection with the subsequent rezoning of Assessor's Parcel Numbers 323-570-01 and 323-570-37 to the Housing Opportunity Overlay Zone (HO) with the addition of the Housing Opportunity Overlay (HO) land use designation to partially implement Housing Element Program 3 (B); and

WHEREAS, an Initial Study / Mitigated Negative Declaration (ISMND) has been prepared on the proposed General Plan Amendment (GPA 16-03), the site specific rezone (ZC 16-04), collectively known as the "Project".

WHEREAS, on January 3, 2017, the Planning Commission held a duly noticed public hearing on the proposed Project in which the Commission considered all comments received and the ISMND before making its recommendation to the City Council on the proposed Project to:

- Certify the Mitigated Negative Declaration and Mitigation Monitoring Plan and direct staff to file a Notice of Determination;
- Adopt a resolution approving GPA 16-03 changing the land use designation of two parcels designated Commercial (C) by adding the Housing Opportunity Overlay (HO) land use designation, and
- Adopt an ordinance approving ZC 16-04 changing the zone classification of two parcels designated Commercial (C) by adding the Housing Opportunity Overlay zone classification;

WHEREAS, on _____ the City Council of the City of Placerville, held a duly noticed public hearing on the proposed General Plan Amendment (GPA 16-03) and site specific rezone (ZC 16-04) (collectively "Project"), adding the Housing Opportunity Overlay to the underlying designation and classification; and

WHEREAS, the City Council, has reviewed and considered the recommendations of the Placerville Planning Commission regarding the proposed amendment to the City of Placerville Land Use Map, and all public comment and evidence submitted in favor and against the proposed amendments.

NOW, THEREFORE, BE IT RESOLVED, that the City Council for the City of Placerville hereby finds and determines with respect to the Project:

SECTION I: The City Council of the City of Placerville hereby finds as follows:

1. That the ISMND was prepared in compliance with the requirements of the California Environmental Quality Act and the State CEQA Guidelines.
2. That the proposed amendment to the General Plan is consistent with and furthers the goals, objectives, policies, and implementation measures of the General Plan and provisions of the Land Use Element and the 2013-2021 Housing Element;
4. That the Project site is physically suitable for the Commercial – Housing Opportunity Overlay (C-HO) General Plan Land Use Designation, in that the site has adequate access to a City maintained road and public sewer, El Dorado Irrigation District water and power utilities;
5. That the site and C-HO designation is consistent with other surrounding residential and commercial uses and will accommodate the unmet housing need from the 2013-2021 Regional Housing Need Plan for the City of Placerville and will assist the City in meeting future Regional Housing Need Allocations; and
6. That the proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City of Placerville.

SECTION II: Purpose and Authority.

The purpose of the Resolution is to amend the City of Placerville General Plan Land Use Map and land use designation for APN: 323-570-01 and 323-570-37 from Commercial (C) to Commercial – Housing Opportunity Overlay (C-HO), to implement Housing Program 3 (B) - High-Density Development – Unmet Need. Amendment is shown on Exhibit A that is attached, incorporated herein by reference.

SECTION III. General Plan Amendment 16-03 Approval.

The General Plan Land Use Map for the City of Placerville is hereby amended to redesignate the following described lands:

From: Commercial (C)

To: Commercial – Housing Opportunity Overlay (C-HO)

Assessor’s Parcel Nos: 323-570-01 and 323-570-37; all that real property located within the City of Placerville, as described in those certain grant deeds on file in Book 1269 at Page 603 and in Book 3268 at Page 284, in the office of the Recorder, County of El Dorado, State of California; consisting of 7.60 acres as shown on Exhibit A hereto.

