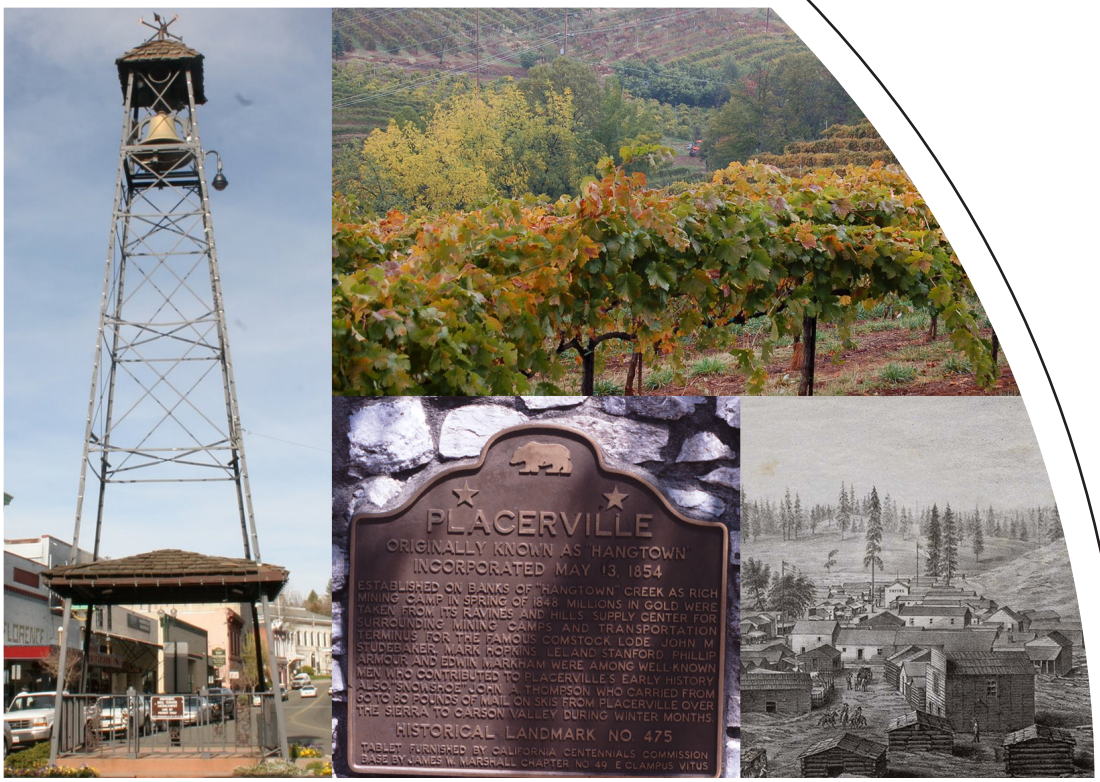
PLACERVILLE REDEVELOPMENT PLAN



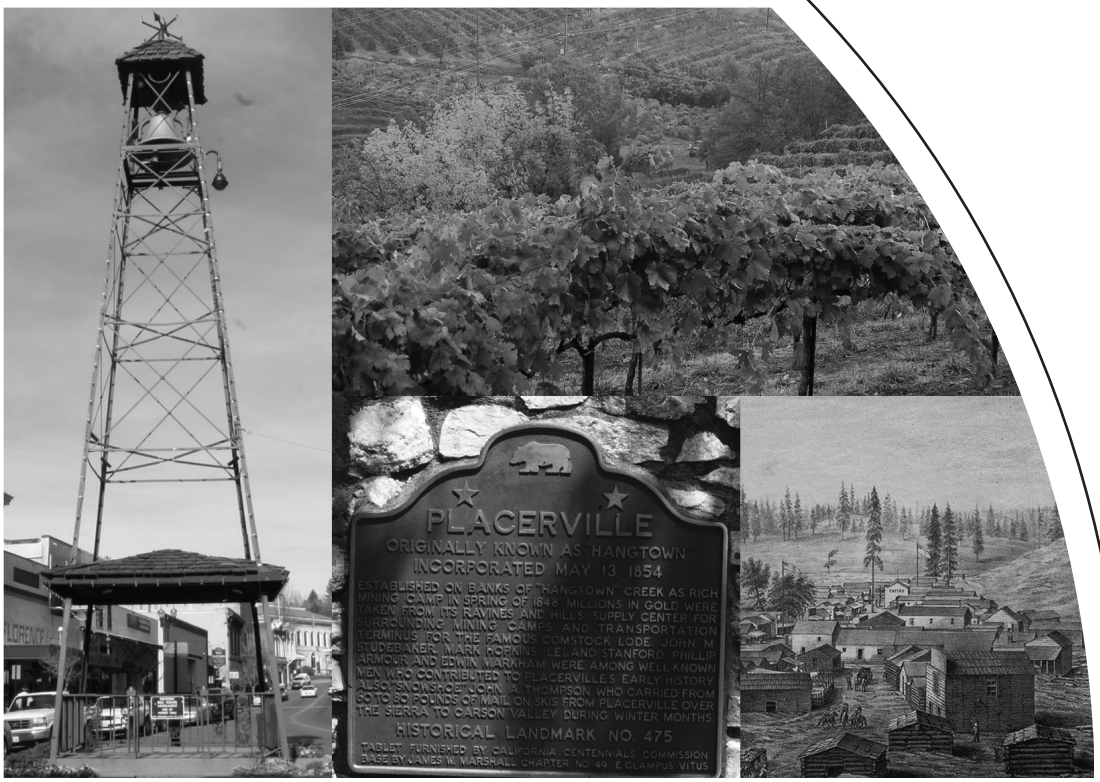
DRAFT ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2010102025

Redevelopment Agency of
The City of Placerville

December 2010

PLACERVILLE REDEVELOPMENT PLAN



DRAFT ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2010102025

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December 2010

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1.0

INTRODUCTION

Draft Environmental Impact Report
Placerville Redevelopment Plan

CHAPTER 1
INTRODUCTION

1.0 INTRODUCTION

This chapter of the Environmental Impact Report (EIR) provides the reader with an overview of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan), background on the purpose, focus, and use of the EIR, a discussion of previous documents that are relevant to the project, and a summary of opportunities for public participation. A detailed description of the project is provided in Chapter 3, Project Description.

PROJECT UNDER REVIEW

The proposed project is the adoption and implementation of the Placerville Redevelopment Plan, which would authorize the use of redevelopment tools to remove blight within the Project Area over a 30-year period, following adoption of the Redevelopment Plan in mid-2011.

The proposed Placerville Redevelopment Project Area (Project Area) includes most of the City of Placerville's (City) commercial areas, including the Placerville Drive, Downtown, and Broadway areas. Additionally the Project Area contains properties on the west and east perimeters of the existing City limits in the unincorporated El Dorado County (County), including the areas known as Smith Flat and Motor City. Adoption of the Redevelopment Plan with respect to these unincorporated areas would also be subject to approval by the El Dorado County Board of Supervisors (Board of Supervisors).

The Redevelopment Plan is a programmatic document, which empowers the Placerville Redevelopment Agency (Agency) to implement a variety of tools to revitalize the Project Area consistent with the California Community Redevelopment Law (CRL; Health and Safety Code Section 33000 et seq). The Redevelopment Plan provides that land use policies within the Project Area shall be those established by the City of Placerville General Plan (General Plan) as such policies exist today, or may be hereafter amended. Consistent with the City's General Plan, implementation actions may include:

- Improvements to public infrastructure and facilities serving the Project Area
- Repairs, rehabilitation, and reconstruction of Project Area properties
- Removing impediments to economic development
- Increasing, improving, and preserving the community's supply of affordable housing

The Redevelopment Plan would authorize the Agency to collect tax increment revenue, generated from increases in the assessed value of the Project Area, to finance the cost of these activities. Specific actions would be implemented gradually over the duration of the Redevelopment Plan, in accordance with the annual budget and five year implementation plan of the Agency. Such specific actions may require additional environmental analysis at a future date. The Redevelopment Plan would also authorize the Agency to use eminent domain on property that is not occupied as a residence.

PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

Adoption and implementation of the Redevelopment Plan would provide tools and funding to facilitate public infrastructure improvements and the rehabilitation, reconstruction, and new construction of buildings and housing in the Project Area that would result in physical changes to the environment, and is thus considered a "project" as defined by Section 15378 of the California Environmental Quality Act (CEQA) Guidelines. As such, completion of an

EIR is required to determine the Redevelopment Plan's potential for resulting in significant environmental impacts.

According to Public Resources Code (PRC) Section 21090: "(a) An environmental impact report for a redevelopment plan may be a master environmental impact report, program environmental impact report, or a project environmental impact report. Any environmental impact report for a redevelopment plan shall specify the type of environmental impact report that is prepared for the redevelopment plan."

This EIR has been prepared by the Redevelopment Agency of the City of Placerville, as the Lead Agency under CEQA. This EIR is a Program EIR, prepared to analyze the public and private activities or undertakings pursuant to or in furtherance of the Redevelopment Plan and to evaluate the potentially significant effects of public improvements and development that may be funded by or encouraged by the elimination of barriers to development by redevelopment activities. Use of a Program EIR allows the Agency, as the Lead Agency, to evaluate the potential impacts of redevelopment activities at a comprehensive level of detail, focusing on area-wide and cumulative impacts and programmatic mitigation measures. Potential direct impacts that could result in the Project Area from public improvements and facilities projects proposed as part of the Redevelopment Plan are also considered.

This Program EIR serves as the environmental baseline for subsequent approvals pursuant to adoption and implementation of the Redevelopment Plan. As individual activities pursuant to the Redevelopment Plan are proposed, the Agency will examine the individual activities to determine whether their effects have been fully evaluated in this Program EIR, and if not, what additional steps should be taken. Additional environmental review for the public and private activities or undertakings pursuant to or in furtherance of the Redevelopment Plan would be required if any of the conditions outlined in CEQA Guidelines Sections 15162 or 15163 were to occur. This includes identification of significant impacts from detailed site and design information that were not identified in this programmatic level EIR. Additional steps may include preparation of an Addendum or Supplement to this EIR, preparation of a Project EIR, or a Negative Declaration.

An EIR is the public document used to analyze the adverse environmental effects of a proposed project, to indicate ways to reduce or avoid possible environmental degradation, and to identify alternatives to the project that would reduce or avoid the significant adverse effects of the proposed project. The EIR must also disclose significant adverse environmental impacts that cannot be avoided; growth-inducing impacts; effects found not to be significant; and significant cumulative impacts of past, present, and reasonably anticipated future projects. An EIR is an informational document used in the local planning and decision-making process. It is not the purpose of an EIR to recommend either approval or denial of a project.

ENVIRONMENTAL REVIEW PROCESS

As part of the environmental review process, a Notice of Preparation (NOP) and Initial Study (IS) was circulated by the Agency on October 14, 2010, in accordance with CEQA Guidelines Section 15082, to inform responsible agencies and the public that the proposed project could have a significant effect on the environment, and to solicit their comments and input. This EIR addresses substantial environmental issues raised during the NOP process, and is based on existing data and maps available for the area, a preliminary environmental evaluation, field inspection, and coordination with affected agencies and interested parties. The NOP/IS is attached to this EIR as Appendix A. The NOP was circulated to interested

agencies, groups, and individuals for a 30-day review period; comments received on the NOP are included in this EIR as Appendix B.

The EIR will initially be published as a Draft EIR in December 2010, and will be subject to review and comment by the public – as well as by all responsible and other interested regulatory agencies and organizations – during a period of 45 days. Written responses to timely comments on the Draft EIR will be prepared and may specify changes to the Draft EIR. Responses to comments, together with the Draft EIR and any changes to the Draft EIR therein specified will become the Final EIR, which will be presented to the Agency for certification as to its adequacy under CEQA prior to adoption of the Redevelopment Plan by the Placerville City Council (City Council) and the Board of Supervisors.

ENVIRONMENTAL IMPACT REPORT FOCUS

As noted above, this EIR provides an overall analysis of the potentially significant impacts associated with implementation of the proposed project. The Agency identified potentially significant impacts in the Initial Study for this EIR that could result from implementation of the proposed project. Based on the Initial Study (Appendix A), the Agency determined the following technical issues would be addressed in this EIR:

- Air Quality
- Biological Resources
- Climate Change (Greenhouse Gasses)
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Public Utilities
- Transportation and Traffic

Land Use and Planning is not considered a technical issue, but policies related to land use and planning as they apply to the proposed project are addressed in Chapter 5.

The Initial Study (Appendix A) documents the justification for considering issues potentially significant or less than significant. Please refer to the Initial Study for a discussion of why the following issues were identified as less than significant, and are not evaluated separately in this EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Geology and Soils
- Mineral Resources
- Population and Housing
- Recreation

INTENDED USES OF THE ENVIRONMENTAL IMPACT REPORT

The EIR will serve as the CEQA compliance document for adoption of the Redevelopment Plan, and for subsequent actions by the Agency in furtherance of the Redevelopment Plan.

The Board of the Redevelopment Agency of the City of Placerville, as Lead Agency, will take the following actions:

- Certify the EIR and adopt Findings and a Mitigation Monitoring Plan (MMP)

The City of Placerville, as Responsible Agency, will take the following actions for project approval:

- Adopt the Placerville Redevelopment Plan

The County of El Dorado, as Responsible Agency, will take the following actions:

- Approve the Placerville Redevelopment Plan

The EIR will be used by the following public agencies and boards in the approval of implementation activities under the Redevelopment Plan:

- Board of the Redevelopment Agency of the City of Placerville
- Placerville City Council
- El Dorado County Board of Supervisors
- Placerville Planning Commission
- All Departments of the City and County who must approve implementation activities undertaken in accordance with the Redevelopment Plan
- All other public agencies that may approve implementation activities undertaken in accordance with the Redevelopment Plan

The EIR will be used in the adoption of and approval of any of the following redevelopment project implementation activities that may be necessary:

- Approval of Disposition and Development Agreements (DDA)
- Approval of Owner Participation Agreements (OPA)
- Approval and funding of public facilities and improvements projects
- Sale of tax increment and/or other bonds, certificates of participation and other forms of indebtedness
- Acquisition and demolition of property
- Rehabilitation of property
- Relocation of displaced occupants
- Approval of certificates of conformance
- Approval of development plans, including zoning and other variances and conditional use permits; including those for low- and moderate-income housing units
- Issuance of permits and other approvals necessary for implementation of the Redevelopment Plan

LEAD AGENCY

The Redevelopment Agency of the City of Placerville is the lead agency for preparation of the Placerville Redevelopment Plan EIR. Sections 15050 and 15367 of State CEQA Guidelines define the lead agency as the "public agency which has the principal responsibility for carrying out or approving a project."

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ENVIRONMENTAL IMPACT REPORT ORGANIZATION

This document provides a wide array of environmental information in different levels of detail. The document is structured in a manner to allow the reader to easily track information from the Summary (Chapter 2) through the Project Description (Chapter 3) and the Impact Analyses (Chapter 6). Impacts are numbered consecutively, and where appropriate, are associated with a mitigation measure that is correspondingly numbered. This numbering system is carried over into the Summary (Chapter 2) to allow for the easy location of the document's conclusions regarding a particular impact.

The document can be read in a number of ways depending on the reader's available time or interest in a particular issue. The briefest approach to the document involves reading only the Summary (Chapter 2). A somewhat more detailed reading of the document might involve careful reading of the full Project Description (Chapter 3) and description of the Alternatives (Chapter 4), as well as the Summary (Chapter 2). For those with an interest in a particular issue, it may be appropriate to add to the above a specific chapter or set of chapters. Finally, one can read the document in its entirety for a detailed presentation of all potential environmental effects of the proposed project and its alternatives.

CEQA requires that each EIR contain areas of description and analysis. The following list identifies areas of particular interest and the corresponding chapters in this EIR:

Required Description and Analysis	***EIR Chapter***
Summary (Guidelines §15123)	Chapter 2
Description of Project (Guidelines §15124)	Chapter 3
Alternatives to the Proposed Project	Chapter 4
Land Use and Planning	Chapter 5
Environmental Setting and Environmental Impacts (Guidelines §15126 & §15143) a) Significant Environmental Effects b) Effects That Cannot be Avoided c) Mitigation Measures	Chapter 6
Growth Inducing Impacts (Guidelines §15126)	Chapter 7
Cumulative Impacts	Chapter 7
Unavoidable Significant Environmental Effects (Guidelines §15126)	Chapter 7

Section 15127 of the CEQA Guidelines requires that additional EIR chapters be prepared for projects that require an amendment to existing plans. The proposed Placerville Redevelopment Plan does not require a plan amendment. Thus, this EIR does not include a discussion of "irreversible effects and short term uses versus long term productivity" as identified in CEQA for projects inconsistent with adopted plans.

DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State CEQA Guidelines allows incorporation by reference of "...all or portions of another document which is a matter of public record or is generally available to the public." Incorporation by reference is used principally as a means of reducing the size of EIRs. This EIR relies, in part, on data, environmental evaluations, mitigation measures and

other components of EIRs recently prepared by the Agency, the City, or the County for areas located within the Project Area or in its vicinity. This EIR is based on the same land use assumptions as the City of Placerville General Plan, adopted in January 1989 and amended in December 2004. The documents incorporated by reference are available for review either public review online or at the City of Placerville, City Hall, Second Floor, 3101 Center Street, Placerville, CA 95667.

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2.0

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Draft Environmental Impact Report
Placerville Redevelopment Plan

CHAPTER 2 SUMMARY

2.0 SUMMARY OF IMPACTS AND MITIGATION MEASURES

INTRODUCTION

This chapter of the Environmental Impact Report (EIR) – for the proposed adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan) – briefly describes the project under consideration, alternatives to the proposed project, areas of controversy, and direct and indirect project impacts. All impacts and mitigation measures that were identified during the course of this environmental analysis are presented in Table 2.0-1 at the end of this chapter.

SUMMARY OF THE PROJECT DESCRIPTION

PROJECT LOCATION

The proposed Placerville Redevelopment Project Area (Project Area) encompasses approximately 1,077 acres and consists of the central older portion of the City of Placerville (City) as well as the Smith Flat and Motor City areas to the east, and unincorporated portions of El Dorado County (County). The Project Area is approximately 45 miles east of Downtown Sacramento and is located at the intersection of United States Route 50 (US-50) and State Route 49 (SR-49).

PROJECT DESCRIPTION SUMMARY

The proposed project is the adoption and implementation of the Placerville Redevelopment Plan, which would authorize the use of redevelopment tools to remove blight within the Project Area over a 30-year period, following adoption of the Redevelopment Plan in mid-2011.

The proposed Project Area includes most of the City's commercial areas, including the Placerville Drive, Downtown, and Broadway areas. Additionally the Project Area contains properties on the west and east perimeters of the existing City limits in the unincorporated County, including the areas known as Smith Flat and Motor City. Adoption of the Redevelopment Plan with respect to these unincorporated areas would also be subject to approval by the El Dorado County Board of Supervisors (Board of Supervisors).

The Redevelopment Plan is a programmatic document, which empowers the Redevelopment Agency of the City of Placerville (Agency) to implement a variety of tools to revitalize the Project Area consistent with the California Community Redevelopment Law (CRL; Health and Safety Code Section 33000 et seq). The Redevelopment Plan provides that land use policies shall be those established by the City of Placerville General Plan (City General Plan), as such policies exist today, or may be hereafter amended. Consistent with the City's General Plans, implementation actions may include:

- Improvements to public infrastructure and facilities serving the Project Area
- Repairs, rehabilitation, and reconstruction of Project Area properties
- Removing impediments to economic development
- Increasing, improving, and preserving the community's supply of affordable housing

The Redevelopment Plan would authorize the Agency to collect tax increment revenue, generated from increases in the assessed value of the Project Area, to finance the cost of

these activities. Specific actions would be implemented gradually over the duration of the Redevelopment Plan, in accordance with the annual budget and five year implementation plan of the Agency. Such specific actions may require additional environmental analysis at a future date. The Redevelopment Plan would also authorize the Agency to use eminent domain on property that is not occupied as a residence.

PROJECT-SPECIFIC SIGNIFICANT AND UNAVOIDABLE IMPACTS

The project-specific significant and unavoidable environmental impacts of the proposed project identified in Chapter 6 (Environmental Analysis) include:

- Impact 6.8-1 Redevelopment-engendered development and infrastructure projects could result in construction noise at sensitive receptors. This would be a potentially significant and unavoidable impact.

CUMULATIVE SIGNIFICANT AND UNAVOIDABLE IMPACTS

The significant and unavoidable environmental impacts of the cumulative environment, as identified and discussed in Chapter 6 (Environmental Analysis), are:

- Impact 6.4-4 Redevelopment projects and redevelopment-engendered development could contribute to the cumulative degradation or loss of archaeological or historic resources, including human remains. This would be cumulatively considerable.

SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126(d) of the State CEQA Guidelines, requires an evaluation of "...a reasonable range of alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives." The alternatives evaluated in Chapter 4 of this EIR include the No Project Alternative and the Alternative Means of Revitalization with Public Funds (Alternative Means of Revitalization). The proposed project was determined to be the Environmentally Superior Alternative. Two alternatives were previously considered and rejected: Alternative Location and Alternative Public Actions. A summary of the alternatives considered is described below.

NO PROJECT ALTERNATIVE

Under the No Project Alternative, the Redevelopment Plan would not be adopted. The Redevelopment Plan activities would not support infrastructure improvements and the elimination of blight in the Project Area. The proposed public improvements and projects that would be assisted with the Redevelopment Plan (such as infrastructure and public facility improvements, commercial rehabilitation/development assistance, and low- and moderate-income housing rehabilitation/development assistance) would not be implemented with redevelopment funding. The No Project Alternative would result in whatever physical changes would be expected to occur in the Project Area if the proposed Redevelopment Plan was not approved, and development of the Project Area would occur as currently defined in the City General Plan and the El Dorado County General Plan (County General Plan) at a pace commensurate with prevailing market conditions and infrastructure improvements that the City and County could implement without redevelopment funding.

ALTERNATIVE MEANS OF REVITALIZATION WITH PUBLIC FUNDS (ALTERNATIVE MEANS OF REVITALIZATION)

An Alternative Means of Revitalization Alternative would not adopt a new Redevelopment Plan in the Project Area. This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area. Federal, state, county, and city programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, state and federal Transportation Grants, Urban Development Action funds, and revenue bonds. Some of the potential funding sources are capped each year for the City and County, such as CDBG funds; many of these funds require applications and competition and cannot be relied upon to be available consistently over the next 30 years. Any such funds used in the Project Area are funds unavailable for projects in other parts of the City and County.

If consistently available, these alternative-funding mechanisms could eliminate blight and encourage some development within the Project Area. However, these programs do not carry with them the powers of a Redevelopment Agency to assemble parcels for more modern development patterns or to use the Polanco Act to remediate contaminated properties, which could restrict the development potential of the Project Area and limit the scope and scale of development and rehabilitation. Reduced levels of available funding for infrastructure improvements and housing would slow the pace of improvements, leaving much of the Project Area blighted and unable to achieve the property values required to allow development to occur without public assistance.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Redevelopment plans are unique in that they are specifically designed to mitigate conditions of blight where other tools available to local jurisdictions have failed. The implementation activities identified with the proposed Redevelopment Plan are intended to mitigate existing problems and to remove barriers to planned development within the Project Area. The adoption of a Redevelopment Plan provides the means to eliminate physical and economic blight and thereby stimulate and encourage the revitalization, reuse, and new development of Project Area properties. Therefore, there is no environmentally superior alternative to the proposed Redevelopment Plan.

Project specific impacts for redevelopment-engendered development can be mitigated to less-than-significant levels except for the potential loss of cultural resources, and this impact would be the same or worse under the Alternatives. Because of the unique nature and purpose of redevelopment and the requirements of where it can be applied, implementation of the Proposed Project will have an overall beneficial effect on the Project Area. The Proposed Project is the environmentally superior alternative.

AREAS OF CONTROVERSY

CEQA Guidelines Section 15123 specifies that the summary shall identify “areas of controversy” known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects. There are no known areas of controversy regarding the environmental effects of adopting the Redevelopment Plan.