PASSED, APPROVED AND ADOPTED, by the City Council of the City of Placerville on the _____ day of _____, 2017, by the poll taken as follows:

AYES:

NOES:

ABSENT:

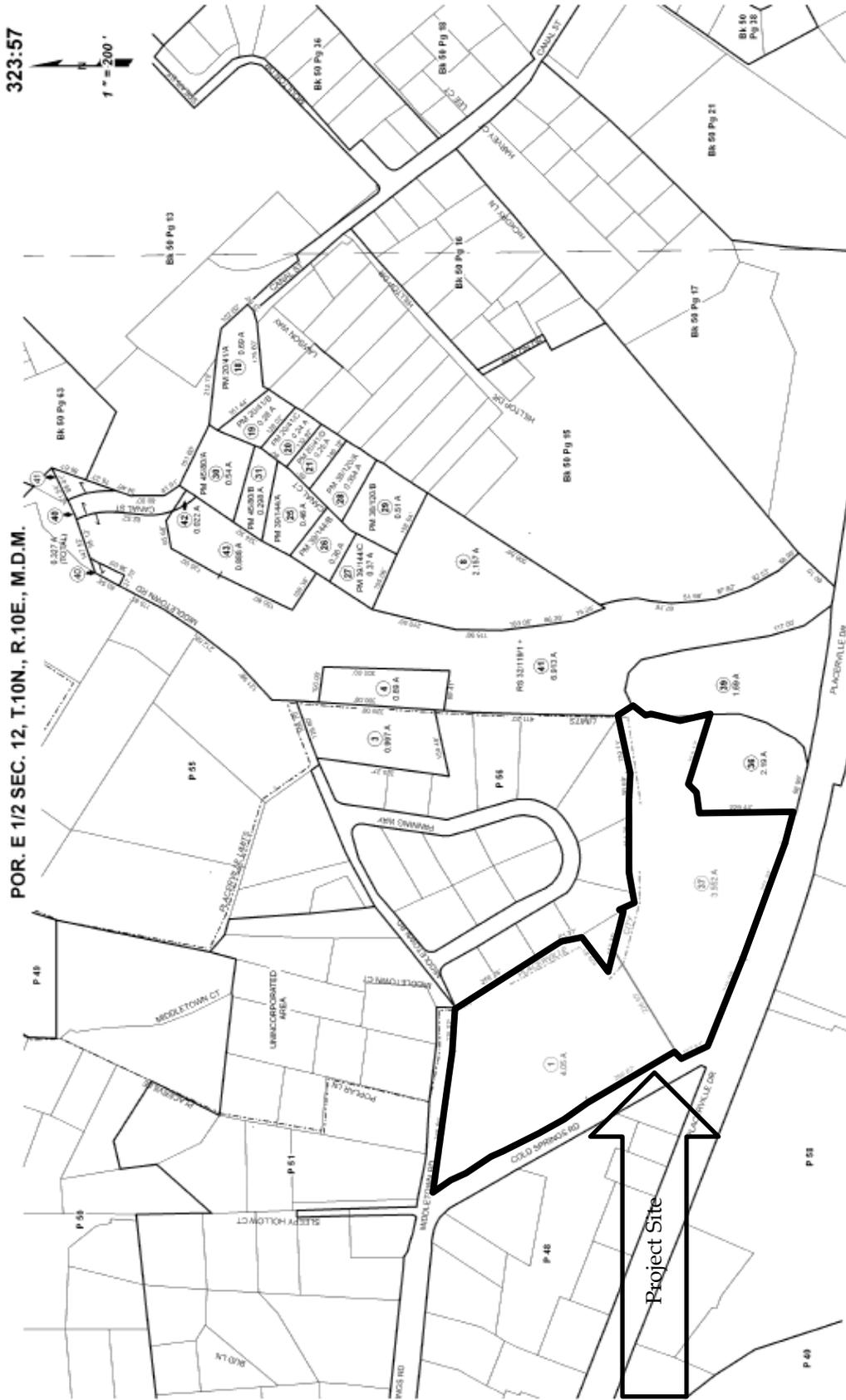
ABSTAIN:

ATTEST:

Mayor Trisha Wilkins

Regina O’Connell, Deputy City Clerk

Exhibit A
Assessor's Parcel Map – Book



General Plan Map Amendment
Commercial (C) to Commercial - Housing Opportunity Overlay (C-HO) for APN 323-570-01 and 323-570-37

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE AMENDING THE CITY OF PLACERVILLE ZONING MAP TO PERFORM SITE SPECIFIC REZONING OF PROPERTY IDENTIFIED AS ASSESSOR'S PARCEL NUMBERS 323-570-01 AND 323-570-37 COMPRISING APPROXIMATELY 7.60 ACRES FROM COMMERCIAL TO COMMERCIAL - HOUSING OPPORTUNITY OVERLAY FOR THE PARTIAL IMPLEMENTATION OF THE 2013-2021 HOUSING ELEMENT PROGRAM 3 (B) - HIGH-DENSITY RESIDENTIAL – UNMET NEED (ZONE CHANGE 16-04)

WHEREAS, Assessor's Parcel Numbers 323-570-01 and 323-570-37 are deemed suitable for rezoning with the zoning designation of Housing Opportunity Overlay Zone (HO); and

WHEREAS, this project is in connection with the amendment of the General Plan Land Use designation of Assessor's Parcel Numbers 323-570-01 and 323-570-37, otherwise known as General Plan Amendment (GPA) 16-03, to the Housing Opportunity Overlay (HO) land use designation to implement the 2013-2021 Housing Element, Program 3 (B); and

WHEREAS, an Initial Study / Mitigated Negative Declaration (ISMND) has been prepared on the proposed General Plan Amendment (GPA 16-03), the site specific rezone (ZC 16-04), collectively known as the "Project".

WHEREAS, on January 3, 2017, the Planning Commission held a duly noticed public hearing on the proposed Project in which the Commission considered all comments received and the ISMND before making its recommendation to the City Council on the proposed Project to:

- Certify the Mitigated Negative Declaration and Mitigation Monitoring Plan and direct staff to file a Notice of Determination;
- Adopt a resolution approving GPA 16-03 changing the land use designation of two parcels designated Commercial (C) by adding the Housing Opportunity Overlay (HO) land use designation, and
- Adopt an ordinance approving ZC 16-04 changing the zone classification of two parcels designated Commercial (C) by adding the Housing Opportunity Overlay zone classification;

WHEREAS, on _____ the City Council of the City of Placerville, held a duly noticed public hearing on the proposed General Plan Amendment (GPA 16-03) and site specific rezone (ZC 16-04) (collectively "Project"), adding the Housing Opportunity Overlay to the underlying designation and classification; and

WHEREAS, the City Council, has reviewed and considered the recommendations of the Placerville Planning Commission regarding the proposed amendment to the City of Placerville Land Use Map, and all public comment and evidence submitted in favor and against the proposed amendments.

NOW, THEREFORE, BE IT RESOLVED that the City of Placerville City Council makes the following findings and determinations with respect to the Project.

SECTION I: The City Council of the City of Placerville hereby finds as follows:

1. That the ISMND was prepared in compliance with the requirements of the California Environmental Quality Act and the State CEQA Guidelines.
2. That the proposed amendment to the Zoning Map is consistent with and furthers the goals, objectives, policies, and implementation measures of the General Plan and provisions of the Land Use Element and the 2013-2021 Housing Element;
4. That the Project site is physically suitable for the Commercial – Housing Opportunity Overlay (C-HO) zone classification, in that the site has adequate access to a City maintained road and public sewer, El Dorado Irrigation District water and power utilities;
5. That the site and C-HO classification is consistent with other surrounding residential and commercial uses and will accommodate the unmet housing need from the 2013-2021 Regional Housing Need Plan for the City of Placerville and will assist the City in meeting future Regional Housing Need Allocations; and
6. That the proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City of Placerville.

SECTION II: Purpose and Authority. The purpose of the Ordinance is to amend the City of Placerville Zoning Map for APNs: 323-570-01 and 323-570-37, as shown on Exhibit A that is attached, incorporated herein by reference.

SECTION III: The Official Zoning Map for the City of Placerville is hereby amended to rezone the following described lands:

From: Commercial (C)
To: Commercial – Housing Opportunity Overlay (C-HO)

Assessor's Parcel Nos: 323-570-01 and 323-570-37; all that real property located within the City of Placerville, as described in those certain grant deeds on file in Book 1269 at Page 603 and in Book 3268 at Page 284, in the office of the Recorder, County of El Dorado, State of California; consisting of 7.60 acres as shown on Exhibit A hereto.