SUMMARY OF CONSISTENCY WITH ADOPTED PLANS AND POLICIES

In addition to physical environmental impacts, CEQA requires a discussion of the consistency of a proposed project with adopted plans and policies. Consistency with a plan is not a physical impact per se, but inconsistencies are required to be disclosed and discussed. This discussion is provided in Chapter 5, Land Use and Planning. If a plan inconsistency results in a physical impact, the physical impact is separately discussed in the topical sections in Chapter 6 (Environmental Analysis).

At the time of its adoption, the Redevelopment Plan must, by law, be consistent with the General Plan. The Redevelopment Plan further provides that land uses permitted in the Project Area shall continue to be governed by the General Plan, as it may be amended from time to time, including any specific plans which may be adopted by the City at any point in time. There were no inconsistencies with any adopted plan or policy identified with implementation of the Redevelopment Plan.

SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

The environmental impacts of Redevelopment Plan implementation are summarized in Table 2.0-1, and a detailed discussion of the impacts is found in Chapter 6 (Environmental Analysis) of this document. Table 2.0-1 identifies the potential impact and the adopted mitigation measure(s) determined to mitigate that impact.

SUMMARY TABLE

Table 2.0-1 has been organized to correspond with the environmental issues discussed in Chapter 6 (Environmental Analysis). The summary table is arranged in four columns:

- Environmental impacts (Impact)
- Level of significance without mitigation (Significance)
- Mitigation measures (Mitigation Measure)
- The level of significance after implementation of mitigation measures (Residual Significance)

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, the General Plan, laws, and requirements or recommendations of the City. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Chapter 6.0 (Introduction to the Analysis).

TABLE 2.0-1
ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
6.1 Air Quality			
Impact 6.2-1 Redevelopment-engendered development and infrastructure construction activities would generate short-term emissions of regional criteria pollutants	LS	None required	LS
Impact 6.1-2 Redevelopment-engendered development and infrastructure construction activities could disturb asbestos containing soils	LS	None required	LS
Impact 6.1-3 Redevelopment could result in long-term operational increases in regional criteria pollutants	LS	None required	LS
Impact 6.1-4 Redevelopment could increase the potential to expose sensitive receptors to significant levels of diesel particulate matter (DPM)	LS	None required	LS
Impact 6.1-5 Redevelopment-engendered project construction and operational activities would contribute to cumulative increases in ozone precursors	LS	None required	LS

[1] LS = Less-than-Significant PS = Potentially Significant S = Significant SU = Significant and Unavoidable

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
6.2 Biological Resources			
Impact 6.2-1 Redevelopment activities and redevelopment-engendered development could result in a potential loss of protected trees	LS	None required	LS
Impact 6.2-2 Redevelopment activities and redevelopment-engendered development could result in a potential loss of special status species	PS	For redevelopment projects involving infrastructure improvements or new development within 100 feet of a creek, or on vacant land with mature trees and/or wetlands, the following mitigation measures will ensure that potential impacts to special status species are reduced to less than significance: 6.2-2a Prior to project approval, a qualified biologist shall be retained by the project proponent to prepare a site-specific biological survey to determine the potential presence of wetlands, special status species, and/or suitable habitat for special status species. The project proponent shall conduct focused plant surveys according to the requirements in the CNPS Botanical Survey Guidelines for rare plant surveys, to determine the presence or absence of sensitive plant species. The surveys should be conducted during the flowering season of the sensitive plant species, by a qualified botanist with experience and knowledge of the flora of the region. A report of the findings should be submitted to the appropriate agencies within two months of completion of the surveys and will include: a comprehensive species list, a description of habitat characteristics, copies of the survey forms and any notes taken during the survey, date of the survey, and the names of the surveyors.	LS

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
		6.2-2b No physical alteration of a development site or issuance of building permits shall occur within potentially biologically sensitive areas until evidence is submitted for review and approval by the City that either no listed plants are present, or areas containing habitat for listed species have been avoided, or if avoidance is not possible, that all required consultations with the USFWS and/or CDFG have occurred pursuant to the FESA and CESA, and evidence is provided of any necessary permits, approvals, or agreements from USACE and CDFG for removal of any wetland or riparian habitat and/or associated drainages. If avoidance is not possible, a no jeopardy opinion will be required by the USFWS for federally listed species that could be affected. A no jeopardy opinion will not be issued unless USFWS agrees that adequate mitigation of the affected species has been provided. If state-listed species could be affected, a written agreement (such as a 2081 agreement) with CDFG would need to be obtained that specifies that adequate mitigation has been provided. Future proposed development engendered by redevelopment shall be consistent with the provisions of any required consultations and associated permits or agreements.	

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)		Significance After Mitigation
Impact 6.2-3 Redevelopment activities and redevelopment-engendered development could result in a potential loss of special status raptor, migratory, or other bird species	PS	6.2-3a	No physical alteration of a development site or issuance of building permits shall occur within existing woodlands or riparian areas until a breeding season survey is conducted by a qualified biologist during spring or early summer (from February 1 through August 31, before development activity takes place) near annual grasslands, large trees, and riparian areas. The survey shall be conducted no more than 30 days prior to the start of work activities and shall cover all affected areas – including a 250-foot buffer area around the active project area, staging areas, and access road improvement areas where substantial ground disturbance or vegetation clearing is required. If no active nest of a bird of prey or MBTA bird is found, then no further action is necessary. If construction begins outside the February 1 to August 31 breeding season, there will be no need to conduct a preconstruction survey for active nests. If a nest becomes active after construction has started, then the bird is considered adapted to construction disturbance. An active nest is one with eggs or unfledged young	LS
		6.2-3b	If surveys detect an active nest of a bird of prey or MBTA bird on the project site, then the biologist shall determine the size of an Environmentally Sensitive Area around the nest. The Environmentally Sensitive Area size shall be subject to City approval. The size of suitable nest buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other situation specific conditions. Construction activities shall be prohibited within this buffer zone until the end of the nesting season (mid August), or until the young have fledged. A qualified wildlife biologist shall monitor the nest to determine when the young have fledged and submit weekly reports to the CDFG and the City throughout the nesting season. If the qualified biologist determines that a disturbance is occurring, construction shall be halted, and the CDFG shall be contacted to determine the need for additional protection measures.	
		6.2-3c	Identified nesting trees approved for removal may only be removed prior to the onset of the nesting season (March 1) or after young have fledged (mid August).	

Impact	Significance Prior to Mitigation[1]		Mitigation Measure(s)	Significance After Mitigation
Impact 6.2-4 Redevelopment activities and redevelopment-engendered development have the potential to affect roosting or breeding special-status bats in the Project Area	PS	6.2-4a	Concurrent with breeding bird surveys (Mitigation Measure 6.2-3a), a qualified biologist shall conduct preconstruction surveys for special-status bats within suitable open structures and large trees (e.g., > 24 inch diameter at breast height (DBH)) on the site. If special status bat species are identified on-site, the biologist shall evaluate whether breeding adults or juveniles are present. If present, a suitably sized buffer (e.g., 100 to 150 feet) shall be placed around the roost if it appears that grading, tree removal or other project activities may cause abandonment. If it appears that demolition activities may cause nest abandonment, demolition activities must cease until juvenile bats are self-sufficient and would not be directly impacted by project activities.	LS
		6.2-4b	If special-status bats (i.e., pallid bat, silver-haired bat, Townsend's Pacific big-eared bat) are found on-site, and the roost would be destroyed during development, an artificial roost shall be provided for the bats. The roost shall be constructed and placed on-site prior to removal of the original roost. The project sponsor shall prepare a mitigation plan specifying the construction details and siting of the structure. The plan shall be approved by the City and CDFG prior to removal of the existing roost. The project sponsor shall provide a secure source of funding for the monitoring of the artificial roost for a period of at least 5 years. The site on which the artificial roost is located shall be placed in a conservation easement. A report documenting the implementation of the plan shall be provided to the City within one month of completion of the artificial roost. The plan shall be completed and implemented prior to the issuance of the grading permit.	

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
Impact 6.2-5 Potential jurisdictional seasonal wetlands, non-wetland waters, and waters of the US and State could be adversely affected by grading, construction, and improvements in connection with future redevelopment projects	PS	6.2-5a Wetland Delineation: On parcels containing potential wetlands, a USACE-verified wetland delineation and jurisdictional determination of the parcel shall be completed before any earthmoving or grading activities within or adjacent to potential jurisdictional wetlands and drainages. If the USACE determines that areas on the project site are jurisdictional, all work proposed in these areas shall be authorized by permits from the USACE. All applicable permits from the CDFG and RWQCB will also be obtained before construction in areas under the jurisdiction of these agencies, and provided to the City prior to the initiation of ground disturbing activities or other construction activities. The permitting agencies would need to be contacted by the owner in the event of any significant deviation from permitting conditions. If the USACE determines that the seasonal wetlands on a development site are protected by Section 404 of the CWA, the project would qualify as a permitted project under the Programmatic Biological Opinion (PBO; USFWS, 2007). The USACE will then enter into consultation with USFWS in order to appropriately address the federally listed species in the USACE wetland permit. This action would effectively append the project to the PBO. 6.2-5b If construction activities occur within any creek channel, ditches with a defined bed and bank, or within the riparian woodland drip line, the project sponsor shall obtain a SAA from the CDFG. The project sponsor shall provide proof to the City of compliance with the terms and conditions of the permits prior to issuance of the grading permit and prior to any construction in jurisdictional waters. 6.2-5c Wetland Avoidance and Minimization: To the extent feasible, the final project design will avoid and minimize effects to wetlands and other waters. Areas that are avoided will be protected from construction activities through implementation of Best Management Practices (BMPs).	LS
Impact 6.2-6 Redevelopment activities and redevelopment-engendered development could result in the loss of aquatic and terrestrial habitat for special status amphibians and reptiles, and may result in direct impacts to these species through injury or mortality	PS	Implementation of the following three-part mitigation measure would reduce the impact to pond turtles and frogs to a less-than-significant level. 6.2-6a In conjunction with Mitigation Measure 6.2-2a, above, surveys to determine the habitat suitability for or the presence of NWPTs shall be conducted to identify basking sites and potential nesting areas and shall be conducted during the spring or summer when the turtles and frogs are active and observable.	LS

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
		6.2-6b Where special status turtles and frogs are found, preconstruction surveys shall be conducted at least 48 hours prior to work in turtle and frog habitat. Any frogs or turtles observed during the preconstruction survey shall be relocated to at least 300 feet up or down stream of the work area. A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat of a project site. If aquatic amphibians and reptiles are observed in the construction area, construction will cease until a qualified biologist determines that aquatic amphibians and reptiles are not in the construction zone. 6.2-6c Temporary construction barrier fencing (including sedimentation fencing in some cases) will be installed along the creek(s) within a project site. The fencing shall be removed once the construction is completed or by October 15 of the construction year, whichever comes first. 6.2-6d Environmental awareness training will be conducted prior to onset of project work for construction personnel to brief them on how to recognize aquatic amphibians including CRLF, FYLF, and NWPT. 6.2-6e If CRLF is encountered in the work area, construction should stop and the USFWS contacted for guidance. 6.2-6f The City shall implement BMPs to protect water quality and control erosion. A spill prevention and clean-up plan shall be prepared.	
Impact 6.2-7 Redevelopment activities and redevelopment-engendered development could result in a cumulative loss of special status species	LS	None required	LS

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
6.3 Climate Change			
Impact 6.3-1 Redevelopment-engendered development and infrastructure construction activities would generate greenhouse gas emissions that could contribute to global climate change	S	6.3-1 All redevelopment construction activities shall implement best management practices (BMPs) for construction applicable at the time of project approval as required by the EDCAQMD for air quality emissions. Additional practices shall include, but are not limited to: a) Alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment b) Local building materials c) Recycle construction waste and demolition materials	LS
Impact 6.3-2 Individual redevelopment-assisted development projects could produce greenhouse gas emissions that contribute to global climate change	LS	None required	LS
Impact 6.3-3 The Redevelopment Plan would engender redevelopment of the Project Area that could contribute to global climate change	LS	None required	LS
6.4 Cultural and Historic Resources			
Impact 6.4-1 Redevelopment projects and redevelopment-engendered development could cause a substantial adverse change in the significance of an archaeological resource, including human remains	PS	The following mitigation measure is identified for any proposed redevelopment project within the Project Area: 6.4-1a The North Central Information Center (NCIC) shall be consulted to determine if a proposed project would require archaeological study and/or testing be conducted as part of the site-specific environmental review. Recommended study and/or testing shall be completed prior to completion of environmental review. 6.4-1b Foremen and key members of major excavation, trenching, and grading for sites preparation shall be instructed to be wary of the possibility of destruction of buried cultural resource materials. They shall be instructed to recognize signs of prehistoric use and their responsibility to report any such finds (or suspected finds) immediately, as specified by measure 6.4-1c below, so damage to such resources may be prevented.	LS

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)		Significance After Mitigation
		6.4-1c	Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, all work within 20 meters of the find shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the PRC, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission (NAHC) shall be adhered to in the treatment and disposition of the remains.	
Impact 6.4-2 Redevelopment projects and redevelopment-engendered development could cause a substantial adverse change in the significance of a paleontological resource	PS	6.4-2	If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work will stop in that area and within 25 feet of the find until a qualified paleontologist can assess the significance of the find, and if necessary, develop and implement appropriate treatment measures in consultation with the City.	LS
Impact 6.4-3 Redevelopment projects and redevelopment-engendered development could result in the potential alteration, removal, or destruction of historic resources	PS	6.4-3a	As part of any OPA, DDA, or other Agency action or project that would affect any structure or feature over 45 years old that has not been evaluated, the buildings shall first be evaluated for eligibility for listing in the CRHR. This evaluation shall occur through the preparation of DPR 523 forms for each building and standard CEQA evaluation.	LS
		6.4-3b	For properties determined to be eligible for listing in the CRHR, the Secretary's Standards shall be applied to insure that treatments will maintain the authenticity and integrity of character-defining historical features. No character-defining features of an eligible structure shall be demolished.	

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
		6.4-3c If demolition of some features cannot be avoided, where those features do not remove the building from eligibility for the CRHR, then the feature(s) shall be recorded to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards prior to their removal. Copies of the HABS/HAER documentation shall be filed with the OHP. HABS/HAER recordation typically includes the following: a. The development of site-specific history and appropriate contextual information regarding the particular resource. In addition to archival research and comparative studies, this task could involve limited oral history collection. b. Accurate mapping of the resources, scaled to indicate size and proportion of the structures. c. Photo documentation of the designated resources, both in still and video formats. d. Recordation by measured architectural drawings, in the case of specifically designed structures of high architectural merit; "as-built" plans of existing structures/foundation ruins will involve field measurements, office scaled plan layout, and plot out of final plan.	
Impact 6.4-4 Redevelopment projects and redevelopment-engendered development could contribute to the cumulative degradation or loss of paleontological, archaeological, or historic resources, including human remains	S	None available beyond those identified for project-specific mitigation.	**SU**

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)		Significance After Mitigation
6.5 Hazards and Hazardous Materials				
Impact 6.5-1 Redevelopment-engendered development and infrastructure construction could disturb unidentified contaminated soil and structures	PS	6.5-1a	A thorough examination of past property uses shall be required for redevelopment projects involving demolition or reuse of properties constructed before 1978, or construction on vacant land, prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment (ESA) process established by the American Society for Testing and Materials (ASTM), and shall include site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources. A Phase II ESA shall be conducted if deemed necessary based on the Phase I ESA results.	LS
		6.5-1b	If discolored soil, vapors, or contaminated groundwater are encountered during construction activities, all work shall cease until a qualified environmental professional assesses the situation and appropriate action is taken to ensure the safety of the workers and the public.	
		6.5-1c	The Agency shall require in construction contract documents that a hazardous materials removal team be on-call and available for immediate response during site preparation, excavation, and other construction activities. Hazardous material removal activities must be contracted to a qualified hazardous materials removal contractor. Construction contract documents shall require the hazardous material removal contractor or subcontractor to comply with the following: (1) Prepare a hazardous material discovery and response contingency plan for review by the El Dorado County Fire District (EDCFD). The EDCFD will act as the first responder to a condition of extreme emergency (i.e., fire, emergency medical assistance, etc).	

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
		(2) In the event that a condition or suspected condition of soil and/or groundwater contamination are discovered during construction, work shall cease or be restricted to an unaffected area of the site – as the situation warrants – and the City of Placerville (City) shall be immediately notified. Upon notification, the City shall notify the EMD Hazardous Materials Division, of the contamination condition, and the hazardous material removal contractor shall prepare a site remediation plan and a site safety plan, the latter of which is required by OSHA for the protection of construction workers. Similarly, the hazardous material removal contractor shall follow and implement all directives of the EMD and any other jurisdictional authorities that might become involved in the remediation process. (3) Preparation of any remediation plan shall include in its focus measures to be taken to protect the public from exposure to potential site hazards and shall include a certification that the remediation measures would clean up the contaminants, dispose of the wastes properly, and protect public health in accordance with federal, state, and local requirements. (4) Obtain closure and/or No Further Action letters from the appropriate agency(ies). (5) Construction contract documents shall include provisions for the proper handling and disposal of contaminated soil and/or dewatering water (including groundwater and contaminated rainwater) in accordance with federal, state, and local requirements.	
Impact 6.5-2 Redevelopment could result in the rehabilitation or demolition of buildings likely to contain asbestos, lead-based paint, or other hazardous substances	PS	6.5-2a Prior to any Agency rehabilitation or demolition activities, the Agency shall conduct an interior survey to evaluate the presence of ACM, lead based paint, PCB-containing electrical and hydraulic fluids, and/or CFCs, as well as any other potential environmental concerns (i.e., aboveground/underground fuel tanks, elevator shafts/hydraulic lifts, floor drains/sumps, chemical storage/disposal) which may be present within structures on a project site.	LS

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
		6.5-2b A project applicant for a project subject to an Owner Participation Agreement (OPA) or Disposition and Development Agreement (DDA) shall provide written documentation to the Agency that ACM and lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.	
Impact 6.5-3 Redevelopment of the Project Area would contribute to cumulative increases in the use of hazardous substances during construction and occupancy	LS	None required	LS
6.6 Hydrology and Water Quality			
Impact 6.6-1 Construction of redevelopment projects or redevelopment-engendered projects could degrade the quality of receiving water bodies	LS	None required	LS
Impact 6.6-2 Redevelopment in the Project Area would generate new sources of runoff that could increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, or exceed the capacity of existing or planned stormwater drainage systems	LS	None required	LS
Impact 6.6-3 Redevelopment projects and redevelopment-engendered development could expose people or structures to flood risks	LS	None required	LS
Impact 6.6-4 Stormwater and operational runoff as a result of redevelopment would contribute to cumulative increases in discharge of urban pollutants to the Weber Creek watershed	LS	None required	LS

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
6.7 Noise			
Impact 6.8-1 Redevelopment-engendered development and infrastructure projects could result in construction noise at sensitive receptors	PS	None available beyond adopted City policies to regulate noise.	**SU**
Impact 6.8-2 Redevelopment-engendered development could result in increased ambient noise levels at noise-sensitive land uses and could expose new land uses to noise that would conflict with local planning guidelines or noise ordinance criteria	LS	None required	LS
Impact 6.8-3 Redevelopment-engendered development could result in an increase in cumulative community noise impacts	LS	None required	LS
6.8 Public Services			
Impact 6.8-1 Redevelopment-engendered development could increase general population demands on fire services, resulting in a need for new facilities	LS	None required	LS
Impact 6.8-2 Redevelopment-engendered development could increase general population demands on public safety services, resulting in a need for new facilities	LS	None required	LS
Impact 6.8-3 Redevelopment-engendered development could increase general population demands for school facilities	LS	None required	LS

Impact	Significance Prior to Mitigation[1]	Mitigation Measure(s)	Significance After Mitigation
6.9 Public Utilities			
Impact 6.9-1 Redevelopment-engendered development could increase general population demands on wastewater collection and treatment.	LS	None required	LS
Impact 6.9-2 Redevelopment-engendered development and infrastructure projects could affect stormwater and drainage systems	LS	None required	LS
Impact 6.9-3 Redevelopment-engendered development could increase general population demands on water supply and delivery	LS	None required	LS
Impact 6.9-4 Redevelopment-engendered development could increase general population demands on landfill capacity	LS	None required	LS
6.10 Transportation			
Impact 6.10-1 Redevelopment activities could remove barriers to development, resulting in increased traffic in the Project Area	LS	None required	LS
Impact 6.10-2 Redevelopment activities could remove barriers to development, resulting in increased demands on pedestrian and transit access and operations	LS	None required	LS
Impact 6.10-3 Redevelopment activities could remove barriers to development, resulting in cumulative increases in traffic in the Project Area	LS	None required	LS

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3.0

PROJECT DESCRIPTION

Draft Environmental Impact Report
Placerville Redevelopment Plan

3.0 PROJECT DESCRIPTION

INTRODUCTION

The information presented in this chapter of the Environmental Impact Report (EIR) – for the proposed Placerville Redevelopment Plan Adoption (proposed project or Redevelopment Plan) for the Placerville Redevelopment Project Area (Project Area) – is based on the Preliminary Report for the Placerville Redevelopment Project Area (December, 2010), the City of Placerville General Plan Policy Document (General Plan; adopted January 1989 and amended December 2004), and the 2004 El Dorado County General Plan EIR (County General Plan EIR; adopted July 2004), as incorporated by reference.

PROJECT LOCATION

The City of Placerville (City) occupies approximately 6.5 square miles at the bottom and up the slopes of a ravine bisected by Hangtown Creek and Highway 50 (Figure 3.0-1). Placerville is located in El Dorado County (County) on the western slope of the Central Sierra Nevada at the junction of United States Route 50 (US 50) and State Route (SR-49). Situated approximately midway between Sacramento and Lake Tahoe, Placerville lies about 25 miles east of Folsom, which marks the eastern edge of the intense urban development of the Sacramento Metropolitan area. The communities of El Dorado Hills and Shingle Springs lie just to the west of Placerville along US 50, and the City of South Lake Tahoe is approximately 60 miles to the east along US 50. Auburn lies approximately 25 miles north of Placerville on SR-49 and Jackson is approximately 34 miles to the south on SR-49.

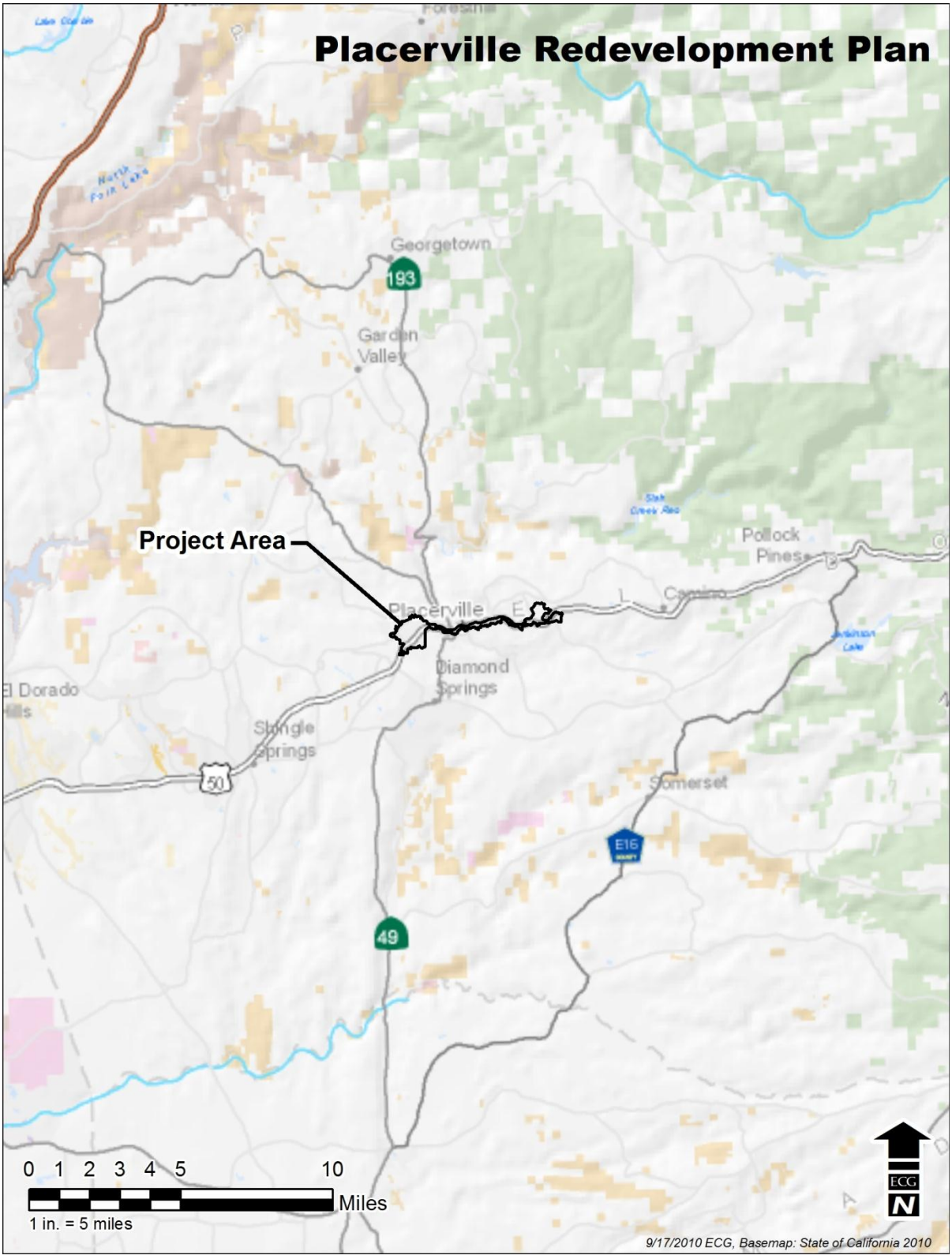
The proposed Project Area encompasses approximately 1,077 acres and consists of the central older portion of the City as well as the unincorporated Smith Flat and Motor City areas to the east, and some other unincorporated portions of El Dorado County to the west. The County portion of Project Area includes 267 acres (24.8%), and the City portion of Project Area includes 810 acres (75.2%). The Project Area boundary is shown on Figure 3.0-2.

PROJECT AREA SETTING

The proposed Project Area encompasses approximately 1,077 acres (including public right-of-way) and includes properties from within the City and the unincorporated portions of the County. It would be the first Redevelopment Plan to be adopted within the City. The Project Area can generally be described in four distinct subareas.

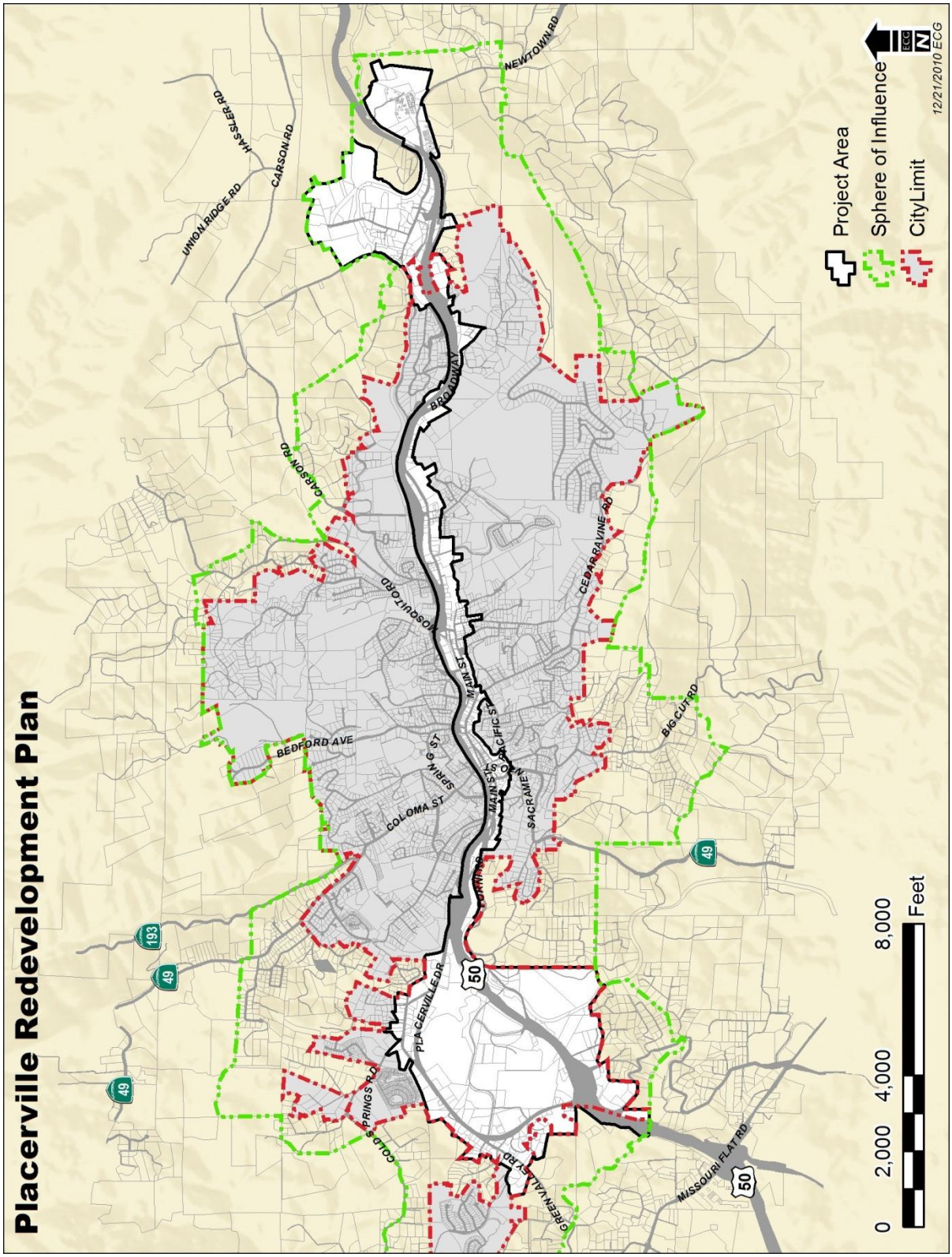
PLACERVILLE DRIVE

The Placerville Drive area, by virtue of its geographic location, is a distinct commercial area in the City. Its entry and exit points are at each end of the length of Placerville Drive where it intersects Highway 50. Placerville Drive is dominated by regional, neighborhood, and strip retail commercial uses, and also includes the El Dorado County Fairgrounds and many El Dorado County offices and buildings. The buildings in the Placerville Drive area were constructed after the 1930s. The Placerville Drive area includes an additional area south of Highway 50, from the eastern end of Placerville Drive to the western end of Downtown, bordered by Forni Road on the south.



Source: The Ervin Consulting Group, 2010
Basemap: ESRI, 2010

FIGURE 3.0-1
PROJECT VICINITY



Source: The Ervin Consulting Group, 2010

FIGURE 3.0-2
PROJECT AREA BOUNDARIES

DOWNTOWN

The Downtown area is one of the most defined districts in the City by virtue of the clarity of its character. The Main Street segment of the downtown has an unusually rich complement of buildings built in the 1850s through 1930s. These buildings define the overall character of the downtown area, bounded on the north by Highway 50, on the south by Miner's Ridge, on the east by Cedar Ravine, and on the west by Sacramento Street. The Downtown area also includes area south of Highway 50 from Cedar Ravine to Mosquito Road, bordered by Main Street on the south.

BROADWAY

The Broadway area runs in an east-west direction between Mosquito Road and Newtown Road, parallel to Highway 50 to the north. Although Broadway is a single street, it is frequently perceived as two sections, Upper Broadway and Lower Broadway, due to its different identities. Lower Broadway is largely a linear commercial strip characterized by fast food restaurants, gas stations and small cluster shopping centers. Upper Broadway includes scattered commercial enterprises including a few motels and other mixed professional and retail uses. The construction date of buildings in the Broadway area ranges from the 1880s to the 2000s.

SMITH FLAT/MOTOR CITY

The Smith Flat and Motor City areas are located within the unincorporated area of El Dorado County, within the City of Placerville's sphere of influence. Smith Flat is located generally to the north of Highway 50, immediately east of the City boundaries and includes commercial and single family residential uses. The former lumber mill is also located within the Smith Flat area. Motor City is separated from Smith Flat by Highway 50 and is located generally to the southeast of Highway 50. Mobile home parks are the primary uses in the Motor City area. Most of the existing buildings in the Smith Flat/Motor City area were built after the 1930s; however, two were built between 1890 and 1930.

PROJECT BACKGROUND

The Redevelopment Agency of the City of Placerville (Agency) was officially established by the City Council of the City of Placerville (City Council) by City Council Ordinance No. 1319 on April 26, 1983. Since that date, other than taking some very preliminary actions, the Agency has been inactive. The Feasibility Study for a Potential Redevelopment Plan completed in January 2010 recommended that the City and Agency proceed with formation of the City's first redevelopment plan and project area encompassing the Placerville Drive, Downtown and Broadway commercial districts, as well as the adjacent unincorporated areas of Smith Flat and Motor City within the City's Sphere of Influence (SOI). In May 2010, the City Council initiated the process to prepare a redevelopment plan for certain commercial areas of the City that suffer from physical and economic blight.

The Agency is coordinating with the County throughout the plan adoption process to authorize the City to administer redevelopment in designated County territory.

BLIGHTING CONDITIONS IN THE PROJECT AREA

Redevelopment is being considered as a tool to assist the City in addressing the needs in the older developed portions of the community. Establishment of the Project Area is being proposed to alleviate physical and economic blight. The properties included in the proposed Project Area were selected because review of these properties in the Preliminary Report

indicates the existence of blight, as defined by California Community Redevelopment Law (CRL). CRL Sections 33030 through 33039 describe the conditions that constitute blight in a redevelopment project area. A blighted area is one that necessitates the creation of a redevelopment project area because the combination of conditions in the area constitute a burden on the community and cannot reasonably be expected to be alleviated by private enterprise, governmental action, or both. A project area must have both physical and economic blighting conditions; these conditions are explained in detail in the Preliminary Report.

A field survey was undertaken to evaluate the condition of structures and parcels, document the occurrence of vacant buildings, locate urbanized parcels, and locate inadequately sized lots in the Project Area. The focus was to identify conditions that pose a health and safety threat to occupants or visitors. Generally, as economic conditions decline there is a corresponding lack of investment in physical maintenance of properties, which further perpetuates physical blight. The presence of these conditions reflect a lack of investment by property owners in maintaining their properties in a condition that assures the safety of persons who live and work in the area. Physical blighting conditions propagate further decline of an area and deter economic development activities by private investors. CRL Section 33036(a) declares that conditions of blight further perpetuate obsolescence, deterioration, and disuse of a property because it creates a lack of incentive for landowners to reinvest in their properties while the conditions of neighboring properties go unchanged.

The blighting conditions identified within the Project Area include but are not limited to:

- Unsafe and unhealthy buildings for persons to live or work, caused by serious building code violations, serious dilapidation and deterioration from long-term neglect, unreinforced masonry buildings, buildings vulnerable to flooding, and faulty or inadequate water and sewer utilities (such as water utilities that are inadequate for fire hazards and antiquated water and sewer lines that need to be relocated)
- Conditions hindering viable use such as excessive dampness and flooding, inadequate parking, and inadequate loading facilities
- Depreciated or stagnant property values
- Impaired property values due to hazardous wastes
- Abnormally low lease rates
- A high crime rate that constitutes a serious threat to the public safety and welfare

PROPOSED PROJECT

PROJECT DESCRIPTION

The proposed Redevelopment Plan would authorize the use of redevelopment tools to remove blight within the Project Area over a 30-year period, following adoption of the Redevelopment Plan in mid-2011.

The proposed Project Area includes most of the City's commercial areas, including the Placerville Drive, Downtown, and Broadway areas. Additionally the Project Area contains properties on the west and east perimeters of the existing City limits in the unincorporated County, including the areas known as Smith Flat and Motor City. Adoption of the Redevelopment Plan with respect to these unincorporated areas would also be subject to approval by the El Dorado County Board of Supervisors.

The Redevelopment Plan is a programmatic document, which empowers the Placerville Redevelopment Agency (Agency) to implement a variety of tools to revitalize the Project Area consistent with the CRL (Health and Safety Code Section 33000 et seq). The Redevelopment Plan provides that land use policies shall be those established by the City's General Plan as such policies exist today, or may be hereafter amended. Consistent with the City's General Plan, implementation actions may include:

- Improvements to public infrastructure and facilities serving the Project Area
- Repairs, rehabilitation, and reconstruction of Project Area properties
- Removing impediments to economic development
- Increasing, improving, and preserving the community's supply of affordable housing

The Redevelopment Plan would authorize the Agency to collect tax increment revenue, generated from increases in the assessed value of the Project Area, to finance the cost of these activities. Specific actions would be implemented gradually over the duration of the Redevelopment Plan, in accordance with the annual budget and five year implementation plan of the Agency. Such specific actions may require additional environmental analysis at a future date. The Redevelopment Plan would also authorize the Agency to use eminent domain on property that is not occupied as a residence.

PROJECT OBJECTIVES

The purposes and objectives of the Redevelopment Plan are to eliminate the conditions of blight existing in the Project Area, as defined by CRL, and to prevent the recurrence of blighting conditions within the Project Area. The Agency proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to the Redevelopment Plan, for the planning, development, re-planning, redesign, redevelopment, reconstruction, and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accordance with the City's General Plan and other planning documents, as they may be adopted or amended from time to time. The Proposed Project will achieve the purposes of the CRL by:

- The elimination of blighting influences, the correction of environmental deficiencies, and the conservation, rehabilitation, and redevelopment of the Project Area
- The enhancement and renovation of businesses within the Project Area to promote their economic viability, and the overall strengthening of the economic base of the Project Area and community
- The cooperation of and participation by property owners, business owners, public agencies, and community organizations in the redevelopment and revitalization of the Project Area
- The provision of needed improvements to the community's recreational, cultural, and other community facilities to better serve the Project Area
- The provision of needed improvements to streets, curbs, gutters, water and sewer utilities and other public utilities and facilities within the Project Area
- The attainment of an environment reflecting a high level of concern for architectural, landscape, and urban design principles
- The conservation and preservation of buildings and structures of architectural or other historic significance to the community

- The provision of affordable housing that serves the needs and desires of the various age and income groups of the community
- The provision of adequate land for parking and open spaces

The foregoing redevelopment goals and objectives are to be pursued and accomplished, subject to and consistent with the City's General Plan, as it may be amended from time to time.

REDEVELOPMENT PROJECT COMPONENTS

The Agency has identified a number of projects and programs that will achieve the Agency's redevelopment and economic development goals and eliminate blight in the Project Area. Programs identified by the Agency include public facilities and infrastructure, commercial development and economic revitalization activities, environmental remediation and brownfields revitalization, and affordable housing. The Agency proposes to eliminate blight throughout the Project Area through the implementation of the programs outlined in the following sections.

Public Facilities and Infrastructure Improvements

As documented in the Preliminary Report, significant infrastructure deficiencies exist in the Project Area. The City has several infrastructure master plans and transportation plans that are in various stages of implementation. Most of the plans have not been implemented due to lack of funding. Although the City has allocated some funding for water and sewer projects through its Capital Improvements budget, additional funding is needed. Redevelopment funds could be used to supplement the City's Capital Improvement budget where appropriate to help alleviate public facilities and infrastructure deficiencies in the Project Area through the implementation of these plans. Tax increment generated in the Project Area can be leveraged for public improvements and facilities that benefit the entire Project Area and the community as a whole, and not just individual development projects. By upgrading infrastructure to support existing and future development, the Agency will create an environment that stimulates private investment and is responsive to market opportunities. The plans and documents are summarized below:

Main Street Streetscape Design Development Plan – July 2005

This plan covers the historic Main Street downtown area. The primary objectives of the plan are to:

- Preserve and enhance the historical character and assets of Downtown
- Improve the pedestrian shopping experience and thus bolster Downtown's retail economic viability
- Develop a plan that is aesthetically cohesive and economically viable, a plan that can be implemented through a multi-phase and multi- year effort

The major elements in the proposed improvements consist of the conversion of the area adjacent to the existing Bell Tower into a public plaza with significant public transit oriented facilities; accessibility improvements at the street intersections; widening of the pedestrian walkways; addition of planting areas and accent planters; pavement textures at the crosswalks and other significant pedestrian spaces along Main Street; monument signs, new street lights, benches, and other character appropriate street furniture; areas for outdoor dining; and a roundabout at the intersection of Main Street and Clay Street. While the roundabout was recently funded in November 2010, none of the other improvements proposed in the Main Street Streetscape Design Development Plan have been funded or

implemented. The City does not have a funding source for these projects and cannot afford the improvements without redevelopment.

Broadway Village Corridor Multi-Modal Implementation Plan – February 2010

This plan covers an area of Broadway from Main Street to Smith Flat Road. It is intended to address four primary themes:

- The Plan includes proposals for improved non-motorized transportation facilities and improved landscape, streetscape, and transit facilities that encourage transit, bicycle, and pedestrian travel.
- The Plan develops a strategic short, mid, long range and future vision for improved transportation and land use throughout the Broadway Village Corridor.
- The Plan proposes safety, mobility, and operational improvements to improve safety and vehicular circulation along the Broadway Corridor through intersection improvements and improved access to businesses along the Corridor.
- The Plan will help take the previous planning efforts from concept to implementation.

Implementation of the Plan recommendations will:

- Improve safety, access, and mobility for pedestrians
- Improve safety, access, and mobility for bicyclists
- Promote the use of public transportation by providing efficient, accessible transit facilities and links to commercial businesses
- Improve safety and efficiency for automobiles through infrastructure improvements
- Reduce traffic congestion and greenhouse gas emissions through infrastructure improvements
- Create an environment conducive to multi-modal transportation

None of the improvements proposed in the Broadway Village Corridor Multi-Modal Implementation Plan have been funded or implemented. The City does not have a funding source for these projects and needs redevelopment to afford improvements.

Placerville Drive Multi-Modal Corridor Mobility Study – January 2009

This community-based transportation study focuses on Placerville Drive between the limits of the Placerville Drive-Forni Road interchange on the west and the Placerville Drive/Highway-50 interchange on the east.

The recommended/adopted roadway concept consists of changing the existing 2-lane and 3-lane roadway – which has no median control or landscaping and serves as a "regional/commuter" facility – into a "destination/downscaled" roadway. The new roadway will have a landscaped median, controlled left-turn lanes at select locations and intersections, and will include sidewalks, bicycle lanes, and room for transit service needs. In addition, Hangtown Creek Bridge will be reconstructed and is envisioned as widened for 4-lanes, yet utilized as a 2-lane facility until the additional capacity is required for traffic service. The adopted cross-sections consist of the following components:

- At the Highway-50/Forni Road/Placerville Drive, implement the proposed interchange redesign as previously adopted by the City of Placerville.
- Between Highway-50/Forni Road/Placerville Drive interchange to Ray Lawyer Drive, implement a 4-lane cross-section plus bike lanes and medians.

- Between Ray Lawyer Drive and Cold Springs Road, construct a wider than required 2-lane cross-section plus bike lanes and medians that is "convertible" to a 4-lane cross-section plus bike lanes and medians. The conversion is slated to occur if and when necessary as dictated by traffic volumes. Improvements elsewhere in the corridor may provide alternate opportunities for regional travel.
- Between Cold Springs Road and the Highway-50/Main Street/Placerville Drive interchange, a 2-lane cross-section plus bike lanes and medians.

The new roadway has not been funded due to lack of financial resources at the City. Redevelopment is needed to fund these improvements.

Placerville Drive Development and Implementation Plan, Final Preferred Vision Plan – March 2009

This Final Preferred Vision Plan proposes an intensification and mix of land uses in order to attract more businesses and patrons to the area. It includes more public open spaces, new lane configurations for Placerville Drive, continuous sidewalks and bike lanes, as well as a multi-modal transportation facility. The Plan also describes the streetscape beautification program to enhance the attractiveness and safety of the corridor for pedestrians, bicycles, and vehicles. The three aspects of the streetscape discussed in the report include:

- Broader circulation changes
- Future travel lane configuration changes
- Character and amenities to be provided such as landscaping and furnishings

Redevelopment is needed to fund the improvements proposed in the Placerville Drive Development and Implementation Plan, as the City does not have other funding sources to finance this project.

Storm Water Management Plan – June 2005

The Storm Water Management Plan was put in place to educate the public on storm water impacts, involve the public in decision making, eliminate and detect illicit discharge, control construction site storm water runoff, manage storm water runoff in new construction and redevelopment, and prevent pollution. The Storm Water Management Plan provides a detailed list of required activities, maintenance procedures, and other practices designed to prevent or reduce storm water pollution.

City of Placerville Water Master Plan – December 2005

The City Water Master Plan analyzed the general hydraulic characteristics of the water system, determined existing and future deficiencies in the system, and recommend improvements with cost estimates. In general, the recommendations provided in the Water Master Plan include improvements to the pressure control equipment, pipelines, and pump stations.

City of Placerville Sewer System Master Plan – July 2006

The City Sewer System Master Plan assessed the adequacy of the City's Trunk Sewer System for current and future land use. The Sewer System Master Plan recommends that the City perform additional activities, including test area drains and catch basins, monitoring of wet weather flows, establishment of a new manhole numbering system, completion of a full master plan and compliance with the Statewide General Waste Discharge Requirements.

Hangtown Creek Master Plan – January 2007

Hangtown Creek Master Plan provides goals and policies to improve water quality using watershed-based water management policies. Hangtown Creek Master Plan's recommended activities include removal of the sewer line from Hangtown Creek, establishment of setbacks from Hangtown Creek and associated waterways, day-lighting of Hangtown Creek and its tributaries, restoration of the habitat around Hangtown Creek, providing public access and connectivity along the greenways, education of property owners and public volunteers, and the establishment of a creek celebration day.

Summary of Public Facilities and Infrastructure Improvements

Based upon the existing plans and potential future plans, the following public facilities and infrastructure projects are intended to upgrade infrastructure to current standards, remove costly impediments to stimulate private development, improve public safety, and improve transportation and pedestrian safety. They include, but are not limited to:

- Traffic/circulation Projects: roadways, landscape, street lights, decorative and handicapped accessible crosswalks and intersections, transit improvements, interchanges, curbs, gutters, sidewalks, bridges, parking, traffic signals, bicycle paths, streetscape improvements, street medians, street furniture, utility undergrounding, and trails.
- Water, sewer and drainage improvement projects: upgraded sewer and drainage systems, new and replaced sewer and drainage pipelines, sewer parallels, monitoring systems, wastewater and sewer pump and treatment facilities, flood control systems, improved water storage and distribution facilities, and improved pressure control equipment. In addition, as the City extends its service to the sphere of influence, approximately 16,000 linear feet of the Trunk Sewer System would need to be upsized, rehabilitated, and/or replaced.

Community Facilities Program

The Agency desires to include a Community Facilities Program that focuses on the need for new or improved community facilities such as fire stations, police stations, parks, community centers, libraries, and cultural facilities. These projects are long-term in priority and are intended to encourage further investment and generally improve the quality of life for Project Area residents.

Commercial Development and Economic Revitalization Activities

These projects and programs seek to complement the Agency's goals for urban revitalization by supporting economic development activities to retain, expand, and attract businesses in the Project Area. As documented in the Preliminary Report, Project Area properties suffer from depreciating property values. In addition, several of these commercial development and economic revitalization activities can remove many of the physical blighting conditions documented by partnering with property owners, tenants, and business owners to not only implement economic development activities, but also make physical improvements to properties and buildings.

Public/Private Development Program

Public/private coordination occurs when the Agency participates in significant private development projects through an Owner Participation Agreement (OPA), Disposition and Development Agreement (DDA), or land assembly to assist with new development or the expansion of existing development. These activities will help facilitate private investment

and reinvestment in the Project Area that could not otherwise be funded by the private sector alone.