The Ordinance was introduced at a regular meeting of the City Council of the City of Placerville on _____ by Councilmember _____, and it was read for the first time. The Ordinance was read for the second time on _____ and introduced by Councilmember _____. The motion passed by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

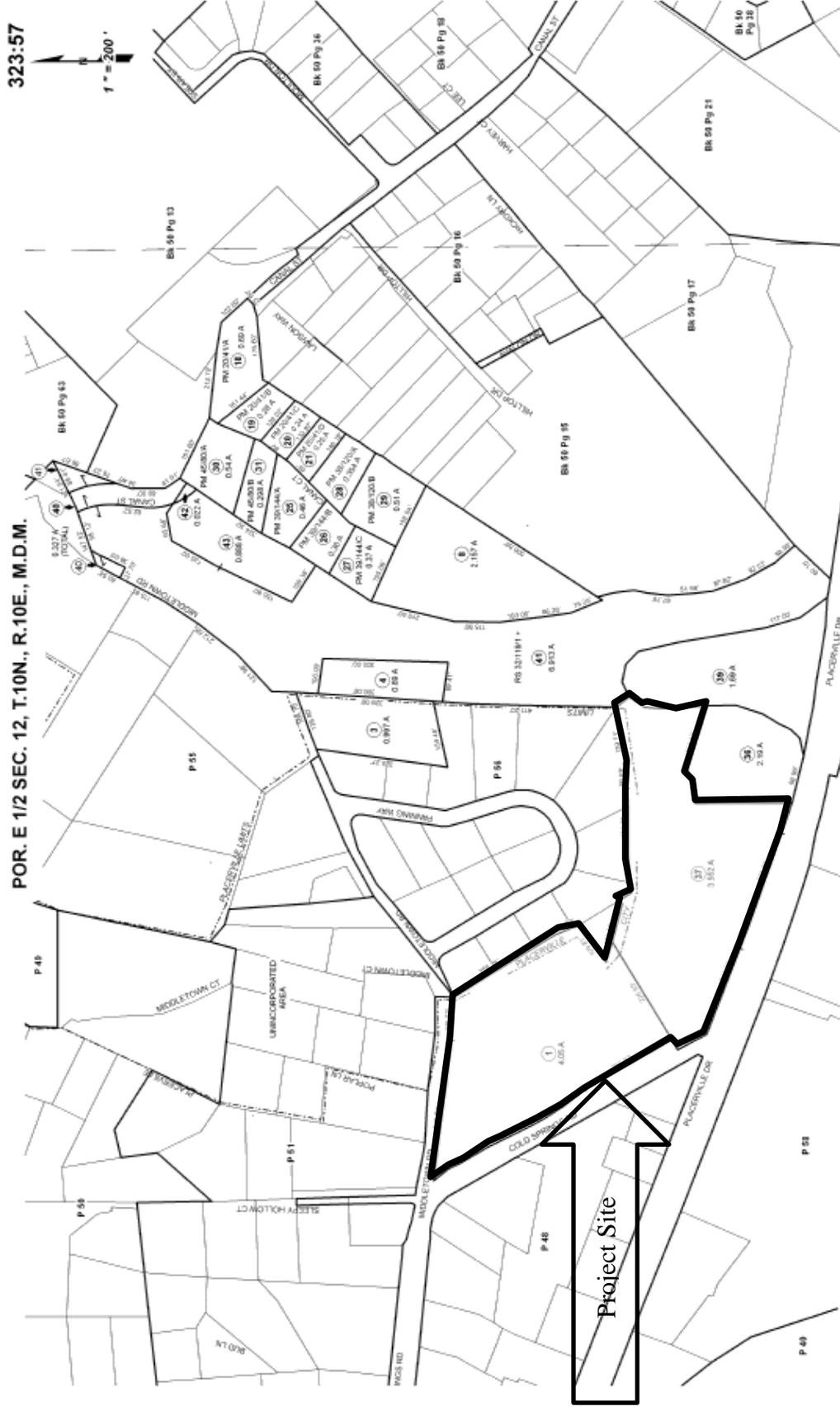
ATTEST:

Mayor Trisha Wilkins

Regina O'Connell, Deputy City Clerk

DRAFT

Exhibit A
Assessor's Parcel Map



Zoning Map Amendment
Commercial (C) to Commercial - Housing Opportunity Overlay (C-HO) for APN 323-570-01 and 323-570-37

Exhibit D

Public Comments Received

- **Howard & Judy Madison letter dated December 9, 2016**
- **William Freiling letter dated December 11, 2016**
- **Sara Halvorson letter dated December 13, 2016**
- **Carolyn L. Madison letter dated December 16, 2016**
- **Ken Pence letter dated December 16, 2016**
- **Margaret A. Muff and Julie L. Muff letter dated December 16, 2016**
- **Loy and Carol Neeser and Shannon and Daniel Lealos letters dated December 18, 2016**