In certain circumstances, the Agency could assemble small, underutilized, and/or poorly configured parcels into sites suitable for new development, and thereafter sell and/or lease property for private development. Land assembly would likely take place in response to property owner or developer initiated efforts to assemble the property needed for the expansion of existing uses or for the creation of sites capable of development for new uses. The Agency may also choose to participate in the acquisition of property for infrastructure or public facilities purposes, which would primarily benefit the Project Area.

The program may also include site preparation activities such as demolition and clearance, site preparation, relocation assistance, and assistance for environmental remediation. The Agency will provide relocation assistance as required by State or Federal laws and regulations, when applicable. This will ensure that uniform, fair, and equitable treatment is afforded to displaced businesses and residents as a result of land assembly.

The implementation of this program will improve the overall quality and aesthetics of the Project Area by improving existing buildings or by developing new contemporary facilities, which will alleviate related blighting conditions while increasing the overall value of the property.

Targeted Business Recruitment Program

This program would create incentives for the recruitment of specific types of businesses that would provide goods and services that are desired by the community. Types of incentives include land acquisition, land cost write-downs, and low-interest loans for commercial rehabilitation, infrastructure improvements, a faster and more flexible permitting process, or other authorized activities. In addition, the Agency would like to attract businesses that will create well paying jobs in industries with strong future growth potential.

Downtown Revitalization Program

The historic downtown Main Street area's abundance of history and architectural character provides an excellent background for Main Street as a recreational shopping and dining destination. Consequently, the preservation and enhancement of Main Street's unique character is key to Downtown's continued retail success. The Downtown Revitalization Program would create incentives for property owners to improve their building facades as well as assist with health and safety issues by bringing the buildings up to current building code requirements. In addition, the Agency could fund infrastructure improvements in the Downtown area to alleviate substandard infrastructure deficiencies such as reduced fire flows. Special emphasis would be given to preserving historic buildings by making them safe to occupy.

Business Revitalization Program

The Business Revitalization Program would be developed to provide assistance to businesses in the Project Area to encourage restoring, modernizing, and improving the façades of commercial structures to enhance the attractiveness and visibility of the area. By eliminating physical deterioration and improving the substandard (obsolete) appearance of the commercial buildings and surrounding sites, more patrons will be attracted which will improve retail sales.

In addition, redevelopment funds could be provided to assist the business associations for Placerville Drive, Main Street, and Broadway with marketing, beautification, special events, business recruitment and outreach, and other eligible activities.

Environmental Remediation and Brownfields Revitalization

Properties with hazardous waste contamination have impaired property values as documented in the Preliminary Report. Hazardous waste contamination can severely delay the disposition and development of a property due to testing, remediation, difficulty in resolving existing or potential liability issues, and difficulty in obtaining financing for clean-up. Remediation of property that contains environmental contaminants and hazardous materials can often exceed the funding capacity of the private sector. Because of the lengthy and costly process to remediate a hazardous waste site, these properties are often left underutilized and have impaired property values. The Agency possesses unique powers under the Polanco Redevelopment Act (CRL Sections 33459-33459.8) to transfer and mitigate legal and financial liabilities that would otherwise deter a property owner or developer from seeking to better utilize brownfield sites. These projects and programs seek to mitigate environmental threats to public health and safety, and transform contaminated, underutilized properties, otherwise known as "brownfields," into productive assets of the community.

These Programs will also help the Agency address existing blighting conditions by improving impaired property values, stimulating private investment, and reducing significant risks to the health, safety, and welfare of Project Area residents and workers near contaminated properties. By making concentrated efforts in the remediation of hazardous materials and contamination, the Agency will assist in the creation of more viable locations for the private sector to create more employment and residential options in the Project Area and Citywide.

Affordable Housing

Pursuant to CRL Sections 33334.2, 33334.3, 33334.4 and 33334.6, the Agency is required to deposit 20 percent of the gross tax increment it collects annually into the Low and Moderate Income Housing Fund for the creation and improvement of affordable housing. The City of Placerville 2008-2013 Housing Element (Housing Element) identified several goals related to affordable housing:

Goal A To Designate Sufficient Land to Accommodate Placerville's Share of El Dorado County's Future Housing Needs. This goal includes the objective to produce additional housing units, including low, very-low, and extremely-low housing units.

Goal B To Facilitate the Development of Housing for Special Needs Households. This goal includes program objectives to: identify a site and funding for an additional emergency shelter or transitional housing facility, if necessary, to meet local needs; to improve housing accessibility for persons with disabilities; and to assist in the development of at least one senior housing project.

Goal C To Facilitate the Development of Housing Affordable to Lower- and Moderate-Income Households. This goal includes program objectives to: complete at least one housing development that provides very-low, low, and moderate income housing units for workforce housing; increase awareness of density bonuses and other incentives to affordable housing; increase the effective use of state and federal funds in support of affordable housing, shelter, and housing-related services; reduce the initial cost-impact of City fees on affordable housing projects; continue to work with non-profit developers in the area to develop self-help housing by adding new very-low and low income housing units; and to design a first-time homebuyer program to assist very-low, low, and moderate income households.

Goal D To Promote Equal Housing Opportunity for all Residents. This goal's objective is to increase community awareness of fair housing.

Goal E To Preserve the Existing Housing Stock. This goal includes program objectives to: promote the City's low-interest and deferred-payment loans for low-income housing rehabilitation for owner-occupied and renter-occupied units; maintain a relatively current and relevant database of housing conditions identifying areas to target code enforcement, rehabilitation assistance, and neighborhood improvement efforts; correct building code violations before they become serious health and safety hazards to human habitation; and to preserve the historic/architectural integrity of historic residential structures.

Goal F To Conserve Existing Affordable Housing Opportunities. This goal includes program objectives to: increase rental property owner participation in the Housing Choice Voucher Program; preserve existing "at-risk" subsidized affordable rental housing units; preserve mobile home park spaces if determined to be feasible, access funds for mobile home park improvements and potential conversion to tenant ownership, if desired by park owner and residents.

Goal G To Promote Residential Energy Conservation. This goal includes the applicable program objective to increase the energy efficiency of older residential structures and reduce energy costs.

In addition, the El Dorado County 2008-2013 Housing Element identifies similar goals for the unincorporated portions of El Dorado County, which include the Smith Flat and Motor City portions of the Project Area. The Agency may assist in a variety of programs to increase, improve, or preserve affordable housing as identified by and to implement the Housing Element, as outlined below.

Production

This program would assist with the implementation of Goals A, B, and C of the Housing Element. The Agency can make loans and grants from the Low and Moderate Income Housing Fund to non-profit and for-profit developers for the new construction or rehabilitation of affordable housing. Loans can be made on a deferred payment and/or below market interest rate basis.

The Agency can also participate in land acquisition, land cost write-down, developer recruitment, credit enhancement, identifying and developing infill housing, rehabilitating existing units and converting them to affordable units, purchasing affordability covenants, and other participation to cause affordable housing to be developed. Such affordable housing could be rental or ownership housing.

Preservation

The Agency would offer low-interest or no-interest loans or grants to assist low- and moderate-income homeowners in making repairs to existing residences, including mobile home parks. Such repairs would consist of correcting health and safety violations, re-landscaping, and re-painting. This preserves the affordability of the housing and extends its lifespan, as well as improving the area. Additionally, such programs can be extended to owners of rental properties to make repairs to affordable rental housing. In either case, covenants must be recorded to keep these properties affordable for the time period required by CRL. This program would assist with the implementation of Goals E and F of the Housing Element as well as address unsafe and unhealthy buildings identified in the Preliminary Report.

Affordability Assistance

These programs can involve direct subsidies to lower the cost of producing housing or first-time homebuyer programs to assist very low- to moderate-income families with mortgage assistance for the purchase of a home. The latter can take the form of a deferred loan with a low interest rate and equity sharing provisions. When the home is sold, the loan and equity share would be used to help another first-time homebuyer. Senior households in the low- to moderate-income category may also be targeted in such programs. This program would assist with the implementation of Goals C and F of the Housing Element.

IMPLEMENTATION PLAN

Since 1994, the CRL has required redevelopment agencies throughout the State to adopt an implementation plan that contains:

- The specific goals and objectives of the Agency for the Project Area
- The specific programs, including potential projects, and estimated expenditures proposed to be made during the next five years
- An explanation of how the goals and objectives, programs, and expenditures will eliminate blight within the Project Area
- A description of how the Agency proposes to address housing needs in the Project Area over the next five- and ten-year period

The Implementation Plan comprises two components, Redevelopment and Housing. The Redevelopment component revisits the goals and objectives of the Plan; defines the Agency's strategy to achieve these goals and objectives; presents the projects, programs, and expenditures that have been developed as a means to attain the goals and objectives; and describes how the goals and objectives, projects, programs, and expenditures will eliminate blight within the Project Area.

The activities that implement the housing requirements are contained in the Housing component. The Housing component shows how the Plan's goals and objectives for housing improvement, preservation, and production will be implemented, as well as how the statutory requirements for the set-aside and expenditure of tax increment for housing purposes will be met.

An Implementation Plan will be prepared as a component of the Agency's Report to City Council on the proposed Redevelopment Plan adoption. By state law, the Implementation Plan is not subject to environmental review. Identified projects and programs are assessed as they are proposed for actual design and implementation.

4.0

ALTERNATIVES

Draft Environmental Impact Report
Placerville Redevelopment Plan

CHAPTER 4
ALTERNATIVES

4.0 ALTERNATIVES

INTRODUCTION

The purpose of this chapter of the Environmental Impact Report (EIR) is to identify and describe the alternatives to the adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan). Project alternatives are developed to reduce or eliminate the significant or potentially significant adverse environmental effects identified as a result of the proposed project, while still meeting most if not all of the basic project objectives.

CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

An EIR must evaluate a reasonable range of alternatives to the proposed project, or to the location of the proposed project, which could feasibly attain most of the basic objectives of the project – but would avoid or substantially lessen any of the significant effects of the project. The EIR must also evaluate the comparative merits of the alternatives (California Environmental Quality Act (CEQA) Guidelines, section 15126.6). An EIR need not evaluate the environmental effects of alternatives in the same level of detail as the proposed project, but must include enough information to allow for meaningful evaluation, analysis, and comparison with the proposed project. CEQA provides the following guidelines for discussing alternatives to a proposed project:

> The specific alternative of the "no project" shall also be evaluated along with its impacts...If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines, section 15126.6 subd.(e)(2)).
>
> The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the proposed objectives, or would be more costly (CEQA Guidelines, section 15126.6 subd.(b)).
>
> If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed (CEQA Guidelines, section 15126.6 subd.(d)).
>
> The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice....The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making....An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines, section 15126.6 subd.(f)).

The requirement that an EIR evaluate alternatives to the proposed project or alternatives that address the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained while reducing the magnitude of, or avoiding, the environmental impacts of the

proposed project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the Public Resources Code (PRC) and the CEQA Guidelines direct that the EIR need "set forth only those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide a definition for "a range of reasonable alternatives" and, thus, limit the number and type of alternatives that need to be evaluated in a given EIR. According to the CEQA Guidelines (Section 15126.6(b)):

> The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.

Therefore, alternatives in an EIR must be feasible. In the context of CEQA, feasible is defined as "…capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors."

Further, the following factors may be taken into consideration in the assessment of the feasibility of alternatives: site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and the ability of the proponent to attain site control (Section 15126.6(f)(1)). Finally, as noted above, an EIR is not required to analyze alternatives when the effects of the alternative "cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126.6(f)(3))."

PROJECT OBJECTIVES

The purposes and objectives of the Redevelopment Plan are to eliminate the conditions of blight existing in the Project Area, as defined by the California Community Redevelopment Law (CRL), and to prevent the recurrence of blighting conditions within the Project Area, as discussed in Chapter 3 (Project Description). The Redevelopment Agency of the City of Placerville (Agency) proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to the Redevelopment Plan, for the planning, development, re-planning, redesign, redevelopment, reconstruction, and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accordance with the City of Placerville (City) General Plan and other planning documents, as they may be adopted or amended from time to time. The Redevelopment Plan will achieve the purposes of the CRL by:

- The elimination of blighting influences, the correction of environmental deficiencies, and the conservation, rehabilitation, and redevelopment of the Project Area
- The enhancement and renovation of businesses within the Project Area to promote their economic viability, and the overall strengthening of the economic base of the Project Area and community
- The cooperation of and participation by property owners, business owners, public agencies, and community organizations in the redevelopment and revitalization of the Project Area
- The provision of needed improvements to the community's recreational, cultural, and other community facilities to better serve the Project Area
- The provision of needed improvements to streets, curbs, gutters, water and sewer utilities and other public utilities and facilities within the Project Area

- The attainment of an environment reflecting a high level of concern for architectural, landscape, and urban design principles
- The conservation and preservation of buildings and structures of architectural or other historic significance to the community
- The provision of affordable housing that serves the needs and desires of the various age and income groups of the community
- The provision of adequate land for parking and open spaces

PROJECT-SPECIFIC SIGNIFICANT IMPACTS REQUIRING MITIGATION

The project-specific significant environmental impacts of the proposed project identified in Chapter 6 (Environmental Analysis) that can be mitigated to less than significant include:

Impact 6.2-2 Redevelopment activities and redevelopment-engendered development could result in a potential loss of special status species.

Impact 6.2-3 Redevelopment activities and redevelopment-engendered development could result in a potential loss of special status raptor, migratory, or other bird species.

Impact 6.2-4 Redevelopment activities and redevelopment-engendered development have the potential to affect roosting or breeding special-status bats in the Project Area.

Impact 6.2-5 Potential jurisdictional seasonal wetlands, non-wetland waters, and waters of the US and State could be adversely affected by grading, construction, and improvements in connection with future redevelopment projects.

Impact 6.2-6 Redevelopment activities and redevelopment-engendered development could result in the loss of aquatic and terrestrial habitat for special status amphibians and reptiles, and may result in direct impacts to these species through injury or mortality.

Impact 6.3-1 Redevelopment-engendered development and infrastructure construction activities would generate GHG emissions that could contribute to global climate change.

Impact 6.4-1 Redevelopment projects and redevelopment-engendered development could cause a substantial adverse change in the significance of an archaeological resource, including human remains.

Impact 6.4-2 Redevelopment projects and redevelopment-engendered development could cause a substantial adverse change in the significance of a paleontological resource.

Impact 6.4-3 Redevelopment projects and redevelopment-engendered development could result in the potential alteration, removal, or destruction of historic resources.

Impact 6.5-1 Redevelopment-engendered development and infrastructure construction could disturb unidentified contaminated soil and structures.

Impact 6.5-2 Redevelopment could result in the rehabilitation or demolition of buildings likely to contain asbestos, lead-based paint, or other hazardous substances.

PROJECT-SPECIFIC SIGNIFICANT AND UNAVOIDABLE IMPACTS

The project-specific significant and unavoidable environmental impacts of the proposed project identified in Chapter 6 (Environmental Analysis) include:

Impact 6.8-1 Redevelopment-engendered development and infrastructure projects could result in construction noise at sensitive receptors. This would be a potentially significant and unavoidable impact.

CUMULATIVE SIGNIFICANT AND UNAVOIDABLE IMPACTS

The cumulative significant and unavoidable environmental impacts of the cumulative environment, as identified and discussed in Chapter 6 (Environmental Analysis), are:

Impact 6.4-4 Redevelopment projects and redevelopment-engendered development could contribute to the cumulative degradation or loss of paleontological, archaeological, or historic resources, including human remains. This would be cumulatively considerable.

ALTERNATIVES PREVIOUSLY CONSIDERED AND REJECTED FROM FURTHER CONSIDERATION

Two alternatives were previously considered and rejected from further consideration, as summarized below:

ALTERNATIVE LOCATION

CEQA requires that an alternative location for a proposed project be analyzed if one is available that could lessen potential adverse impacts associated with the proposed project. The purposes and objectives of the Redevelopment Plan are to eliminate the conditions of blight existing in the Placerville Redevelopment Project Area (Project Area), as defined by the CRL, and to prevent the recurrence of blighting conditions. The Agency proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to the Redevelopment Plan, for the planning, development, replanning, redesign, redevelopment, reconstruction, and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accordance with the General Plan and other planning documents promulgated pursuant thereto as may be adopted or amended from time to time. Therefore, there are no other locations that could accommodate the project objectives. The boundaries for the Project Area were determined based on legal criteria regarding what areas of the City and its Sphere of Influence (SOI) met CRL definitions of blight. Implementation of an alternative location would not meet these legal definitions, and therefore no alternative location has been considered or evaluated in this EIR.

ALTERNATIVE PUBLIC ACTIONS

During preparation of the Redevelopment Plan, alternative strategies for redevelopment of the Project Area were considered. Based on field surveys and Capital Improvement Plans (CIPs) for the City, Agency staff evaluated alternative public improvements and facilities to be included in the Redevelopment Plan. It was determined that the list of proposed public improvements and facilities represented the best mix of actions, consistent with the goals and objectives of the Redevelopment Plan, to assist in the redevelopment of the Project Area. The range of projects have been identified by the applicable facility master plans and capital improvement/transportation plans as the actions needed to accommodate General

Plan buildout and meet City goals and policies for the Project Area. This alternative would not have reduced any of the significant effects of the proposed project. It is for that reason that this EIR does not consider an alternative list of public improvements and facilities.

ALTERNATIVES TO THE PROPOSED ACTION

NO PROJECT ALTERNATIVE

Under the No Project Alternative, the Redevelopment Plan would not be adopted. The Redevelopment Plan activities would not support infrastructure improvements and the elimination of blight in the Project Area. The proposed public improvements and projects that would be assisted with the Redevelopment Plan (such as infrastructure and public facility improvements, commercial rehabilitation/development assistance, and low- and moderate-income housing rehabilitation/development assistance) would not be implemented with redevelopment funding. The No Project Alternative would result in whatever physical changes would be expected to occur in the Project Area if the proposed Redevelopment Plan was not approved, and development of the Project Area would occur as currently defined in the General Plan at a pace commensurate with prevailing market conditions and infrastructure improvements that the City or County could implement without redevelopment funding.

Project Area Development

Land use designations and intensities of development must be consistent with the General Plan and zoning. In this regard, the No Project Alternative does not differ from the proposed project.

Without the proposed project, development in the Project Area would be expected to occur at a slower rate than would be the case with adoption of the Redevelopment Plan, as resources are shifted to areas of growth in the City's SOI. Redevelopment is being considered as a tool to assist the City in addressing the needs in the older developed portions of the community as growth proceeds. The City and County have adopted General Plans to plan for future development and to ensure that existing community needs are met; these plans allow for growth that extends away from the urban core where development costs are lower, but municipal service costs may be higher. Although new development will bring additional property tax revenues into the City and County, the increased revenues are not anticipated to be sufficient to improve the existing conditions in the older core of the Placerville community. In addition, new housing will create the need for additional services (public safety, fire, planning, utilities, etc.); therefore, a portion of the future revenues will be used to support infrastructure and services for the new housing. Thus with the No Project Alternative, blight would be expected to continue and increase within the Project Area.

Environmental Effects

Because land use types, densities, and intensities that could be developed pursuant to the Redevelopment Plan could ultimately be developed under this alternative, long-term environmental effects associated with the No Project Alternative, including impacts to biological and cultural resources, theoretically may be similar to those of the project. However, redevelopment tools and tax-increment revenue would not be available to remediate:

- Unsafe and unhealthy buildings for persons to live or work, caused by serious building code violations, serious dilapidation and deterioration from long-term

neglect, unreinforced masonry buildings, buildings vulnerable to flooding, and faulty or inadequate water and sewer utilities (such as water utilities that are inadequate for fire hazards and antiquated water and sewer lines that need to be relocated)

- Conditions hindering viable use such as excessive dampness and flooding, inadequate parking, and inadequate loading facilities
- Depreciated or stagnant property values
- Impaired property values due to hazardous wastes
- Abnormally low lease rates
- A high crime rate that constitutes a serious threat to the public safety and welfare

This alternative would not alleviate conditions of blight and public health and safety concerns in the Project Area. The continuation of such conditions makes it unlikely that new development will occur in this area without public assistance.

Without funding for rehabilitation, and drainage infrastructure to eliminate existing flooding and dampness, historic buildings could be lost to severe deterioration. A lower level of new development could result in less disruption of cultural resources within the Project Area. However, rehabilitation of residential and commercial buildings over 45 years old consistent with the *Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties* (*Secretary's Standards*) would help support the survival of historic buildings in the Project Area. Without the funding available with the Redevelopment Plan, older buildings in the area will likely continue to deteriorate, and more historic fabric would be lost over time. Cultural resource impacts would be anticipated to be worse under this Alternative.

Several sites in the Project Area are considered as having relatively moderate to severe contamination issues. Under the No Project Alternative, the Agency would be precluded from or limited in its ability to use the Polanco Act or tax increment to assist in the remediation of such properties, and these contaminated properties would continue to lack the funds and/or incentives necessary for appropriate cleanup. The lack of or insufficient funding could also cause the delay of or inability to rehabilitate existing structures that may contain asbestos and lead based paint. Long-term exposure to contamination would continue rather than being remediated through redevelopment activities. Hazards and hazardous materials impacts would be worse under this Alternative.

The lack of or insufficient funding to construct necessary street improvements and provide incentives for new development would probably result in the delay of or inability to develop some of the planned housing and commercial space in the Project Area. A lower level of new development could result, in the short-term, in somewhat less construction and traffic noise within the Project Area. However, streetscape and roadway improvements, housing rehabilitation, and the elimination of incompatible land uses would also not occur. Overall, noise impacts on sensitive receptors would be the same or worse under this Alternative.

Mitigation That Would No Longer Be Required

All of the mitigation measures identified in this EIR are applicable to any future development within the Project Area, and should be required under the No Project Alternative. However, health and safety impacts would be anticipated to increase over time due to neglect rather than activity under this Alternative.

Significant and Unavoidable Impacts That Would No Longer Occur

Although fewer people may move into the Project Area without redevelopment, the City and County have policies and procedures to protect historic structures from most development

activities. The significant and unavoidable impacts identified in the EIR include the loss of historic buildings and the cumulative loss of historic fabric. The continued deterioration of existing buildings under the No Project Alternative would be expected to result in a greater level of impact on cultural resources, as "demolition by neglect" of historic buildings occurs. The impact of the No Project Alternative would remain significant and unavoidable for cultural resources.

Relationship of the No Project Alternative to the Project Objectives

The No Project Alternative would not achieve any of the project objectives. Without redevelopment assistance, development under this alternative may occur haphazardly on smaller sites. Street improvements, drainage and other infrastructure improvements, community facilities, rehabilitation, or new construction of affordable housing, and economic development projects would unlikely be funded to the extent that these are anticipated to be funded in the Project Area as a result of the Redevelopment Plan. Conditions in the Project Area would continue to deteriorate. The potential for integrated projects of substantial size suitable for new development would be limited, and blighting conditions and influences are likely to remain. Therefore, this alternative would not achieve the key project objectives.

ALTERNATIVE MEANS OF REVITALIZATION WITH PUBLIC FUNDS (ALTERNATIVE MEANS OF REVITALIZATION)

An Alternative Means of Revitalization with Public Funds (Alternative Means of Revitalization) Alternative would not adopt a new Redevelopment Plan in the Project Area. This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area. Federal, state, county, and city programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, state and federal Transportation Grants, Urban Development Action funds, and revenue bonds. Some of the potential funding sources are capped each year for the City and County, such as CDBG funds; many of these funds require applications and competition and cannot be relied upon to be available consistently over the next 30 years. Any such funds used in the Project Area are funds unavailable for projects in other parts of the City and County.

If consistently available, these alternative-funding mechanisms could eliminate blight and encourage some development within the Project Area. However, these programs do not carry with them the powers of a Redevelopment Agency to assemble parcels for more modern development patterns or to use the Polanco Act to remediate contaminated properties, which could restrict the development potential of the Project Area and limit the scope and scale of development and rehabilitation. Reduced levels of available funding for infrastructure improvements and affordable housing would slow the pace of improvements, leaving much of the Project Area blighted and unable to achieve the property values required to allow development to occur without public assistance.

Environmental Effects

Since these alternative-funding mechanisms could encourage some development in the Project Area, impacts associated with such development could be similar to those of the proposed project. Less infrastructure improvement and redevelopment is anticipated to occur with the limitations in the funding sources, limiting the ability of market forces to reduce area blight and consolidate small and irregular parcels. Needed infrastructure

improvements may be delayed by inconsistent funding, leaving the Project Area susceptible to localized flooding and intersection capacity problems.

A lower level of construction activity could result in less disruption of cultural resources within the Project Area. However, rehabilitation of residential and commercial buildings over 45 years old consistent with the *Secretary's Standards* would help support the survival of historic buildings in the Project Area, and drainage improvements would protect such structures from flooding. Without the funding available with the Redevelopment Plan, older buildings in the area will likely continue to deteriorate, and more historic fabric would be lost over time. Cultural resource impacts would be anticipated to be the same or worse.

The lack of or insufficient funding could also cause the delay of or inability to redevelop blighted commercial space in the Project Area, and to rehabilitate existing structures that may contain asbestos and lead based paint. Long-term exposure to contamination would continue rather than being remediated through redevelopment activities. Hazards and hazardous materials impacts would be worse under this alternative.

The lack of or insufficient funding to construct necessary street improvements and provide incentives for new development would probably result in the delay of or inability to develop some of the planned housing and commercial space in the Project Area. A lower level of new development could result, in the short term, in somewhat less construction and traffic within the Project Area. However, streetscape and roadway improvements, and affordable housing rehabilitation or new construction would also not occur. Development outside the Project Area unconstrained by aging infrastructure may proceed more quickly, resulting in higher regional air quality and traffic impacts as development occurs away from transit and a jobs housing balance to more semi-rural, auto-dependent development.

Mitigation That Would No Longer Be Required

All of the mitigation measures identified in this EIR would still be required under an Alternative Means of Revitalization. As development occurs in the Project Area, similar impacts to air quality, biological resources, climate change, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public services and utilities, and transportation would occur.

Significant and Unavoidable Impacts That Would No Longer Occur

All of the significant and unavoidable impacts identified in this EIR would still occur under the Alternative Means of Revitalization.

Relationship of the Alternative Means of Revitalization with Public Funds Alternative to the Project Objectives

If consistently and continually available, with a focused effort by the City and County, these alternative-funding mechanisms could achieve the key objectives of the proposed project.

However, the City and County have many demands on available grants and other economic development and affordable housing resources, and shifting these funds to the Project Area would have to compete with the City and County's need to provide services to other parts of the City and County. Each of these alternative sources of funds also has its own unique limitations on use – such as application requirements, eligibility, and funding priorities. Both the City and County also have limited influence over the funding programs operated by other agencies. Thus, the continued availability of outside sources of funding cannot be guaranteed throughout the decades, whereas redevelopment could provide a steady source of funding.

If outside funding mechanisms are relied upon for necessary public improvements, and those funds are no longer available, the necessary public improvements and other actions needed to alleviate blighting conditions in the Project Area may not be undertaken. The lack of necessary public improvements along with increased growth in the Project Area and in adjacent areas may create new or exacerbate existing, potentially significant impacts of existing and new development. In addition, the Redevelopment Plan requires 20% of tax increment to be set aside for the development and improvement of affordable housing. As noted above, outside sources of funding may not provide as reliable a funding source for this ongoing public need.[1]

Due to the uncertainty of available funding for necessary public improvements and other blight removal actions and the lack of a specific housing provision, the achievement of the Redevelopment Plan goals could not be ensured. Therefore, this alternative, although feasible, is considered unlikely to achieve the key project objectives.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines (§15126.6(a) and (e)(2)) require that an EIR's analysis of alternatives identify the "environmentally superior alternative" among all of those considered. An alternative would be considered superior to the proposed project if there is a reduction in impact classification. In cases where the impact resulting from an alternative is the same class as for the proposed project, differences in severity of the impact have been analyzed.

Redevelopment plans are unique in that they are specifically designed to mitigate conditions of blight where other tools available to local jurisdictions have failed. CEQA, as well as its subsequent case law, does not give direction for determining the environmentally superior alternative when the proposed project in and of itself is effectively a mitigation measure for some adverse physical condition. For this situation, this EIR draws guidance from the National Environmental Policy Act (NEPA) consideration of a proposed project as one of the project alternatives, and from California State agency practice to define the proposed project as the environmentally superior alternative when it most effectively mitigates the existing adverse conditions on a project site or area.

The implementation activities identified with the proposed Redevelopment Plan are intended to mitigate existing problems and to remove barriers to planned development within the Project Area, in furtherance of regional transportation, air quality, and climate change goals to promote infill development. The adoption of a Redevelopment Plan provides the means to eliminate physical and economic blight and thereby stimulate and encourage the revitalization, reuse, and development of Project Area properties. Therefore, there is no environmentally superior alternative to the proposed Redevelopment Plan. Under the Redevelopment Plan:

- Historic resources may be preserved
- Hazardous materials will be remediated
- Dangerous/vacant buildings will be removed or rehabilitated and reused with improved energy efficiency
- Inadequate water, sewer, and drainage infrastructure will be upgraded
- Circulation and pedestrian safety will be improved

[1] City of Placerville 2008-2013 Housing Element

- Infill pedestrian and transit oriented development and building rehabilitation to higher energy standards will be facilitated for long-term reductions in greenhouse gas (GHG) emissions

Project specific impacts for development engendered by redevelopment can be mitigated to less-than-significant levels except for the potential loss of cultural resources, and this impact would be the same or worse under the Alternatives. Because of the unique nature and purpose of redevelopment and the requirements of where it can be applied, implementation of the proposed project will have an overall beneficial effect on the Project Area. The proposed project is the environmentally superior alternative.

5.0

LAND USE AND PLANNING

Draft Environmental Impact Report
Placerville Redevelopment Plan

CHAPTER 5
LAND USE & PLANNING

5.0 LAND USE AND PLANNING

INTRODUCTION

This chapter of the Environmental Impact Report (EIR) is intended to provide the reader with information regarding current land use, land use and zoning designations, and land use policies of the City of Placerville (City) in the proposed Placerville Redevelopment Project Area (Project Area). This discussion differs from other discussions in that plan consistencies are addressed as opposed to environmental impacts and mitigation measures. Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines states that "(t)he EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." This section also looks at whether redevelopment activities consistent with the City of Placerville General Plan (General Plan) would encourage land uses and densities that would be incompatible with adjacent land uses. Physical environmental impacts that could result from implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan) or from inconsistencies with adopted policies designed to reduce physical effects, are discussed in subsequent chapters in this document.

EXISTING CONDITIONS

Placerville is located in El Dorado County on the western slope of the Central Sierra Nevada at the junction of United States Route 50 (US-50) and State Route 49 (SR-49). Situated approximately midway between Sacramento and Lake Tahoe, Placerville lies about 25 miles east of Folsom, which marks the eastern edge of the intense urban development of the Sacramento Metropolitan area. The residential communities of El Dorado Hills and Shingle Springs lie just to the west of Placerville along US 50, and the City of South Lake Tahoe is approximately 60 miles to the east along US 50. Auburn lies approximately 25 miles north of Placerville on SR-49 and Jackson is approximately 34 miles to the south on SR-49.

The City occupies approximately 6.5 square miles at the bottom and up the slopes of a ravine bisected by Hangtown Creek and US 50.

The proposed Project Area encompasses approximately 1,077 acres (including public right-of-way (ROW)) and includes properties from within the City and unincorporated portions of the County within the City's Sphere of Influence (SOI). The Project Area can generally be described in four distinct subareas:

- ***Placerville Drive***
  The Placerville Drive area, by virtue of its geographic location, is a distinct commercial area in the City. Its entry and exit points are at each end of the length of Placerville Drive where it intersects Highway 50. Placerville Drive is dominated by regional, neighborhood, and strip retail commercial uses, and also includes the El Dorado County Fairgrounds and many El Dorado County offices and buildings. The buildings in the Placerville Drive area were constructed after the 1930s. The Placerville Drive area includes an additional area south of Highway 50, from the eastern end of Placerville Drive to the western end of Downtown, bordered by Forni Road on the south.
- ***Downtown***
  The Downtown area is one of the most defined districts in the City by virtue of the clarity of its character. The Main Street segment of the downtown has an unusually rich complement of buildings built in the 1850s through 1930s. These buildings

define the overall character of the downtown area, bounded on the north by Highway 50, on the south by Miner's Ridge, on the east by Cedar Ravine, and on the west by Sacramento Street. The Downtown area also includes area south of Highway 50 from Cedar Ravine to Mosquito Road, bordered by Main Street on the south.

- ***Broadway***
  The Broadway area runs in an east-west direction between Mosquito Road and Newtown Road, parallel to Highway 50 to the north. Although Broadway is a single street, it is frequently perceived as two sections, Upper Broadway and Lower Broadway, due to its different identities. Lower Broadway is largely a linear commercial strip characterized by fast food restaurants, gas stations and small cluster shopping centers. Upper Broadway includes scattered commercial enterprises including a few motels and other mixed professional and retail uses. The construction date of buildings in the Broadway area ranges from the 1880s to the 2000s.
- ***Smith Flat/Motor City***
  The Smith Flat and Motor City areas are located within the unincorporated area of El Dorado County, within the City of Placerville's sphere of influence. Smith Flat is located generally to the north of Highway 50, immediately east of the City boundaries and includes commercial and single family residential uses. The former lumber mill is also located within the Smith Flat area. Motor City is separated from Smith Flat by Highway 50 and is located generally to the southeast of Highway 50. Mobile home parks are the primary uses in the Motor City area. Most of the existing buildings in the Smith Flat/Motor City area were built after the 1930s; however, two were built between 1890 and 1930.

The Project Area's current population of 930 persons represents 9% of the City's population and less than 1% of the County's population. There are 360 households in the Project Area, representing 9% of the City and less than 1% of the County's number of households. The Project Area's median household income is $50,900, which is 1% less than the City and 23% less than the County's median household income.

Over 9% of households in the Project Area live at or below the poverty level and the Project Area's poverty rate is 34% greater than the County's. The unemployment rate in the Project Area is 22%, which is higher than the City (18.2%) and County (13.4%) unemployment rates.[1]

EXISTING LAND USES IN THE PROJECT AREA

The Project Area makes up most of the older established areas of the City and adjacent SOI. The Project Area contains the majority of the City's commercial and industrial businesses, as well as some single- and multi-family residential properties. Existing land uses are illustrated in Figure 5.0-1 (page 5.0-4), and a complete breakdown of existing land uses is included in Table 5.0-1 (page 5.0-3).

Commercial/Professional

Commercial retail and office land uses comprise the largest developed uses in the Project Area. These uses include retail stores, medical and professional offices, service stations, automobile dealerships, restaurants, hotels and motels, and other providers of goods and services. A concentration of these activities occurs in the Downtown along Main Street and

[1] Preliminary Report for the Placerville Redevelopment Plan, 2010.

Broadway, and along Placerville Drive. Commercial/Professional uses make up 22.2% of the Project Area. Approximately 19% of all land in the Project Area is in retail uses, and approximately 3% all land in the Project Area is used as offices. This acreage holds over 9 million square feet (sf) of retail space, and nearly 1.4 million sf of office space.

TABLE 5.0-1
EXISTING LAND USES IN THE PROJECT AREA

Land Use	Acreage	Percentage of Total Acreage	Number of Parcels	Lot Square Footage
Commercial	239	22.2%	295	10,416,185
Retail	*207*	19.2%	*249*	*9,020,481*
Office	*32*	3.0%	*46*	*1,395,704*
Residential	215	20.0%	219	9,377,563
Single-Family	*179*	16.6%	*148*	*7,784,312*
Multi-Family	*37*	3.4%	*71*	*1,593,251*
Vacant	200	18.6%	79	8,710,074
Institutional	184	17.1%	100	8,018,711
Public Right-of-Way	184	17.1%	NA	8,001,348
Industrial	37	3.4%	23	1,616,006
Miscellaneous	18	1.7%	86	774,234
Project Area Total	**1,077**	**100%**	**802**	**46,914,120**

Source: RSG 2010: El Dorado County Tax Roll 2010-11, RSG Field Survey, Placerville City GIS

Residential

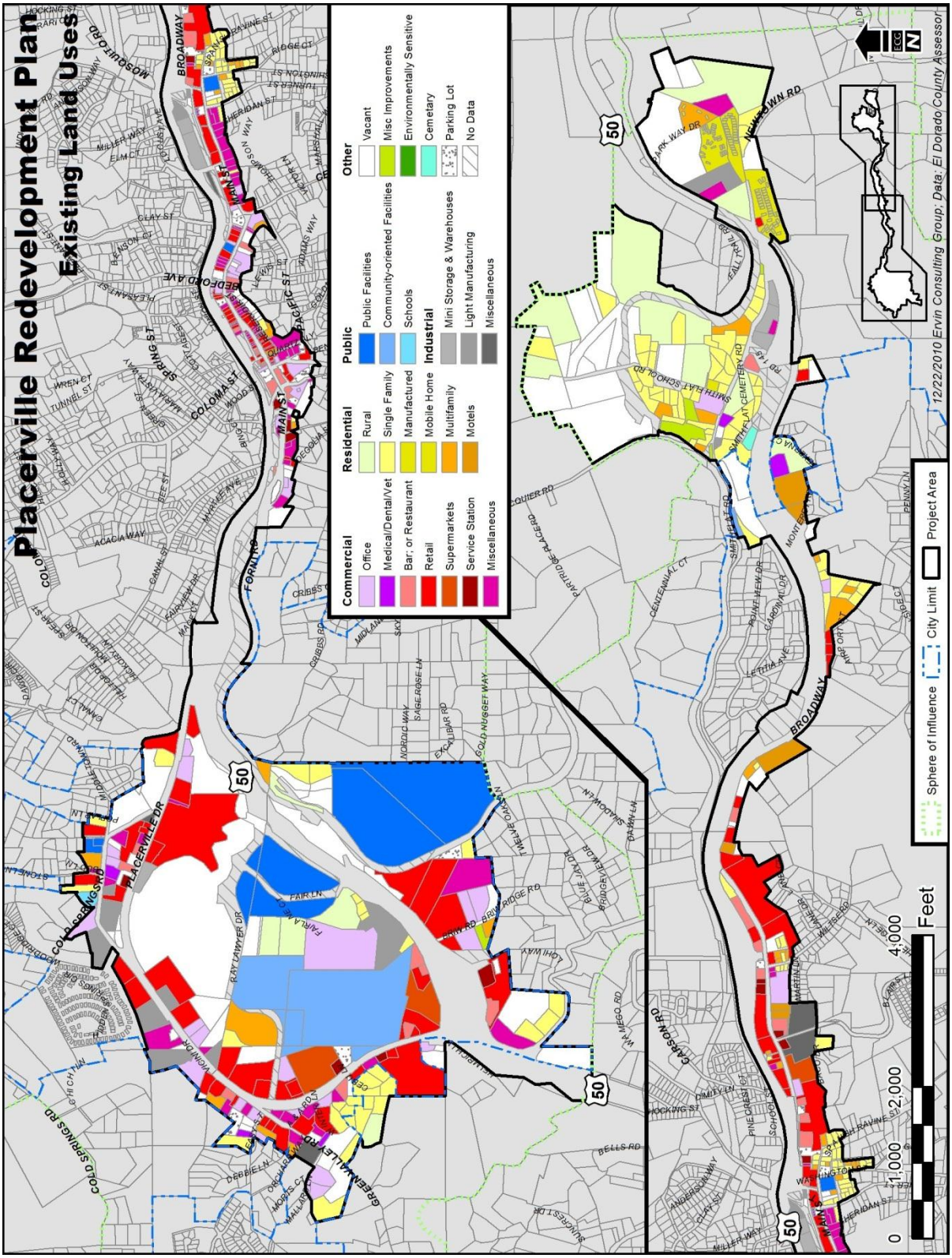
Residential land uses comprise the second largest developed use in the Project Area. Most residential land acreage is located on the eastern end of the Project Area within the Smith Flat and Motor City areas. Higher density uses are located on scattered smaller parcels throughout the Project Area. Approximately 16.6% of all land in the Project Area contains single-family residences. Approximately 3.4% is developed as multi-family developments from duplexes to apartment complexes.

Industrial

Most industrial uses are located in the western portion of the Project Area near Placerville Drive and the El Dorado County Fairgrounds. A few industrial activities are located on scattered sites near Broadway and in the Smith Flat and Motor City areas. Industrial uses make up approximately 3.4% of the Project Area acreage and approximately 1.6 million sf of industrial space. Activities include mini-storage, landscape materials, and gas supply.

Institutional

Institutional and public facilities include government buildings, schools, cemeteries, and other institutions supported by public funding. In the Project Area, these include churches, the California Highway Patrol, cemeteries, and various City and County government offices and facilities. Institutional uses make up approximately 17.1% of the Project Area acreage.



Source The Ervin Consulting Group, 2010

FIGURE 5.0-1
EXISTING PROJECT AREA LAND USES

APPLICABLE LAND USE PLANS AND POLICIES

The Redevelopment Plan provides that land use policies shall be those established by the City's General Plan as such policies exist today, or may be hereafter amended. The proposed Project Area is therefore located within the planning area of the City's General Plan and the Placerville Zoning Ordinance (City Zoning Ordinance); there are no specific plans applicable to this area. In addition, the Sacramento Region Blueprint Project (Blueprint Project) applies to the Project Area, although it is a recommended strategy rather than a required plan. Certain portions of the Project Area are located within the unincorporated territory of El Dorado County. These portions of the Project Area are within the City's Sphere of Influence (SOI) and are also covered by the City's General Plan. By Ordinance No. 4952, adopted on October 26, 2010, the County Board of Supervisors authorized redevelopment of the County territory by the City pursuant to Section 33213 of the CRL. Section 33213 provides that the community so authorized may undertake the redevelopment of such area in all respects as if the area was within its territorial limits and its legislative body, agency, and planning commission shall have all the rights, powers, and privileges with respect to such area as if it was within the territorial limits of the community so authorized.

The land use designations and policies of each are discussed below. At the conclusion of this chapter, a finding of consistency indicates whether the Redevelopment Plan is consistent with the City's General Plan and Zoning Ordinance, and whether the Redevelopment Plan is compatible with surrounding land uses.

CITY OF PLACERVILLE GENERAL PLAN

The General Plan is a twenty-year policy guide for physical, economic, and environmental growth and renewal of the City. The City's General Plan is comprised of objectives, goals, policies, and implementation programs that are based on an assessment of current and future needs and available resources. The City's General Plan was adopted in 1998, and updated in 2004.

Placerville is a small, but growing community that serves as the commercial and administrative center of EI Dorado County. The City is largely self-contained, providing for the residential, commercial, and employment needs of its residents. The overall goal of the policies of the Land Use section of the General Plan is to preserve the small-town, historic character of Placerville, while providing for a land use pattern and mix that meets the residential, commercial, and employment needs of its existing and future residents.

The City's General Plan sets basic land use policies for Placerville. As such, it establishes the basic public policy structure for future land use and development patterns for the Project Area, amongst other policy issues. By law, at the time of adoption of the Redevelopment Plan, it must be consistent with the General Plan. The Redevelopment Plan further provides that land uses permitted in the Project Area shall continue to conform to the City's General Plan as it may be amended from time to time following adoption of the Redevelopment Plan. As such, the City's General Plan is incorporated into the Redevelopment Plan by reference, and guides land use policy within the Project Area.

The current General Plan consists of several Elements including an overall Plan Administration and Implementation Element, State-mandated elements, and optional elements. The specific policies and guidelines for City's General Plan land use categories are found in the Land Use Element. The goals and policies of the City's General Plan that apply to the Project Area are outlined below.

Land Use Element

Section I, Land Use, of the General Plan contains the applicable objectives and policies outlined below.

Goal A To provide for orderly development within well-defined urban boundaries.

Policies:

1. The City shall give infill development of vacant lands within the city limits priority over development in areas to be annexed, whenever feasible.

Goal B To provide for decent housing in a suitable living environment for every resident of Placerville, while maintaining the rural beauty that is unique to Placerville.

Goal C To protect and provide for the expansion of Placerville's commercial services sector to meet the needs of both Placerville area residents and visitors.

Policies:

1. The City shall promote the development and renewal of the downtown as the commercial center of Placerville.
2. The City shall assist the private sector in maintaining and improving the economic viability of downtown through the provision of public facilities and services and the enactment of land use policies and decisions supportive of downtown's primary commercial role.
3. The City shall promote the retention and expansion of commercial businesses already located in Placerville.
4. The City shall encourage the establishment of new commercial businesses in Placerville that provide services currently not being provided in the Placerville area, create jobs appropriate to the skills of the local labor force, and broaden the revenue base of the City of Placerville.
6. The City shall promote the establishment of a motel/conference center in an appropriate location adjacent to the downtown area.
7. The City shall encourage and provide for office and professional uses in commercial districts, except on the ground floor in the downtown area.
8. The City shall limit highway commercial uses to areas near US-50 interchanges, subject to their compatibility with adjacent areas.
9. The City's planning for commercial areas shall be guided by the following principles:
    - Contribute to the City's objective to become a balanced community.
    - Have a positive economic impact on the community.
    - Provide for adequate parking and vehicular access.
    - Be designed and landscaped in a manner sensitive to Placerville's character.

Goal D To provide for and protect industrial development that is compatible with the community and that enhances the employment and revenue base of the community.

Policies:

1. The City shall promote the retention and expansion of industries already located in Placerville.
2. The City shall encourage the establishment of new industries in Placerville that have minimal adverse environmental effects, utilize the services of existing businesses in the Placerville area, create jobs appropriate to the skills of the local labor force, and broaden the revenue base of the City of Placerville.
3. The City shall protect its limited industrially-designated and zoned lands from encroachment by residential and other incompatible uses.
4. The City shall promote the development of the Smith Flat area as the city's primary industrial area.
5. The City's planning for industrial areas shall be guided by the following principles:
   - Contribute to the City's objective to become a balanced community.
   - Have a positive economic impact on the community.
   - Be well-designed and present an attractive appearance to nearby areas.
   - Be designed and engineered to protect and enhance the physical environment and to mitigate on-site and off-site impacts to the satisfaction of the City.
   - Be designed for maximum efficiency for occupant industries.
   - Make efficient uses of City infrastructure investments and other City incentives.
   - Be comprehensively planned.

Goal E To promote the development of institutional uses that are conventionally located and compatible with surrounding areas.