December 9, 2016

From: Howard & Judy Madison

189 Panning Way

Placerville, CA 95667

530-306-3352

RECEIVED

DEC 12 2016

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

To: City of Placerville

Development Services Department, Planning Division

3101 Center St. – 2nd Floor

Placerville, CA 95667

Subject: General Plan Amendment (GPA) 16-03, Zone Change (ZC) 16-04 and
Environmental Assessment (EA) 16-01

Affected property owners were notified of the subject project by mail, and comments were requested. Subsequently we visited the Development Services Department, Planning Division, and had a very pleasant and informative conversation with Mr. Andrew Painter, City Planner.

Our concern is with the proposed zoning change from commercial (C) to Commercial-Housing Opportunity overlay (C-HO) on two parcels totaling 7.60 acres. This property, APN 323-570-01 & 323-570-37, is bounded by Placerville Dr., Cold Springs Rd. and Middletown Rd. and abuts our Middletown Oaks Subdivision. Ours is a small, quiet neighborhood of seventeen older, single-family homes accessed by one street, Panning Way.

If this rezoning is approved by the City and subsequently developed to its potential of 182 units of high density, lower-income housing the affect will be

devastating to our community and the other property owners in the proximity of the project. Even the City Planner calls it a “worst case scenario”.

There will surely be noise issues and probably a dramatic increase in crime in the area. The most obvious problem is traffic. Residents on Panning Way and other feeder streets already find it difficult and dangerous to enter Middletown Rd. due to heavy, high-speed traffic. Middletown Rd. is a popular route to El Dorado High School and a connector between Placerville Drive and Highway 49. Also, there is sure to be added stress on the Placerville Dr./Cold Springs Rd. intersection which is already busy with Home Depot customers.

We respectfully request the Planning Commission to recommend that the City Council not approve the change in zoning for these parcels.

Thank you for your consideration.


Howard Madison


Judy Madison

12-11-16

EPA 16-03

RECEIVED

DEC 12 2016

APN 323-570-01, 323-570-37

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

MY CONCERN IS THE LOW INCOME ART.

WILL HAVE LOTS OF CHILDREN THAT WILL USE MIDDLETOWN RD. TO WALK TO AND FROM SCHOOL. WE BEEN TRYING FOR YEARS TO SLOW THE TRAFFIC DOWN, WITH LITTLE OR NOTHING DONE. WE HAVE NO RESPONSE FROM THE HIGHWAY PATROL OR CITY POLICE TO SLOW THE TRAFFIC.

THE ATTACHMENT LETTER WENT OUT TO ALL NEIGHBORS IN THE MIDDLETOWN AREA.

10 YEARS AGO (OR SO) THERE WAS A PLAN TO CLOSE MIDDLETOWN RD. TO THRU. TRAFFIC AND HAVE COMBELICK RD. GO DOWN TO PLACERVILLE (BY KOBY PEST CONTROL). THAT PLAN NEEDS TO BE IMPLEMENTED BEFORE THE BUILDING OF THE LOW INCOME UNITS. MIDDLETOWN RD IS DANGEROUS TO WALK TO SCHOOL.

THANK YOU, THIS IS A BIG CONCERN FOR ALL WHO LIVES ON OR WALKS ON MIDDLETOWN RD.

William Freiling
WILLIAM FREILING

231 MIDDLETOWN RD. 626-1897

GPA 16-03

HI NEIGHBORS AS MOST OF YOU MAY BE AWARE TRAFFIC, AND SPEED ON MIDDLETOWN RD NEEDS TO BE ADRESSED. THERE IS NO SIDEWALKS, OR SHOULDERS FOR SCHOOL KIDS TO USE.

IT IS UNSAFE TO ENTER MIDDLETOWN RD. FROM A SIDE STREET OR DRIVEWAY DURING COMMUTER AND SCHOOL TRAFFIC.

PLEASE CALL AND REPORT THE UNSAFE CONDITIONS

PLACERVILLE PD (530)-642-5210

SHERIFF DEPT. (530)-621-5655 (530)-621-6600

HIGHWAY PATROL (530)622-1110

ONE CALL COULD SAVE A LIFE!!!!