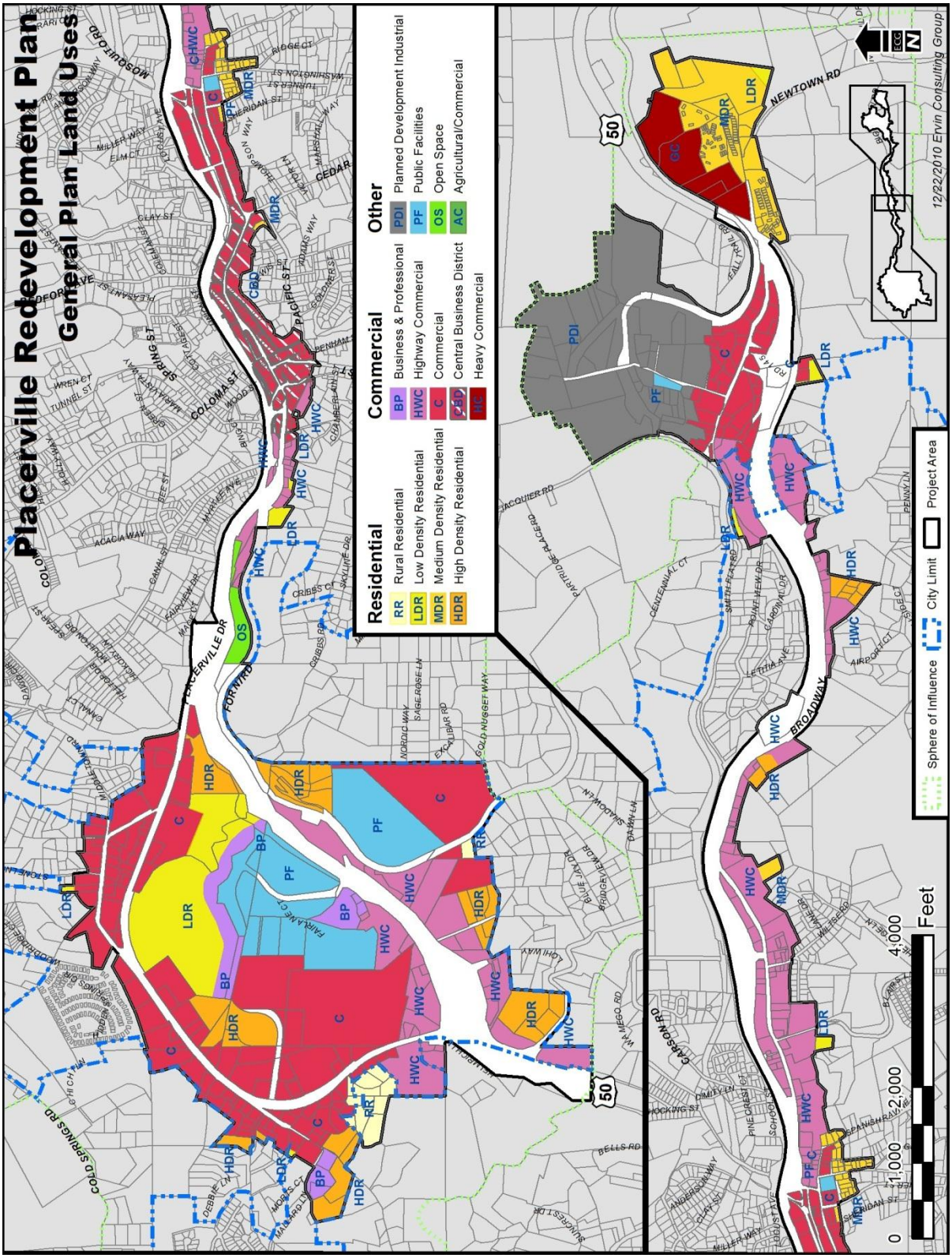
Policies:

1. The City shall encourage new institutional uses to locate near similar existing uses.
2. The City shall encourage the restoration of historic buildings for institutional uses.

Goal F To provide for a land use pattern that protects and enhances Placerville's natural, open space, cultural, and scenic resources.

Goal G To provide for a land use pattern that minimizes the exposure of residents and development to hazardous conditions and nuisances, such as geologic hazards, flooding, wildland fires, hazardous materials, and noise.

The existing City General Plan land uses designations for the Project Area are illustrated in Figure 5.0-2 (page 5.0-8).



Source The Ervin Consulting Group, 2010

FIGURE 5.0-2
GENERAL PLAN LAND USE DESIGNATIONS

PLACERVILLE ZONING ORDINANCE

Title 10 of the City's Municipal Code constitutes the City Zoning Ordinance. Zoning is a local jurisdictional land use control that regulates the type and nature of development. Zoning ordinances regulate specific development characteristics, such as building height, bulk, and use, lot coverage, and parking requirements. Pursuant to California state law, zoning regulations must be internally consistent with the General Plan. The City Zoning Ordinance is used to "preserve and enhance the quality of the human environment, to promote the most desirable use of land, to conserve property values, to strengthen the economic base of the city, and to safeguard the public from future undue expenditures, all of which are in accordance with, and in implementation of, the general plan of the city (Ord. 1474, 1-8-1991)."

The purpose of the City's Zoning Ordinance is to regulate the use of land, building, or other structures for residences, commerce, industry, and other uses required by the community. It regulates the location, height, size of buildings or structures, yards, courts, open spaces, amount of building coverage permitted in each zone, and population density. The City Zoning Ordinance also divides the City into zones of such shape, size, and number best suited to carry out these regulations, and to provide for their enforcement, and ensure the provision of adequate open space for aesthetic and environmental amenities.

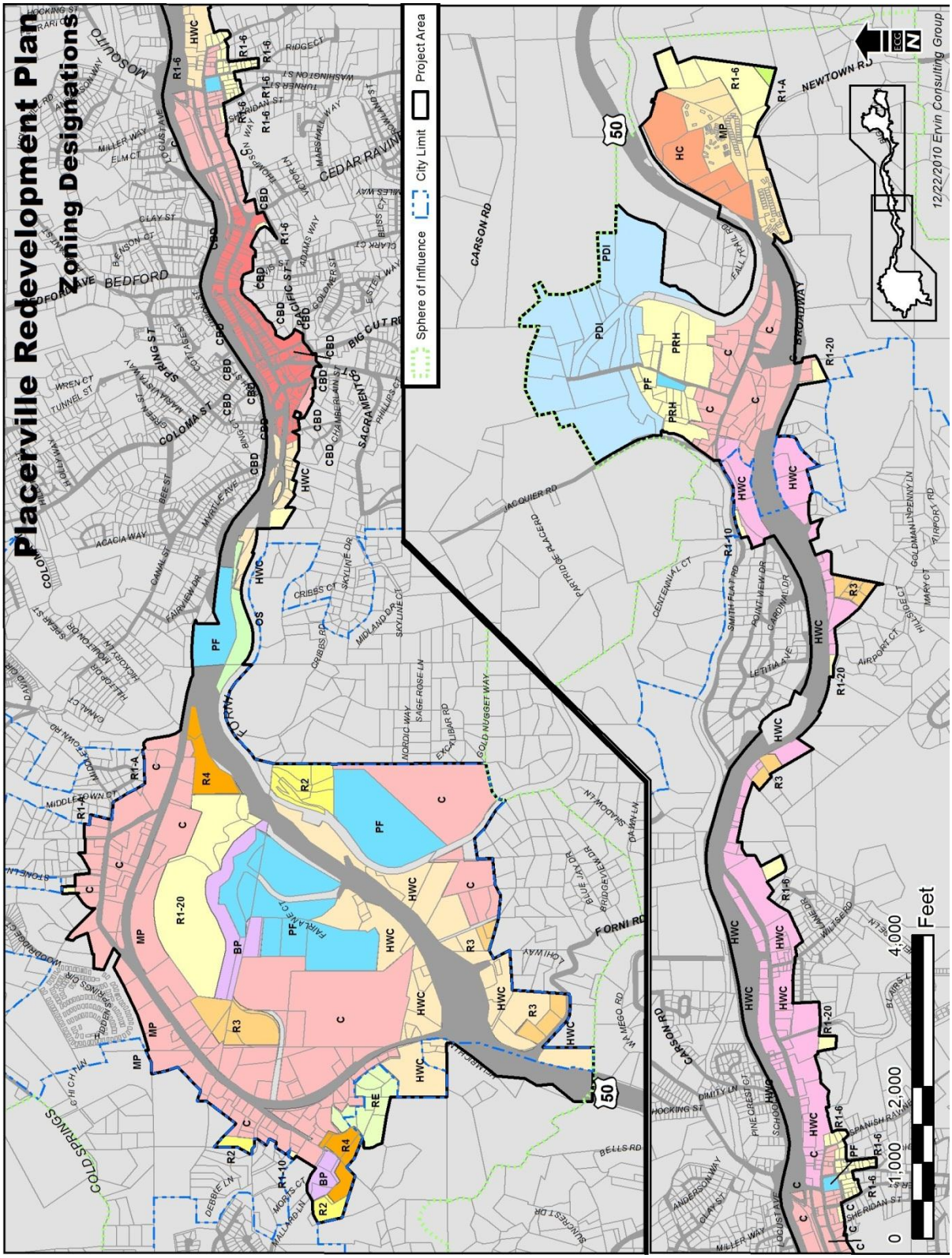
The existing City zoning designations for the Project Area are illustrated in Figure 5.0-2 (page 5.0-8).

SACRAMENTO REGION BLUEPRINT PROJECT

The Blueprint Project is a collaborative planning effort involving the Sacramento Area Council of Governments (SACOG), the SACOG area jurisdictions (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties), and extensive community outreach. The Blueprint Project was conducted in recognition of regional growth pressures (the Sacramento region is expected to add 1.7 million people over the next 45 years) and the need to plan for growth in a way that minimizes environmental impacts and maximizes economic and social benefits. The project involved extensive public outreach and computer modeling of the impacts of different growth decisions. With information produced by the Blueprint Project, area decision makers can better understand the ramifications of land use decisions on a local and regional basis.

During the Blueprint Project, computer modeling was used to develop the Base Case Scenario, which represents what the region would look like if the current development trends occurred for the next 50 years. Under the Base Case, Placerville would add 2,874 housing units between 2000 and 2050 – an average of approximately 57.48 units per year. The majority of new units would be Large Lot Single Family units[2] (56%).

[2] Large Lot Single Family - 8,500 square feet average lot size (range from 3,000 square feet to 5,400 square feet)



Source The Ervin Consulting Group, 2010

FIGURE 5.0-3
CITY ZONING DESIGNATIONS

In addition, Rural Residential units[3] would increase by 21% and Small Lot Single Family [4]units would increase by 23%. Retail jobs would grow from 28% to 44%, and office jobs would drop from 43% to 40%. Vehicle miles traveled per household would be 41.3. No job growth through reinvestment would occur.[5]

The Blueprint Project resulted in a Preferred Scenario, which represents a general trend in land use decision-making that applies the Blueprint Principles. The Preferred Blueprint Scenario, unanimously adopted by the SACOG Board of Directors in December 2004, calls for development based on seven smart growth principles: providing a variety of transportation choices; offering housing choices and opportunities; taking advantage of compact development; using existing assets; mixed land uses; preserving open space, farmland and natural beauty through natural resources conservation; and encouraging distinctive, attractive communities with quality design.

Under the Preferred Scenario, Placerville would add an average of 5,422 housing units between 2000 and 2050 – an average of approximately 108.44 units per year. Under the Preferred Scenario, the majority of new units would be Small Lot Single Family units (45%). In addition, Large Lot Single Family units would increase by 20% and Attached Products[6] would increase by 35%. Lower paying retail jobs would grow from 28% to 36%, while office jobs would increase from 43% to 50%. Vehicle miles traveled per household per day would be 32.8. Job growth through reinvestment would be 7%.[2]

SUMMARY OF LAND USE CONSISTENCY AND COMPATIBILITY FINDINGS

FINDING 5.0-1 CONSISTENCY WITH ADOPTED PLANS AND POLICIES

City of Placerville General Plan

Any public or private sector development that may be undertaken, encouraged, or accommodated by redevelopment activities would be subject to the City's General Plan and other applicable City plans, policies, and ordinances, as well as the proposed Redevelopment Plan and Agency requirements. The Redevelopment Plan is consistent with the Land Use goals, policies, and implementation programs to preserve the small-town, historic character of Placerville, while providing for a land use pattern and mix that meets the residential, commercial, and employment needs of its existing and future residents.

The Redevelopment Plan would also promote housing rehabilitation and new construction for the preservation of existing neighborhoods and a mix of housing types, consistent with the policies and objectives of the City's General Plan. In addition, the Redevelopment Plan's requirement that at least 20% of tax increment revenues be used for the preservation, rehabilitation, and/or construction of very low-, low- and moderate-income housing would help to further the City goals of providing affordable housing for all income groups. The goals of the Redevelopment Plan to eliminate and prevent the spread of blight and deterioration in the Project Area are complementary to the City goals to maintain and improve the quality and character of residential neighborhoods and enhance economic

[3] Rural Residential - 3 acre average lot size (range is from 1 acre to 20 acres and above)
[4] Small Lot Single Family - 4,000 square feet average lot size (range from 5400 square feet to 4,000 square feet)
[5] SACOG, Sacramento Region Blueprint Project, Placerville statistics, retrieved 11/15/10 from http://www.sacregionblueprint.org/sacregionblueprint/the_project/stats/placerville.pdf
[6] Attached Products - 30 dwelling units per acre average (range of 16 units to 100 units per acre)

development within commercial sectors. Therefore, the Redevelopment Plan is ***consistent*** with the City's General Plan land uses and policies, and serves as an implementation mechanism for General Plan policies.

CITY OF PLACERVILLE ZONING ORDINANCE

The Redevelopment Plan does not propose new land uses or zoning changes, and any public improvements that would occur as a result of the Redevelopment Plan must be consistent with the City's Zoning Ordinance. At present, the intensity of land uses in the Project Area is below the maximum intensity allowed under existing zoning. Private investment over the life of the Redevelopment Plan is expected to result in an intensification of existing uses and in the creation of different types of land uses on parcels where the interim uses do not conform to the current zoning designations. This shift to conforming uses would be ***consistent*** with the City's Zoning Ordinance. In addition, this shift would be consistent with the Sacramento Region Blueprint preferred scenario, which provides for reinvestment in existing developed areas.

FINDING 5.0-2 COMPATIBILITY OF LAND USES

CITY OF PLACERVILLE GENERAL PLAN

Any public or private sector development that may be undertaken, encouraged, or accommodated by redevelopment activities would be subject to the City's General Plan and other applicable City plans, policies, and ordinances, as well as the Redevelopment Plan requirements.

Implementation of the Redevelopment Plan would somewhat alter and intensify development of the Project Area. Private investment over the life of the Redevelopment Plan is expected to result in an intensification of existing uses and in the creation of different types of land uses on parcels where the interim uses do not conform to the current City's General Plan and zoning designations. This shift to conforming uses would result in land uses ***compatible*** with adjacent uses and the policies of the City.

CITY OF PLACERVILLE ZONING ORDINANCE

The Redevelopment Plan does not propose new land uses, and any public improvements that would occur as a result of the Redevelopment Plan must be consistent with the City's Zoning Ordinance. At present, the intensity of land uses in the Project Area is well below the maximum intensity allowed under existing zoning, and many existing land uses do not meet current development standards. Private investment over the life of the Redevelopment Plan is expected to result in an intensification of existing uses and in the creation of different types of land uses on parcels where the interim uses do not conform to the current zoning designations. This shift to conforming uses would result in land uses ***compatible*** with adjacent uses and the improvement of properties up to current codes and standards.

6.0

INTRODUCTION TO THE ANALYSIS

Draft Environmental Impact Report
Placerville Redevelopment Plan

CHAPTER 6
ENVIRONMENTAL ANALYSIS

6.0 INTRODUCTION TO THE ANALYSIS

This chapter of the Environmental Impact Report (EIR) contains individual subchapters that describe the potential physical and environmental impacts of the adoption and implementation of the proposed Redevelopment Plan for the Placerville Redevelopment Project Area (proposed project or Redevelopment Plan). Each subchapter describes the existing setting and background information necessary to help the reader understand the conditions that would cause an impact to occur. In addition, each subchapter includes a section that describes how an impact is determined to be significant or less than significant. Finally, the individual subchapters recommend mitigation measures to reduce significant impacts.

SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

The Initial Study (Appendix A) prepared for the Redevelopment Plan identified several areas that required further analysis. These areas are discussed in subchapters 6.1 through 6.10 of this EIR and include:

- Air Quality
- Biological Resources
- Climate Change (Greenhouse Gasses)
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Public Utilities
- Transportation and Traffic

Several issues are addressed in the Initial Study but are not discussed in this EIR. These include:

- Aesthetics
- Agriculture and Forestry Resources
- Geology and Soils
- Mineral Resources
- Population and Housing
- Recreation

These issues were eliminated from detailed analysis in the EIR for one of three reasons: 1) existing regulations will ensure that any impacts will be reduced to a less-than-significant level; 2) the issue is social or economic and not a physical environmental impact; or 3) the issue does not apply to the project evaluated in this EIR. The Initial Study documents the justification for considering issues potentially significant or less-than-significant. Please refer to the Initial Study for a discussion of why these issues were identified as less-than-significant and are therefore not evaluated further in this EIR.

FORMAT OF THE ENVIRONMENTAL ANALYSIS

Each analysis chapter is organized to discuss the environmental setting, regulatory setting, project impact, method of analysis, standards of significance, and mitigation measures, as discussed below. References are consolidated in Chapter 8.

EXISTING CONDITIONS

According to Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of the proposed project to provide the baseline condition against which project-

related impacts are compared. Normally, the baseline condition is the physical condition that exists when the Notice of Preparation (NOP) is circulated, although CEQA Guidelines recognize that the date for establishing an environmental baseline cannot be rigid. The NOP for the Placerville Redevelopment Plan EIR was circulated on October 14, 2010. Because physical environmental conditions may vary over a range of time periods, the use of environmental baselines that differ from the date of the NOP is reasonable and appropriate when doing so results in a more accurate or conservative environmental analysis.

For analytical purposes, impacts associated with implementation of the proposed project are derived from two fundamental components of the existing baseline environmental setting – existing conditions at the time the NOP was published and conditions that are anticipated to exist at build-out of the City of Placerville (City) General Plan. It is appropriate to evaluate project-level impacts against the conditions that exist when the NOP was published for most issue areas. For issue areas either directly or indirectly related to infrastructure, project-level impacts are more conservatively analyzed against future baseline conditions that consider the General Plan and approved growth, because improvements (e.g., roadway widenings, intersection improvements, wastewater distribution and conveyance, solid waste disposal, and water supply) must consider and accommodate ultimate demand.

REGULATORY CONTEXT

The Regulatory Context provides a summary of federal, state, and local regulations, plans, policies, and laws that are relevant to each issue area.

IMPACTS AND MITIGATION MEASURES

This section is further divided into the following subsections, as described below.

Method of Analysis

This subsection identifies the methodology used in that subchapter to analyze potential environmental impacts.

Standards of Significance

CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" (CEQA Guidelines Section 15382). Definitions of significance vary with the physical conditions affected and the setting in which the change occurs. CEQA Guidelines set forth physical impacts that trigger the requirement to make mandatory findings of significance (CEQA Guidelines, Section 15091). For all environmental issues, this EIR identifies specific standards of significance.

Where explicit quantification of significance is identified, such as a violation of an ambient air quality standard (AAQS), this quantity is used to assess the level of significance of a particular impact in this EIR. For less easily quantifiable impacts, events, or occurrences that would be regarded as significant or potentially significant were identified. For example, growth-inducing impacts would be identified as significant if the project results in a level, rate, or character of growth that (among other criteria) exceeds the capacity of existing infrastructure and services. Where the substantial effect of an impact is not identified in the CEQA Guidelines, the criteria for evaluating the significance of potential impacts were determined and identified in this document.

Project-Specific Impacts and Mitigation Measures

This section describes the potential environmental impacts of the proposed project and, based upon the thresholds of significance, concludes whether the project specific environmental impacts would be considered significant, potentially significant, or less than significant. Each impact is summarized in an impact statement, followed by a more detailed discussion of the potential impacts and the significance of each impact before mitigation.

Each impact is provided as a summary block prior to the impact discussion to allow for easy reference. The impact number consists of the subchapter of the EIR in which that impact is identified followed by a hyphen to indicate the number of the impact in that subchapter. For example, Impact 6.1-1 is the first impact identified in Subchapter 6.1.

The analysis of environmental impacts considers both the construction and operational phases associated with implementation of the proposed project. As required by Section 15126.2(a) of the CEQA Guidelines, direct, indirect, short-term, long-term, on-site, and/or off-site impacts are addressed, as appropriate, for the environmental issue area being analyzed.

A significant effect is defined by Section 15382 of the CEQA Guidelines as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment… [but] may be considered in determining whether the physical change is significant." The Draft EIR uses the following terms to describe the level of significance of impacts identified during the course of the environmental analysis:

- ***Significant and Unavoidable Impact (SU)***
  Impact that exceeds the defined threshold(s) of significance and cannot be eliminated or reduced to a less-than-significant level through the implementation of feasible mitigation measures.
- ***Significant Impact (S)***
  Impact that exceeds the defined threshold(s) of significance. For purposes of this document, pre-mitigation impacts that exceed the defined threshold(s) of significance are referred to as significant; however, when the impacts cannot be eliminated or reduced to a less-than-significant level through the implementation of feasible mitigation measures, these impacts are referred to as significant and unavoidable.
- ***Potentially Significant Impact (PS)***
  Impact that potentially exceeds the defined threshold(s) of significance. For purposes of this document, pre-mitigation impacts that potentially exceed the defined threshold(s) of significance are referred to as potentially significant; however, when the impacts cannot be eliminated or reduced to a less-than-significant level through the implementation of feasible mitigation measures, these impacts are referred to as significant and unavoidable.
- ***Less-Than-Significant Impact (LS)***
  Impact that does not exceed the defined threshold(s) of significance. This term is used for impacts for which mitigation measure(s) identified can reduce a pre-mitigation impact to a less-than-significant level.

Cumulative Impacts and Mitigation Measures

This section describes the potential cumulatively significant environmental impacts of the proposed project in combination with other proposed projects and future development in the vicinity. As described for project specific impacts above, potential impacts are measured against thresholds of significance, and the analysis concludes whether the cumulative environmental impacts would be considered significant, potentially significant, or less than significant. Each cumulative impact is summarized in an impact statement, followed by a more detailed discussion of the potential impacts and the significance of each impact before mitigation.

Mitigation Measures

This section is provided for both project specific and cumulative impacts, and provides feasible mitigation measures that could reduce the severity of the identified impact. In addition to feasible mitigation measures, it is assumed that the project applicant would also continue to comply with all applicable federal, state, and local laws and regulations, and these laws and regulations are considered to be part of the project description. In many instances, the actions that are necessary to reduce a project impact are already required by federal, state, and local law. Similarly, established guidelines or other requirements that the City regularly recognizes and follows for development projects are also considered part of the project description. In this EIR, such requirements are identified and considered in the impact assessment prior to the identification of additional project-specific mitigation measures that would reduce the level of significance of impacts.

Significance after Mitigation

Following the description of applicable policies and regulations, as well as mitigation measures, each impact section concludes with a statement regarding whether or not the significant impact – following implementation of the mitigation measure(s) and/or the continuation of existing policies and regulations – would remain significant, and thus would be reduced to a less-than-significant level or would be significant and unavoidable.

6.1

AIR QUALITY

Draft Environmental Impact Report
Placerville Redevelopment Plan

CHAPTER 6
ENVIRONMENTAL ANALYSIS

6.1 AIR QUALITY

This subchapter of the Environmental Impact Report (EIR) pertains to the potential air quality impacts from the adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan). Information on existing conditions in the Placerville area was collected from the California Air Resources Board (CARB), the El Dorado County General Plan EIR (2003), and the El Dorado County Air Quality Management District (EDCAQMD).

No comment letters were received regarding air quality during circulation of the Notice of Preparation (NOP).

EXISTING CONDITIONS

El Dorado County (County) has two distinct air quality environments, which have been recognized formally by division of the county into two separate air basins, the Mountain Counties Air Basin (MCAB) and the Lake Tahoe Air Basin. The Project Area is located within the MCAB and is located within the EDCAQMD. The MCAB is influenced by the region's climate, topography, and pollutant sources that result in a potential for high concentrations of regional and localized air pollutants.

CLIMATE AND METEOROLOGY

Climate and air quality are determined by the geographic location, topography, and urbanization of an area. From an air quality perspective, the topography and meteorology of the MCAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. This section describes pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project Area.

Topography

The MCAB is an area of approximately 11,000 square miles, which includes Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa counties in addition to the west slope of El Dorado County and the central portion of Placer County. The majority of the MCAB is located in the northern Sierra Nevada area with the western boundary of the basin extending into the Sacramento Valley. The topography in the MCAB is quite variable because of mountain peaks and valleys that differ substantially in elevation from approximately 100 to 10,000 feet. The proposed Project Area is at an elevation of approximately 1,800 feet.

Meteorological Influences on Air Quality

The annual temperature, humidity, precipitation, and wind patterns reflect the topography of the MCAB and the strength and location of a semi-permanent, subtropical high-pressure cell. During the summer, in the western portion of the MCAB, temperatures that often exceed 100°F coupled with clear sky conditions are favorable for ozone (O_3) formation.

The majority of the precipitation in the Sacramento Valley occurs during the winter. Winds and unstable atmospheric conditions associated with the passage of winter storms result in periods of low air pollution and excellent visibility. However, between winter storms high

pressure and light winds lead to the creation of low-level temperature inversions and stable atmospheric conditions, resulting in high concentrations of carbon monoxide (CO) and particulate matter (PM).

Local meteorological conditions are recorded at the Placerville Station. The annual normal precipitation, which occurs primarily from November through March, is approximately 36.74 inches. January temperatures range from a normal minimum of 31.4°F to a maximum of 53.2°F. July temperatures range from a normal minimum of 55.9°F to a normal maximum of 91.2°F (National Oceanic and Atmospheric Administration (NOAA) 1992).

CRITERIA AIR POLLUTANTS

Air pollution is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation.

Seven air pollutants have been identified by the federal Environmental Protection Agency (EPA) as being of concern nationwide: CO; O_3; oxides of nitrogen (NO_X); particulate matter (PM) sized 10 microns or less (PM_{10}), also called respirable particulate and suspended particulate; fine particulate matter equal to or less than 2.5 microns in size ($PM_{2.5}$); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The sources of these pollutants, their effects on human health and the nation's welfare, and their final deposition in the atmosphere vary considerably.

Most of the criteria pollutants are directly emitted. O_3, however, is a secondary pollutant that is formed in the atmosphere by chemical reactions between NO_x and volatile organic compounds (VOCs), most commonly referred to as reactive organic gases (ROG). For the County, the dominate source of NO_X and VOCs is on-road vehicles and other mobile sources.

Criteria air pollutants are classified in each air basin, county, or in some cases, within a specific urbanized area. The classification is determined by comparing actual monitoring data with state and federal standards. If a pollutant concentration is lower than the standard, the area is classified as attainment for that pollutant. If an area exceeds the standard, the area is classified as nonattainment for that pollutant. If there is not enough data available to determine whether the standard has been exceeded in an area, the area is designated unclassified.

The ambient air quality standards (AAQS) for the criteria pollutants are summarized in Table 6.1-1. Each criteria pollutant and the County attainment status for that pollutant are discussed below.[1]

[1] Rulemaking to Consider Proposed Amendments to the Area Designations for State Ambient Air Quality Standards, State and National Ambient Air Quality Standards, effective on September 25, 2010, retrieved 11/2/10 from http://www.arb.ca.gov/regact/2010/area10/areaattac.pdf

TABLE 6.1-1
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards [a]	Federal Standards [b]	
		Concentration [c]	Primary [c,d]	Secondary [c,e]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	--	Same as Primary Standard
	8 Hour	0.070 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)[5]	
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m^3	--	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No separate state standard	35 µg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	None
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3) (see footnote f)	Same as Primary Standard
	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m3) (see footnote f)	None
Sulfur Dioxide (SO_2)	24 Hour	0.04 ppm (105 µg/m3)	-	-
	3 Hour	-	-	0.5 ppm (1300 µg/m^3) (see footnote f)
	1 Hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m3) (see footnote f)	-
Lead (Pb)[h]	30 Day Average	1.5 µg/m^3	-	-
	Calendar Quarter	-	1.5 µg/m^3	Same as Primary Standard
	Rolling 3-Month Average [i]	-	0.15 µg/m^3	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer – visibility within 10 miles or more due to particles when the relative humidity is less than 70 percent.	No Federal Standards	
Sulfates (SO_4)	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride [h]	24 Hour	0.01 ppm (26 µg/m^3)		

[a] California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter— PM_{10}, $PM_{2.5}$, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards (CAAQS) are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations (CCR).

[b] National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For $PM_{2.5}$, the 24 hour standard is attained when 98% of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact EPA for further clarification and current federal policies.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; parts per million (ppm) in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that the EPA standards are in units of parts per billion (ppb). California standards are in units of ppm. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.

[g] On June 2, 2010, the EPA established a new 1-hour sulfur dioxide standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) using ultraviolet (UV) technology, but will retain the older pararosaniline methods until the new FRM have adequately permeated State monitoring networks. The EPA also revoked both the existing 24-hour sulfur dioxide standard of 0.14 ppm and the annual primary sulfur dioxide standard of 0.030 ppm, effective August 23, 2010. The secondary sulfur dioxide standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA. Note that the new standard is in units of parts per billion (ppb). California standards are in units of ppm. To directly compare the new primary national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[h] The ARB has identified lead and vinyl chloride as toxic air contaminants (TACs) with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[i] National lead standard, rolling 3-month average: final rule signed October 15, 2008.

Source: California Air Resources Board, 9/8/10, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed 11/2/10

Carbon Monoxide

Carbon Monoxide (CO) is a colorless and odorless gas, which in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Relatively high concentrations are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under the severest meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO concentrations are typically higher in winter. As a result, California has required the use of oxygenated gasoline in the winter months to reduce CO emissions.

For CO, the County is designated as unclassified/attainment under federal standards and unclassified under state standards.

Ozone

Ozone (O_3) is the principal component of smog, and is formed in the atmosphere through a series of reactions involving ROG and NO_X in the presence of sunlight. ROG and NO_X are called precursors of O_3; NO_X includes various combinations of nitrogen and oxygen, including NO, NO_2, NO_3, etc. O_3 is a principal cause of lung and eye irritation in the urban environment. Significant O_3 concentrations are normally produced only in the summer, when atmospheric inversions are greatest and temperatures are high. ROG and NO_X emissions are both considered critical in O_3 formation. Control strategies for O_3 have focused on reducing emissions from vehicles, industrial processes using solvents and coatings, and consumer products.

The Project Area is included in the Sacramento Federal Nonattainment Area (SNFA) for the 8-hour ozone National Ambient Air Quality Standard (NAAQS). The County is also nonattainment for both the 1-hour and 8-hour ozone California Ambient Air Quality Standard (CAAQS).

Nitrogen Dioxide

Nitrogen Dioxide (NO_2) is a product of combustion, and is generated in vehicles and in stationary sources, such as power plants and boilers. NO_2 can cause lung damage. As noted above, NO_2 is part of the NO_X family, and is a principal contributor to O_3 and smog.

The County is in attainment for state and unclassified/attainment for federal NO_2 standards.

Respirable Particulate Matter

Particulate matter (PM) includes both liquid and solid particles of a wide range of sizes and composition. While some respirable particulate matter (PM_{10}) comes from automobile exhaust, the principal source in the County is dust from construction, and from the action of vehicle wheels on paved and unpaved roads. In other areas, agriculture, wind-blown sand, and fireplaces can be important sources. PM_{10} can cause increased respiratory disease, lung damage, and premature death. Control of PM_{10} is through the control of dust at construction sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads.

The County is unclassified for federal PM_{10} standards, but nonattainment for the state PM_{10} standards.

Fine Particulate Matter

The sources, health effects, and control of fine particulate matter ($PM_{2.5}$) are similar to those of PM_{10}. In 1997, the EPA determined that the health effects of $PM_{2.5}$ were severe enough to warrant an additional standard.

The Project Area is included in the SFNA[2] for federal $PM_{2.5}$, and is unclassified for the state $PM_{2.5}$ standards.

Sulfur Dioxide

Sulfur dioxide (SO_2) is a combustion product, with the primary source being power plants and heavy industry that use coal or oil as fuel. SO_2 is also a product of diesel engine

[2] SMAQMD, Sacramento Valley Federal PM2.5 Nonattainment Areas, retrieved 11/24/10 from http://www.airquality.org/plans/federal/pm/PM2.5/map.shtml

combustion. The health effects of SO_2 include lung disease and breathing problems for asthmatics. SO_2 in the atmosphere contributes to the formation of acid rain. In the MCAB, there is relatively little use of coal and oil, and SO_2 is of lesser concern than in many other parts of the country.

The County is in attainment for state and unclassified for federal SO_2 standards.

Lead

Lead (Pb) is a stable compound which persists and accumulates both in the environment and in animals. The lead used in gasoline anti-knock additives represented a major source of lead emissions to the atmosphere. However, lead emissions have significantly decreased due to the near elimination of the use of leaded gasoline.

The County is in attainment for state and federal lead standards.

TOXIC AIR CONTAMINANTS

Other emissions of concern are grouped under the term toxic air contaminants (TACs). TACs are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects. They include both organic and inorganic chemical substances, and they may be emitted from a variety of common sources. These include gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. TACs are regulated separately from the criteria air pollutants at both the federal and state levels. The EDCAQMD maintains an inventory of all facilities that emit significant amounts of TACs. Another source of TACs is diesel particulate matter (DPM). Traffic on United States Route 50 (US-50) is a major source of DPM in the Project Area.

The CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. According to the map prepared by the CARB showing the estimated inhalation cancer risk for TACs in the State of California (State), the Project Area is located in an area with an existing estimated risk that is less than 250 cancer cases per one million people.[3] This represents the lifetime risk that less than 250 people in one million may contract cancer from inhalation of TACs at current ambient concentrations. While TACs are produced by many different sources, the largest contributor to inhalation cancer risk in the State is DPM.

TYPES OF EMISSION SOURCES

The EDCAQMD has identified several types of emission sources, which need to be considered when evaluating the impacts of a project under the California Environmental Quality Act (CEQA). For many development projects, motor vehicle trips are the principal source of air pollution; projects in this category, such as shopping centers, office buildings, and residential developments, are often referred to as indirect sources. Such sources do not directly emit significant amounts of air pollutants from on-site activities but cause emissions from motor vehicles traveling to and from the development over its planning lifetime.

[3] CARB, Maps of Estimated Cancer Risk from Air Toxics, February 23, 2009, retrieved from http://www.arb.ca.gov/ch/communities/hlthrisk/hlthrisk.htm.

Based upon the most recent State Implementation Plan (SIP) modeling information for the region, mobile sources account for 90% of the NO_x inventory; nearly 66% of VOCs and 90% of oxides of NO_x precursors for ozone in the SFNA.[4]

Most development projects also generate what are known as area source emissions. Area source emissions are relatively small quantities of air pollutants when considered individually, but cumulatively may represent significant emissions. Water heaters, fireplaces, lawn maintenance equipment, and application of paints and lacquers are examples of area source emissions.

Certain projects may also directly generate stationary point source emissions from operations. Examples of facilities with point source emissions include manufacturing plants, quarries, and print shops.

Project-related construction emission impacts are also a significant contributor to regional air pollution. On-road and off-road construction vehicles, along with on-site portable equipment such as generators and air compressors, generate exhaust emissions. Construction vehicles and equipment operation can also cause unacceptable levels of entrained dust (PM_{10}) and DPM. Even though they are temporary, in some cases construction emissions may be quantitatively greater on a daily basis than emissions from the operation of the development once it is built.

Criteria pollutants have been designated based on public health impacts and as an indicator of overall air quality. When an area has air quality that is lower than the AAQS for one of the criteria pollutants, the area can be designated nonattainment. Nonattainment designations may be used to specify what air pollution reduction measures an area must adopt and when the area must reach attainment.

EXISTING ATTAINMENT STATUS

The County is designated as non-attainment with federal and state O_3 standards. O_3 violations within the MCAB are primarily due to the transport of pollutants from the Bay Area, Sacramento Metropolitan area, and San Joaquin Valley – as well as from the use of internal combustion engine, wood-burning stoves, fireplaces, and occasionally due to smoke from nearby wild fires. The County is also in non-attainment for the state 24-hour and annual average PM_{10} standards, unclassified for the federal PM_{10} standards and state annual $PM_{2.5}$ standard, and unclassified/attainment with federal $PM_{2.5}$ standards.

AIR QUALITY IN THE PLACERVILLE AREA

There are four air quality monitoring stations located in the County, which extends from Sacramento to the Nevada border. The Placerville-Gold Nugget Way monitoring station is located within the Project Area. Table 6.1-2 displays the number of days that emission levels exceeded the NAAQS and the CAAQS for the past three years. The monitoring site recorded a high number of exceedances of both NAAQS and CAAQS for O_3 in all three years. One exceedance of CAAQS for PM_{10} was recorded in 2008.

SENSITIVE RECEPTORS

The location of development is a major factor in determining whether it will result in localized air quality impacts. The potential for adverse air quality impacts increases as the distance

[4] EDCAQMD. (2008, February). Voluntary Reclassification under 8-Hour Federal Ozone Standard. Retrieved 11/24/10 from http://www.airquality.org/plans/federal/ozone/8hr1997/Reclass/ARBTransLetterEDCAQMD.pdf.

between the source of emissions and members of the public decreases. Impacts on sensitive receptors are of particular concern. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they can be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

TABLE 6.1-2
SUMMARY OF AIR POLLUTANT DATA FROM PLACERVILLE-GOLD NUGGET WAY MONITORING STATION, EL DORADO COUNTY (COMPARED TO FEDERAL AND STATE STANDARDS)

Pollutant	2007	2008	2009
OZONE (O_3, 1-hour)[1]			
Days>0.09 ppm (Cal)	**4**	**16**	**6**
OZONE (O_3, 8-hour)			
Days>0.075 (Fed)	**9**	**36**	**20**
Days>0.07 ppm (Cal)	**20**	**52**	**30**
PARTICULATE MATTER (PM_{10})			
Days>50 µg/m³ (Cal)	0	**1**	0
Days>150 µg/m³ (Fed)	0	0	0

[1] There is no Federal 1-hour ozone standard.

Source: California Air Resources Board. http://www.arb.ca.gov/adam/, accessed 11/2/10

Air quality problems arise when sources of air pollutants and sensitive receptors are located near one another. A sensitive receptor in close proximity to a congested intersection or roadway with high levels of motor vehicle emissions with high concentrations of CO, fine PM, or TACs is a common concern. A sensitive receptor close to a source of high levels of nuisance dust emissions is also a concern.

REGULATORY SETTING

Air quality in the project vicinity is regulated by several jurisdictions including the EPA, CARB, and EDCAQMD. Each jurisdiction develops rules, regulations, policies, and/or goals to attain the goals or directives imposed upon them through legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

Local air quality management districts (AQMDs) have been given authority by the state to manage their own stationary source emissions. The CARB requires that local AQMDs develop their own strategies for achieving compliance with the NAAQS and CAAQS, but maintains regulatory authority over these strategies, as well as all mobile source emissions throughout the state.

FEDERAL

Clean Air Act

The federal Clean Air Act (CAA; 42 U.S.C. §§7401-7671q) requires the adoption of NAAQS to protect the public health and welfare from the effects of air pollution. Pollutants subject to the NAAQS are referred to as criteria pollutants, as discussed above. The NAAQS for criteria pollutants and other regulated air pollutants are shown in Table 6.1-1 on page 6.1-3.

Ozone Standards

The federal eight-hour O_3 standard was established in response to human health studies indicating that longer O_3 exposures at lower levels also resulted in adverse health effects, including coughing, increased asthma attacks, chronic lung inflammation, decreased lung function, and decreased lung defenses against bacterial infections. The 8-hour standard now applies, along with California's own 1-hour O_3 standard; the federal 1-hour O_3 standard was revoked on June 15, 2005. The Sacramento area has already been designated as serious for the 8-hour standard.

Federal Ozone Attainment Plan

The Project Area is subject to a Federal Ozone Attainment Plan (the Sacramento Area Regional Ozone Attainment Plan). This plan was adopted by five air districts in the Sacramento area in order to build upon existing state and local air quality programs. The Plan contains adopted measures, implementation and adoption schedules for new measures, emission inventories, modeling results, contingency measures, and emissions reduction demonstrations that guide reduction of emissions in the Sacramento Region. The Region has an attainment date of June, 2013 for the 8-hour standard.

STATE

California Air Resources Board

The CARB, a part of the California Environmental Protection Agency (Cal/EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to reduce vehicular emissions.

The State, for purposes of air quality classification, has been divided into meteorologically and geographically similar areas called air basins. Each air basin is responsible for meeting NAAQS and CAAQS for criteria pollutants and is classified by the EPA and CARB as an attainment or nonattainment area for each pollutant. The CARB outlined control strategies that were to be developed and implemented over the next decade in California in their 1994 SIP for O_3.

The CARB is responsible for enforcing the California Clean Air Act of 1988 (CCAA; 26 California Health and Safety Code §10000 et seq.), which established the CAAQS for criteria pollutants as well as additional state standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These CAAQS are generally more restrictive than the NAAQS. The CAAQS are also summarized in Table 6.1-1 on page 6.1-3.

California Clean Air Act

The CCAA requires nonattainment areas to achieve and maintain the CAAQS by the earliest practicable date and local AQMDs to develop plans for attaining the state O_3, CO, SO_2, and NO_2 standards. The CCAA requires that by the end of 1994 and once every three years thereafter, the districts are to assess their progress toward attaining the air quality standards. The triennial assessment is to report the extent of air quality improvement and the amounts of emission reductions achieved from control measures for the preceding three year period. California Health and Safety Code §40924(a) requires the AQMD to prepare an Annual Progress Report and submit the report to CARB summarizing its progress in meeting the schedules for developing, adopting, and implementing the air pollution control measures contained in the District's Triennial Reports by December 31 of each year. The SMAQMD prepares the Triennial and Annual progress reports for the SFNA.

Toxic Air Contaminants

Regulation of TACs is achieved through federal and state controls on individual sources; the federal CAA Amendments offer a comprehensive plan for achieving significant reduction in both mobile and stationary source emissions of certain designated Hazardous Air Pollutants (HAPs). All major stationary sources of designated HAPs are required to obtain and pay the required fees for an operating permit under Title V of the federal CAA Amendments.

The Air Toxics Hot Spots Information and Assessment Act of 1987 (Assembly Bill (AB) 2588), California Health and Safety Code §44300 et seq, provides for the regulation of over 200 air toxics and is the primary air contaminant legislation in the State. Under AB 2588, local AQMDs may request that a facility account for its TAC emissions. Local AQMDs then prioritize facilities on the basis of emissions, and high priority designated facilities are required to submit a health risk assessment (HRA) and communicate the results to the affected public. The TAC control strategy involves reviewing new sources to ensure compliance with required emission controls and limits, maintaining an inventory of existing sources of TACs, and developing new rules and regulations to reduce TAC emissions. The purpose of AB 2588 is to identify and inventory toxic air emissions and to communicate the potential for adverse health effects to the public.

AB 1807, enacted in September 1983, sets forth a procedure for the identification and control of TACs in California. The CARB is responsible for the identification and control of TACs, except pesticide use. AB 1807 defines a TAC as an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The CARB prepares identification reports on candidate substances under consideration for listing as TACs. The reports and summaries describe the use of and the extent of emissions in California resulting in public exposure, together with their potential health effects.

The CARB has recently identified DPM as a TAC under AB 1807. DPM is emitted into the air via heavy-duty diesel trucks, construction equipment, and passenger cars. In September 2000, the CARB approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* and the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. This plan identifies DPM as the predominant TAC in California and proposes methods for reducing diesel emissions.

According to the plan, the existing average statewide potential cancer risk from DPM is over 500 potential cancer cases per one million people.[5]

The CARB has determined that any source that poses a risk to the general population that is equal to or greater than 10 people out of 1 million contracting cancer as excessive. When estimating this risk, it is assumed that an individual is exposed to the maximum concentration of any given TAC continuously for 70 years.

Asbestos

Asbestos is listed as a TAC by CARB and as a HAP by EPA. It is of special concern in the County because it occurs naturally in surface deposits of several types of ultramafic minerals. The map of Asbestos Review Areas, Western Slope, County of El Dorado indicates the Project Area contains two areas more likely to contain asbestos or a fault line (El Dorado County 2005). Asbestos emissions can result from grading activities, the sale or use of asbestos-containing materials (ACM), road surfacing with such materials, and surface mining. The EDCAQMD has not yet adopted any separate regulation governing asbestos. However, a countywide ordinance was adopted on January 4, 2000 (Ordinance 4548, codified as Chapter 8.44 of the El Dorado County Ordinance Code) adopting the CARB asbestos content level as a "permissible asbestos content level."

The ordinance requires compliance with this level in the use and sale of ACM within the County. For grading, excavation, and construction activities, the ordinance requires an Asbestos Hazard Dust Mitigation Plan in all areas of the County identified as potentially having asbestiform minerals; the mitigation measures include extensive wetting, covering, and other actions.

Senate Bill 656 - Reducing Particulate Matter in California

As a first step in the implementation of Senate Bill (SB) 656 -- Reducing Particulate Matter in California, the CARB approved a list of the most readily available, feasible, and cost-effective control measures that can be employed by AQMDs to reduce PM_{10} and $PM_{2.5}$ (collectively referred to as PM) in 2004. The list is based on rules, regulations, and programs existing in California as of January 1, 2004, for stationary, area-wide, and mobile sources. As a second step, AQMDs must adopt implementation schedules for selected measures from the list. The implementation schedules will identify the appropriate subset of measures, and the dates for final adoption, implementation, and the sequencing of selected control measures. In developing the implementation schedules, each AQMD will prioritize measures based on the nature and severity of the PM problem in their area and cost-effectiveness. Consideration is also given to ongoing programs such as measures being adopted to meet NAAQS or the state O_3 planning process. The consideration and adoption of AQMD rules in their implementation schedules, coupled with CARB's ongoing programs, will ensure continued progress in reducing public exposure to PM and attainment of the state and federal standards.

In July 2009, the CARB adopted a regulation aimed at reducing DPM (a particular form of $PM_{2.5}$) and NO_x emissions from the state's in-use off-road diesel engines; this regulation was effective August 15, 2010. The rule affects off-road vehicles used in construction, mining, airport ground support, and other industries. The regulation requires equipment fleets to

[5] CARB, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2000, accessible from http://www.arb.ca.gov/diesel/documents/ rrpFinal.pdf.

apply exhaust retrofits that capture PM before it is emitted to the air, and to accelerate turnover of fleets to newer, cleaner engines.

REGIONAL

Sacramento Area Regional Ozone Attainment Plan

The Sacramento Area Regional Ozone Attainment Plan (Sacramento Metropolitan Air Quality Management District (SMAQMD), 1994) was developed cooperatively with all the districts in the Sacramento Region (EDCAQMD, Feather River AQMD, Placer County APCD, SMAQMD, and Yolo-Solano AQMD). The Clean Air Plan was adopted in 1994 in compliance with the 1990 Amendments to the CAA.

Nonattainment areas are classified as marginal, moderate, serious, severe, or extreme areas depending on the magnitude of the highest 8-hour ozone design value for the monitoring sites in the nonattainment area. The Sacramento region was classified as a "serious" nonattainment area with an attainment deadline of June 15, 2013. This classification was based on the 8-hour ozone design value of 107 ppb at Cool, calculated from ozone concentrations monitored during 2001 to 2003. As a "severe nonattainment" area, the Sacramento Region is required to submit a rate-of-progress milestone evaluation per Section 182(g) of the CAA.

The most recent rate-of-progress report, Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan Draft Report (SMAQMD 2008), demonstrates how existing control strategies will provide the necessary future emission reductions to meet the CAA requirements for reasonable further progress towards attaining the 8-hour ozone NAAQS for the Sacramento region through 2011. In addition, this Plan includes an updated emission inventory and maintains existing motor vehicle emission budgets for transportation conformity purposes.[6]

LOCAL

El Dorado County Air Quality Management District

The EDCAQMD administers the CCAA and the CAA in accordance with state and federal guidelines. The EDCAQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations.

This includes monitoring, evaluation, education, implementing control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and supporting and implementing measures to reduce emissions from motor vehicles.

EDCAQMD regulation and permit requirements also apply to most industrial processes (e.g., manufacturing facilities, cement terminals, food processing), many commercial activities (e.g., print shops, drycleaners, gasoline stations), and other miscellaneous activities, including demolition of buildings containing asbestos and aeration of contaminated soils.