THANKS

BILL (A CONCERNED NEIGHBOR)

RECEIVED

DEC 12 2016

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Sara L. Halvorson
184 Panning Way
Placerville, CA 95667
(530) 622-2175

December 13, 2016

City of Placerville
Development Services Department, Planning Division
3101 Center Street – 2nd Floor
Placerville, CA 95667

Subject: General Plan Amendment (GPA) 16-03, Zone Change (ZC) 16-04 and
Environmental Assessment (EA) 16-01

Please regard this letter as my response to the Notification by Mail, sent to me,
regarding the above subject proposal.

My late husband and I moved here in 1964. We love Placerville and have seen many
changes over the years. Some have been good and some not so good. What we want
is reasonable planning, because mistakes can be costly and problematic for years to
come.

This proposal, if approved, has the potential of placing 182 units of high density, lower
income housing into an existing small neighborhood that is already experiencing
increased high speed traffic. The increased demands that will be placed on the current
infrastructure, by this proposal, will undoubtedly create an even more dangerous and
difficult situation for residents of the area.

I ask that you please reconsider this proposal and not approve this project.

Respectfully,



Sara L. Halvorson
Owner of Parcels
323-561-03-100
323-561-05-100
323-561-16-100

RECEIVED

DEC 15 2016

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT

December 16, 2016

From: Carolyn L. Madison
196 Panning Way
Placerville, CA 95667

RECEIVED

To: City of Placerville
Development Services Department, Planning Division
3101 Center St.. – 2nd Floor
Placerville, CA 95667

DEC 15 2016

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Subject: General Plan Amendment (GPA) 16-03, Zone Change (ZC) 16-04 and Environmental Assessment (EA) 15-01

I am concerned about the proposed change from commercial to Commercial-Housing opportunity overlay on two parcels totaling 7.60 acres. The property, APN 323-570-01, is bounded by Placerville Drive, Cold Springs Road and Middletown Road and abuts our Middletown Oaks Subdivision. Our neighborhood is accessed by one street, Panning Way, which opens onto Middletown road at both ends. It is a quiet neighborhood of single family homes and mostly elderly people..

Any rezoning and development to its potential of 182 units of high-density housing would destroy not only the peace and quiet of the neighborhood, but the wildlife habitat in the neighborhood. For myself personally, it would destroy my lovely view of the mountain from my back yard and would probably affect the real estate value of houses in this area, not to mention the probable increase in noise and crime.

Right now, it is difficult getting onto Middletown Rd due to the heavy and fast traffic, and it is already dangerous for the school children walking to and from El Dorado High School and anyone walking to the bus stop in front of the DMV as there is almost no shoulder on the road.

I therefore request that the Planning Commission recommends that the City Council NOT approve the change in zoning for these parcels.

Sincerely,



Carolyn L. Madison

December 16, 2016

City of Placerville

Development Services Department, Planning Division

3101 Center Street, 2nd Floor

Placerville, CA 95667

RECEIVED
DEC 16 2016
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

General Plan Amendment (GPA) 16-03, Zone Change (ZC) 16-04 and Environmental Assessment (EA) (16-01)

I am a property owner affected by the proposed General Plan amendment in the above subject.

I am concerned with the detrimental changes proposed by the zoning amendment from Commercial to Commercial-Housing Opportunity overlay on the two parcels listed. The property in question is bounded by Placerville Dr., Cold Springs Rd., and Middletown Rd. and borders the Middletown Oaks Subdivision on Panning Way where I live.

Although this proposed land use designation has no immediate impact on the adjoining residential area, I am concerned with the long-term effects this would have should this land be developed for low-income, high-density housing.

Our neighborhood is a quiet community of seventeen older, single-family homes. It would be devastating to this small community of residents to see it affected by the inevitable increase in noise and crime, or a decrease in property value.

My greatest concern is the unavoidable detriment to traffic. The two intersections where Panning Way meets Middletown Road are already less than ideal. The intersections are not well lit, visibility in both directions is limited and the traffic on Middletown Road often exceeds the speed limit. The increase in traffic, certain to be caused by adding a high-density housing development nearby, will undoubtedly make these intersections more hazardous, exacerbating the dangerous and high-speed traffic that already exists.

I respectfully request the Planning Commission to recommend to City Council that they not approve the change in zoning for these parcels.

Kem Pence

215 Panning Way

Placerville, CA 95667

530-622-6402

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Margaret A. Muff
Julie L. Muff
222 Panning Way
Placerville, California 95667
(530) 622-1222

December 16, 2016

City of Placerville
Development Services Department, Planning Division
3101 Center Street, 2nd Floor
Placerville, California 95667

Subject: General Plan Amendment (GPA) 16-03, Zone Change (ZC) 16-04 and Environmental Assessment (EA) 16-01

Following is our response to the "Notice of Intent to Adopt a Mitigated Negative Declaration and Public Notice." We are concerned about the negative impact a high-density housing development would have on the adjacent Middletown Oaks subdivision and the community in general. Our concerns are:

1. Crowding and Open Space. The parcel under proposition is a thin strip of land that is bounded on two sides by roadways and on one long side by the backyards of private homes. High density housing in this location will be crowded and not have sufficient land for privacy screening, noise abatement, landscaping or open space. A multi-level structure will cause privacy issues by looking down directly into existing homes and also cause a loss of sunlight on the south side of these homes. Rezoning and development of this parcel into High-density Residential Dwellings will cause crowding.

2. Parking. The proposal includes 20 to 24 units per acre for an estimated 182 units on 7.6 acres of land. But where will these 182 units park their vehicles? Part of the 7-acre parcel will need to be designated for parking, decreasing the potential number of dwelling units. This parking cannot be below ground because this parcel is very near the water table level. Parking located on the ground floor will cause the structures to be taller, further impeding the sunlight of adjacent homes and impacting privacy.

The roadways on the south and west sides of this parcel are not conducive to parking because of their narrow width and busy traffic. Any parking for a high-density housing development on the street of the private homes will be completely unacceptable.

3. Roads and Access. The roads around this development are already congested as a commuter corridor between Cold Springs Road, Green Valley Road and Highway 49. These roads also include traffic from the local High School, the Home Depot storefront and local businesses. These roads are narrow with no room for expansion. They do not include sidewalks or room for safe foot or bicycle traffic.

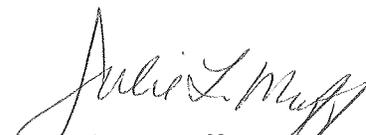
The already existing high-traffic streets abutting this parcel and the private homes along one side of this parcel, make ingress and egress dangerous for both the high-density and private neighborhoods.

Middletown Road is also a main channel for water drainage, adding to the unsuitability of developing this parcel into high-density residences.

Rezoning and development of this parcel will lead to a dangerous increase in traffic. It will cause dense overdevelopment leading to city cramming. It will be devastating to the existing residents who will be impacted by the additional traffic, loss of privacy, increased noise, loss of open space and overcrowding.

Please do not approve the change in zoning for these parcels.


Margaret A. Muff


Julie L. Muff

Neeser and Lealos Residents
193 Middletown Road
Placerville, CA 95667

December 18, 2016

Development Services Department
Planning Division
3101 Center Street, 2nd Floor
Placerville, CA 95667

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CITY OF PLACERVILLE
COMMUNITY DEV. DEPT

RE: Zone Change—Placerville Drive at Cold Springs Road

My wife and I have lived on Middletown Road for thirty years. When we moved here it was a fairly quiet residential area with an increase of traffic before and after school. Today, we can no longer stand in our front yard or in our breezeway, between the house and garage, and talk because we cannot hear the person speaking.

Little or no consideration was given to the impact that opened the connector from Middletown/Canal to Highway 49 with the construction of Combellack Road. Today Combellack to Middletown has become a thoroughfare connecting Placerville Drive to Highway 49.

Home Depot brought an enormous amount of traffic to the area, and Middletown Road supports many of the customers.

During the spring and summer, buses and vans from the rafting companies at the river use Middletown Road/Combellack Road to access Hwy 193.

We see cars, trucks, busses, large panel business-owned trucks, and 18-wheel trucks throughout the year. Much of the traffic travels at speeds in significant excess of the speed limit with no traffic enforcement.

Middletown Road is the path to two schools and used daily by students walking to and from school. It is not the safest route as is. Residents on this road already have difficulty with access/egress to and from our property as well as Poplar Lane because of traffic. Additional traffic caused by high-density housing will only add to an already troublesome situation.

Middletown Road and the Canal/Middletown intersection is the lowest point of access to the property under consideration. There are currently five stop signs and the intersection of Middletown Road, Sleepy Hollow, and Cold Springs Roads. Where do you think the access/egress will be located?

During the thirty years we have resided on Middletown Road, we have had no less than fifteen cars crash into our front yard. We've had our fence broken on each occasion. On one occasion the car that crashed, hit the telephone pole so hard that a five foot section of the telephone pole was actually blown out of it and the remaining pole came to rest on the stump left in the ground (making the pole look shorter than it should have been). Another time my wife and grandson, less than two years old at the time, were with me in the front yard. A car came so fast down Middletown Road that the driver lost control and came into the driveway, across some large granite boulders, and, thanks to those boulders, came to a stop five feet away from my wife and grandson. There was no time for them to get out of the way, and had it not been for the boulders, would have been seriously injured or killed in our own yard. Children are never allowed to play in our front yard because of traffic and the lack of speed control. We gave up on calling the police, because the last time we did, the highway patrol said if the damages were less than \$500.00 an accident report would not be filed.

Lastly, high-density housing will, undoubtedly, have a negative impact on the property values in our area. Like many of our neighbors, we have many years invested in our home and property. This change is not a good one for us personally, or for our neighbors. I doubt that any one of you making this decision would want high-density housing at your front door or in your back yard, nor would you consider buying a house with that view.

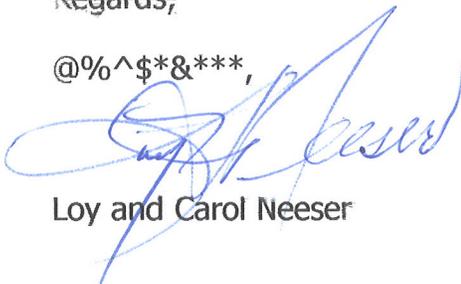
There are many valid arguments against the proposed change. Please consider looking for property that is not in a residential area, property that will not have such a major and negative impact on the traffic, property that will accommodate your proposed building projects without having such a negative impact on the current residents and the children using this road. If you insist on rezoning the property in question, zone it for single family residential. The traffic impact and other negative results will be FAR less.

I learned that any conversation or letter should end on a positive note. Therefore, two positive notes apply. The Department of Motor Vehicles customers will be delighted with the parking that will be available with the 200 or more parking places that will be required. And, of course, the tow truck companies will also owe you a debt of gratitude for the towing opportunities provided from the DMV customers.

Sincerely,

Regards,

@%^\$*&***,



Loy and Carol Neeser

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Above you will find a letter written by my parents. I have grown up on the same property and live there today with my husband and nine year old son. Not only do I agree with everything written, I'd like to add a few things for thought.

See, I've grown up here. I thought my son would have the same opportunity as I did, but from the sounds of things, that will not happen. Though we have thought the property across from us would one day be developed, we never expected it to be turned into a multi-family residential area.

As my parents' portion of the letter stated, there are MANY other, more appropriate, locations that could be used for the same purpose; locations that are not in a residential area where property values would be adversely affected by such rezoning; locations where safety of access and that of children are not at issue.

If I am not mistaken, your job is to serve your public (the public that is living here, not those looking to move here) in a way that serves them and the community the best, in the ways they have asked you to serve them. I ask you, would you want your neighboring property zoned for multi family purposes? I seriously doubt it. In fact, if it were your neighboring property, I'm sure you would talk to your fellow councilmen and women and city officers to be sure it did not happen. Why should our neighboring property be treated any different? Frankly put, it shouldn't! But, we all know how local government works and I doubt you will do any different...you will do what suits you best!

Resident,



Shannon and Daniel Lealos

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Exhibit E

Staff Photos of Site



Image 1. View of site at Middletown Rd and Cold Springs Rd



Image 2. View of site along Cold Springs Rd



Image 3. View from site looking westerly

Item 5.2



Image 4. View from site looking southwesterly



Image 5. Internal view of site; remnants of Lincoln Highway alignment located above Placerville Drive