[6] Sacramento Metropolitan Air Quality Management District. (2008, February). Sacramento Regional 8-Hour Ozone Draft Report 2011 Reasonable Further Progress Plan. Retrieved 11/24/10 from http://www.airquality.org/notices/CAPUpdate/RFP8HrHearingMarch2008.pdf

In addition to working with other air districts, the EDCAQMD prepared the 2003 Triennial Assessment and Plan Update (2003) to address:

- Information about emission reductions achieved during the 2000–2002 period
- District emission inventory and emission forecasts
- Current air quality data and analysis of air quality trends
- Proposed Triennial Commitments for 2004–2006

The District also prepared the Reasonably Available Control Technology (RACT) SIP Update Analysis Staff Report (2006) to identify reasonable technologies for major sources emitters of VOCs and NO_x to implement and that would help achieve attainment of the NAAQS. The RACT SIP submittal is in addition to the area's 8-hour Ozone Attainment Demonstration Plan, which is also a SIP submittal.

The EDCAQMD has developed rules to limit the quantity of pollutants in the area. EDCAQMD Rule 215 establishes a limit of the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within EDCAQMD. EDCAQMD Rule 224 – Cutback and Emulsified Asphalt Paving Materials prohibits and limits the discharge of VOCs from cutback and emulsified asphalt for paving, road construction, or road maintenance within EDCAQMD. EDCAQMD Rule 239 – Natural Gas–Fired Residential Water Heaters limits emission of NO_x from natural gas–fired residential water heaters within EDCAQMD. In addition, permits are required from the EDCAQMD for stationary diesel-fueled equipment rated at or greater than 50 horsepower and for burning of vegetative wastes resulting from land-clearing activities (EDCAQMD 2007).

The EDCAQMD is also responsible for implementing and enforcing asbestos-related regulations and programs. This includes implementation of Title 17, Sections 93105 and 93106 of the CCR (Asbestos Airborne Toxic Control Measure-Asbestos-Containing Serpentine) and the County's Naturally Occurring Asbestos and Dust Protection Ordinance. Regulated activities include construction or digging on a site containing naturally occurring asbestos in rock or soils and the sale and use of serpentine material or rock containing asbestos materials for surfacing.

EDCAQMD Rules 223-1 and 223-2 establish limits of fugitive dust emissions from construction, and construction related activities within EDCAQMD that may not or may, respectively, contain asbestos. As required by ECAPCD Rule 223-2, any naturally occurring asbestos (NOA) discovered on a construction site must be reported to the EDAQMD no later than the next business day. At a minimum, abatement requirements may include:

- Limitations on opacity and distance of visible emissions
- Limitations on vehicle speeds (15 miles per hour)
- Limitations on construction activities during windy periods
- Asbestos warning signs at the entrance to the project
- Applicable BMPs
- Prevention and clean-up of track-out (e.g., use of street sweepers and water trucks) Documentation of on-site or off-site disposition of excavated soils
- Requirement that projects must be covered with vegetative cover, non-asbestos containing material at required depths, or paving, building foundations, concrete or retaining walls within 30 days following the end of soil-disturbing activities

Additional requirements of EDCAQMD Rule 223 include an Asbestos Dust Mitigation Plan Application and fee. Approval by the EDCAQMD is required prior to the start of project construction.

City of Placerville General Plan

The City of Placerville General Plan includes the following policies to protect air quality in the Placerville area:

Goal E To protect air quality in the Placerville area.

Policy

1. The City shall monitor research on the links between air pollution and the use of fireplaces and wood-burning stoves. If this link is demonstrated, and if federal and state air quality standards for particulates are exceeded in the Placerville area, the City shall undertake educational programs and regulatory actions, as necessary, to minimize emission from these sources. The Oregon State Woodburning Stove Standards shall be used as guidelines until the State of California adopts wood-burning stove standards.
2. The City shall discourage backyard burning of debris (City of Placerville 1989a).

Goal F To promote energy and resource conservation.

ENVIRONMENTAL IMPACTS

METHODOLOGY

Redevelopment of the Project Area and implementation of the Redevelopment Plan is intended to eliminate blight and blighting conditions within the Project Area that currently prevent the full and effective use of the land, consistent with the City's General Plan. Potential impacts of implementing the Redevelopment Plan were evaluated based on anticipated redevelopment actions throughout the effective life of the Redevelopment Plan components, including property acquisition; land assemblage; demolition or rehabilitation of structures; installation of streets, utilities and other public facilities and infrastructure; and development assistance.

The criteria pollutants that are most important for this air quality impact analysis are those that can be traced principally to motor vehicles. Of these pollutants, CO, ROG, NO_X, and PM_{10} are evaluated on a regional or mesoscale basis. CO is often analyzed on a localized or microscale basis in cases of congested traffic conditions. Although PM_{10} has very localized effects, there is no EPA approved methodology to evaluate microscale impacts of PM_{10}. Methods for analysis of $PM_{2.5}$ are anticipated within the next few years, as implementation of the new standard progresses.

Short-term air quality impacts during construction and long-term impacts during operation were considered, including intermittent demolition/construction-related impacts from fugitive dust (PM_{10}) and mobile or stationary construction equipment emissions, and construction and vehicular emissions. The specific location and intensity of the development which could cause such impacts over the life of the Redevelopment Plan is for the most part unknown, except that all development must be consistent with the City's General Plan. Air quality impacts in this section are therefore based upon General Plan land use assumptions.

THRESHOLDS OF SIGNIFICANCE

Significance criteria are the basis for determining whether development or infrastructure projects engendered by the Redevelopment Plan would result in significant short-term or long-term impacts to local and regional air quality conditions.

EDCAQMD has adopted thresholds to be used in air quality impact analysis to assist in determining potentially significant impacts on a project-by-project basis. The thresholds are developed in coordination with area-wide air quality attainment planning conducted by the EDCAQMD. Projects that would trigger the thresholds in these Guidelines are those which would generate:

- **ROG and NO_x**. The project will result in construction or operations emissions of either of the two primary precursors of O_3, ROG, or NO_x in excess of 82 lbs/day. These criteria are based on the emissions levels that trigger "offsets" for stationary sources under District Rule 523.
- **Other Pollutants**. The project will result in construction or operation emissions of other pollutants (PM_{10}, CO, SO_2, NO_2, Sulfates, Lead) that could cause or contribute to violations of any applicable NAAQS or CAAQS (including visibility).
- **TACs**. The project will result in construction or operations emissions of TACs that cause a lifetime cancer risk greater than one in one million (10 in one million if best available control technology (BACT) for TACs is applied), or ground-level concentrations of non-carcinogenic TACs with a Hazard Index greater than 1. Special attention is given to asbestos emissions and diesel engine emissions.

The EDCAQMD has also established the following cumulative thresholds:

- **ROG and NOx**. The project requires a change in the land use designation (e.g., general plan amendment or rezone) that increases ROG and NO_x emissions compared to the prior approved use, and the increase in emissions exceeds the "project alone" significance levels shown above for ROG or NO_x.
- **CO**. Project CO emissions, if combined with CO emissions from other nearby projects, result in a "hotspot" that violates a state or national AAQS.
- **Other Pollutants**. The project is primarily an industrial project and a modeling analysis indicates that the project's impacts would exceed Class III Prevention of Significant Deterioration (PSD) increments for PM_{10}, SO_2, or NO_2; or, the project is primarily a development project, and the emissions of ROG, NO_x, or CO exceed the "project alone" significance criteria for those three pollutants noted above. (CO is used as a surrogate for other impacts in the latter case.)
- **TACs**. The project causes the risk analysis criteria above for "project alone" TACs to be exceeded when project emissions of TACS are considered in conjunction with TACs from other nearby projects.

IMPACTS AND MITIGATION MEASURES

Impact 6.1-1 Redevelopment-engendered development and infrastructure construction activities would generate short-term emissions of regional criteria pollutants. This would be a less-than-significant impact.

With future development and infrastructure construction in the Project Area, air pollutants would be emitted by construction equipment, and fugitive dust would be generated during interior grading and site preparation. Construction activities are regulated by the City and

EDCAQMD. Construction in the Project Area over the life of the Redevelopment Plan may include demolition of some structures, grading, and site preparation for all new construction. PM_{10} emissions in the form of fugitive dust would vary from day to day, depending on the level and type of construction activity (demolition, grading, or trenching), silt content of the soil, and prevailing weather. Emissions from construction equipment (i.e., graders, backhoes, haul trucks etc.) would generate PM_{10}, NO_X, and ROG emissions. In particular, DPM emissions from internal combustion engines are a designated California TAC with potentially significant carcinogenic impacts.

Sources of fugitive dust emissions in the Project Area include vehicle travel on paved and unpaved roads, waste burning and disposal – including residential fuel combustion; fugitive windblown dust; construction and demolition; and mineral processes. The EDCAQMD currently has several rules in place to control PM emissions:

- Rule 223 Fugitive Dust – General Requirements
- Rule 223-1 Fugitive Dust – Construction Requirements
- Rule 223-2 Fugitive Dust – Asbestos Hazard Mitigation
- Rule 224 – Cutback and Emulsified Asphalt

These rules regulate fugitive dust (including that potentially containing NOA) generated by construction activities and require appropriate avoidance measures to reduce air quality impacts. Rule 224 relates to asphalt cement that has been liquefied by blending with petroleum solvents.

The EDCAQMD has established a fuel-use screening threshold for construction emissions of ROG and NOx. Projects that have an average daily fuel use per quarter of less than 337 gal/day for equipment older than 1996 model year, or 402 gal/day, for equipment newer than 1995 model year, are determined by EDCAQMD to have less-than-significant construction emissions of ROG and NO_x (EDCAQMD 2002, Table 4.1).

In order to reduce construction-phase dust emissions, standard dust abatement measures are routinely required by the EDCAQMD as a part of the development permit process. These are outlined in Appendix C-1 of the EDCAQMD CEQA Guidelines, and include the use of Best Available Fugitive Dust Control Measures (Guidelines Appendix C-1, Table C-4) and Best Available Fugitive Dust Control Measures for High Wind Conditions (Guidelines Appendix C-1, Table C-5).

Ambient pollutant concentrations from architectural coatings and combustion emissions of construction equipment would also increase from implementation of the Redevelopment Plan as infrastructure is constructed and new development occurs over time in the Project Area. The EDCAQMD significance criteria have a quantitative construction emissions threshold for NO_X and ROG. NO_X and ROG emissions during construction may be assumed to be not significant if the project encompasses 12 acres or less of ground that is being worked at one time, and the project proponent commits to pay mitigation fees in accordance with the provisions of an established mitigation fee program in the EDCAQMD. If NO_X and ROG mass emissions are determined to be not significant under these provisions, then it can be assumed that exhaust emissions of other air pollutants from the operation of equipment and worker commute vehicles are also not significant.

The City and EDCAQMD require assessment of all construction operations on a case-by-case basis, and mitigation where warranted. If Construction Phase emissions exceed the thresholds then mitigation measures involve emission reductions of NO_x, ROG, and PM_{10} which may include the BACTs involving reformulated fuels, emulsified fuels, catalyst and

filtration technologies, cleaner engine repowers, and new alternative-fueled trucks, among others.

All anticipated redevelopment actions, and growth within the Project Area as a result of redevelopment activities, would be consistent with General Plan land uses and subject to project-by-project permitting and mitigation consistent with City and EDCAQMD requirements. There are very few buildable parcels within the Project Area that exceed 12 buildable acres, thus it is unlikely a redevelopment-engendered project would exceed the construction criteria for NO_x and ROG. When the specifications and timing of individual redevelopment projects are known, construction emissions will be assessed against the criteria and standards applicable at the time of construction. The EDCAQMD mitigations, programs, and/or rules in effect at the time of project approval will then have to apply. Based on the limited parcel sizes remaining within the Project Area and the existing EDCAQMD requirements, development and infrastructure projects engendered by the Redevelopment Plan would result in a ***less-than-significant impact*** on short-term emissions.

Mitigation

None required

Impact 6.1-2 Redevelopment-engendered development and infrastructure construction activities could disturb asbestos containing soils. This would be a less-than-significant impact.

TACs are pollutants that pose a present or potential hazard to human health. The CARB identified asbestos, including naturally occurring asbestiforms, as a carcinogenic TAC in 1986. The City portion of the Project Area is mapped by the County as containing areas more likely to contain asbestos. Two areas within the Project Area – between Coloma Street and Bedford Avenue, and around Schnell School Road – are mapped as areas more likely to contain asbestos or fault line.[7] Inactive north-south fault lines are also mapped along the same corridors.

Projects located within designated naturally occurring asbestos review areas on the current El Dorado County Naturally Occurring Asbestos Review Area Map are required to comply with AQMD Rule 223-2: Fugitive Dust – Asbestos Hazard Mitigation. Rule 223-2 requires the City to submit a report prepared by a California-registered geologist that documents the presence or absence of naturally occurring asbestos (NOA) within the project area. If NOA is detected on-site, then the City must prepare an Asbestos Dust Mitigation Plan (ADMP) that describes the measures that will be implemented to limit the potential health risks to a less than significant level. Alternatively, the City may assume that NOA is present on the site and prepare an ADMP without first completing a site survey. ADMPs typically include best management practices (BMPs) for implementing the asbestos dust control measures identified in the El Dorado County Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan. Adherence to the provisions of AQMD Rule 223-2 would reduce human exposure to TACs to a ***less-than-significant*** level.

Mitigation

None required

[7] http://www.edcgov.us/DeptBlock.aspx?menuid=206&titleid=278&id=559&terms=Asbestos+review+areas

Impact 6.1-3 Redevelopment could result in long-term operational increases in regional criteria pollutants. This would be a less-than-significant impact.

In addition to construction-related emissions, total emissions include mobile sources, non-permitted stationary or area sources, and permitted stationary devices. Several sources of emissions should be considered when evaluating the O_3 precursor impacts of a project's operations. For many development projects, motor vehicle trips are the principal source of air pollution. Development projects such as shopping centers, office buildings, and residential developments are often referred to as "indirect sources." This is because they may not directly emit significant amounts of air pollutants from on-site activities, but do cause additional emissions from motor vehicles traveling to and from the development.

Most development projects also generate area source emissions. Area sources include examples such as water heaters, fireplaces, lawn maintenance equipment, and application of paints and lacquers, which individually emit fairly small quantities of air pollutants, but cumulatively may represent significant quantities of emissions.

The Redevelopment Plan would remove barriers to General Plan growth in the Project Area. Project Area development engendered by redevelopment would generate vehicular trips and air pollutant emissions, consistent with those anticipated in the City's General Plan. Trip generation rates would vary by land use. Commuting vehicles and on-site motor vehicles/mobile equipment would represent the greatest proportion of emission sources in the Project Area. The EDCAQMD requires site-specific potential air quality impacts be assessed and mitigated to the extent feasible at the project level, as new development is proposed over time in the Project Area.

The EDCAQMD regulates air quality in the Project Area through its permit authority over most types of stationary emission sources and through its planning and review activities. The land use and transportation patterns established through the General Plan, as well as state, federal, and regional regulations and transportation systems, determine to a large extent the severity and location of mobile source air quality impacts. The scale, and timing, of individual projects will determine the need for mitigation measures. When the specifications and timing of individual redevelopment projects are known, long-term emissions will be assessed against the criteria and standards applicable at the time of development.

Redevelopment would remove barriers to General Plan growth over the 30-year life of the Redevelopment Plan; it is not anticipated that any one particular development within the Project Area would exceed the EDCAQMD thresholds, due to the size of remaining parcels, the persistence of blighting influences, and the many years over which redevelopment could occur. Individual development projects, as they are defined over the life of the Redevelopment Plan, will be submitted to the City for various entitlements. Compliance with mandatory federal, state, and local requirements (including those of the EDCAQMD) and policies to mitigate air quality impacts are required by the City. Recommended and required mitigation measures are updated regularly by the EDCAQMD, based on the latest scientific evidence and current conditions, and would be applied on a case-by-case basis. Therefore, adoption of the Redevelopment Plan would have a ***less-than-significant impact*** on long-term operational emissions.

Mitigation

None required

Impact 6.1-4 Redevelopment could increase the potential to expose sensitive receptors to significant levels of diesel particulate matter. This would be a less-than-significant impact.

Redevelopment would remove barriers to General Plan growth, which could increase the number of sensitive receptors exposed to TACs from US-50. As stated in the CARB Air Quality and Land Use Handbook (April 2005), major roadways may represent a significant source of TACs that have the potential to adversely affect the future residents' health. The handbook states that residential receptors within 1,000 feet of a major roadway, especially those within 300 feet, experience adverse health effects such as aggravated asthma symptoms and reduced lung function in children.

Although the EDCAQMD has not established a protocol, the potential for any impact is best measured with the aid of the SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*.[8] For any residential project located within 500 feet of a major roadway, the protocol includes a table to provide a screening analysis, where values of incremental cancer risk are defined by receptor distance from the nearest travel lane and the peak hour traffic, measured in vehicles per hour. The SMAQMD risk tables assume 70 years continuous exposure to from diesel particulate matter (DPM) at current levels. This is an extremely conservative assumption given that emissions of DPM are expected to decline significantly (by 90%+) over the next 10 years.

Based upon the California Department of Transportation's (Caltrans) Peak Hour Volume Data, US-50 at mile point 14.597 in Placerville at Pacific and Main Streets (Table 6.1-3), Peak Hour Traffic Volumes (vehicles/hour) are as follows:

TABLE 6.1-3
CALTRANS PEAK HOUR VOLUME DATA ON US-50 IN PLACERVILLE AT PACIFIC/MAIN STREETS

Mile Point 14.597	Peak Volume
Ahead Leg – Northbound	440
Back Leg – Southbound	1,150

Source: Caltrans' Peak Hour Volume Data, 2009 data, retrieved November 2010 from http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/

The combination of both legs at the peak hour, of 1,590 vehicles per hour, will be considered as the worst-case scenario. Per guidance of the SMAQMD protocol, the Project Area is both north and south of an East-West highway. For a traffic volume approximated as 4,000 vehicles per hour – the lowest value on the screening table – and a potential sensitive residential receptor distance of 10 feet, the screening table yields an incremental cancer risk of 194 cases per million. The protocol dictates that this is well below the evaluation criterion of an increased risk of 281 cases per million, thus a site specific HRA is not required for residential projects within the Project Area.

This value should furthermore represent a conservative estimate for the maximum exposed sensitive receptor. This risk estimate assumed 70 years continuous exposure at current

[8] SMAQMD. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways Ver. 2.3 January 2010. Retrieved 11/24/10 from http://www.airquality.org/ceqa/RoadwayProtocol.shtml

emission levels. This level of risk also ignores the fact that background cancer risk based on CARB monitoring of TACs is approximately 500 cancer cases per 1 million; emissions from the highway replace other emissions as the primary source of cancer risk. The net effect is that the cumulative risk to the public remains the same, but the sources contributing to the risk are altered. Therefore, overall risk to the residents does not change as a result of living near the freeway in the Project Area. This conservative estimate for the incremental increased risk of cancer DPM is estimated with the following two assumptions: the adjacent highway experiences its maximum peak traffic volume for every hour over the course of a receptor's 70 year lifetime and the receptor remains stationary at the closest point of exposure. The conservative nature of this estimate is further compounded by the equally conservative assumptions made by the SMAQMD during their formation of its screening table. Therefore, this risk number should be taken for what it is, a worst-case scenario. The potential for redevelopment activities to increase the number of residents exposed to DPM health risks within the proposed Project Area is ***less than significant***.

Mitigation

None required

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.1-5 Redevelopment-engendered project construction activities would contribute to cumulative increases in ozone precursors. This would be less than cumulatively considerable.

As described in Chapter 5.0, Land Use and Planning, the Redevelopment Plan must be consistent with the City's General Plan. No development beyond that already provided for in the adopted land use plans is proposed as a part of the Redevelopment Plan, although the proposed Redevelopment Plan would remove barriers to planned development.

Population and employment increases would generate new vehicular trips and air pollutant emissions consistent with those anticipated in the General Plans. Redevelopment is being considered as a tool to assist the City in addressing the needs in the older developed portions of the community. Trip generation rates would vary by land use, but would not result in emissions that would exceed those anticipated in the General Plan or the Sacramento Area Council of Government's (SACOG) development projections.

Since the Redevelopment Plan is fully consistent with the General Plans, it is also consistent with the regional air quality management plan. Whereas growth in the Project Area must be consistent with adopted plans, implementation activities would not result in cumulative emissions beyond those planned for by the SMAQMD in the attainment date projections. Furthermore, removing barriers to redevelopment within pedestrian-oriented infill areas reduces the pressure for building lower density development on agricultural land at the urban fringes, assisting the region in lowering vehicle miles traveled through smart growth implementation. Additional growth within the Project Area would not add a cumulatively considerable amount to total emissions. In addition, redevelopment would be consistent with the Regional Blueprint goals to redevelop existing urbanized areas. Therefore, cumulative emissions as a result of Redevelopment Plan implementation would be ***less than significant***.

Mitigation

None required

6.2

BIOLOGICAL RESOURCES

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.2 BIOLOGICAL RESOURCES

INTRODUCTION

This subchapter of the Environmental Impact Report (EIR) addresses biological resources in the Placerville Redevelopment Project Area (Project Area). This subchapter describes the plant and animal species within the Project Area, discusses relevant policies, and examines potential impacts on plant, wildlife, and wetland habitats and on rare, threatened, or endangered species that could result from adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan).

Descriptions of biological resources and the regulatory setting within the Project Area are based upon the El Dorado County General Plan EIR (2004), Lumsden Ranch Environmental Impact Report (2009), California Natural Diversity Database (CNDDB), and the El Dorado County Integrated Natural Resources Management Plan (INRMP).

No comment letters were received during circulation of the Notice of Preparation (NOP) regarding biological resources.

ENVIRONMENTAL SETTING

REGIONAL SETTING

The Project Area is located within the northern Sierra Nevada foothills region of California. This region lies between the Great Central Valley and the high Sierra Nevada, within a climate zone typically characterized by hot summers and moderately cold winters. The region is defined by canyons and valleys formed by the American River and its tributaries, and it is considered a transitional area of the Sierra Nevada foothills with a combination of lower elevation habitats, such as oak woodland, bordered by higher elevation pine forests. The mosaic of habitats represented within this region is largely dependent on topography and slope direction. The primary water resources in the region are the South Fork of the American River to the north, and its tributary, Weber Creek. The Project Area is located within the Hangtown Creek watershed, and Hangtown Creek extends through most of the Project Area.

Uses in the vicinity of the Project Area include the Eldorado National Forest, development within the City of Placerville (City), and rural areas of El Dorado County (County). The west boundary of the Eldorado National Forest is located roughly 4 miles northeast and 7 miles east of the Project Area. Rural residential development and forested areas are located to the northeast between the Project Area and the Eldorado National Forest. The Placerville Airport is located to the south.

PROJECT AREA CHARACTERISTICS

Over the last 150 years, development from gold mining, irrigation, flood control, and urbanization has resulted in the loss or alteration of much of the natural habitat within the Project Area boundaries. Though the Project Area is primarily urban land habitat, valuable plant and wildlife habitat still exists along the slopes, creeks, drainages, and less developed parcels along the Project Area boundaries. Habitats that remain in the Project Area, their general locations within the Project Area, and special status plant and wildlife species found within these habitat types are discussed below.

Habitat Types

The Project Area is dominated by urban lands, black oak (*Quercus keloggii*) forests, and woodlands intermixed with foothill pine (*Pinus sabiniana*) and ponderosa pine (*Pinus ponderosa*). The non-urbanized habitat areas are generally disturbed with dirt roads, residences and their associated disturbed areas, and past mining activities. Several drainages bisect these habitat types, and freshwater emergent wetlands may be present. Brief descriptions of each habitat type are provided below.

Urban Habitat / Vacant Land Cover

The urban habitat or vacant land cover occupies most of the Project Area. Urban land has been denuded of vegetation and converted to residential, commercial, industrial, or transportation uses. Most of these areas are unable to support vegetation because habitat has been removed or replaced through construction of buildings, roads or other hardscaped areas, or the ongoing activities associated with last 100+ years of human use of the area (i.e., mining activities). However, areas of vegetation occur within the vacant land cover. Pre-development vegetation has been removed and new species of plants have been introduced, either intentionally (ornamental species) or inadvertently (weeds). This habitat is characterized by sparse vegetative cover dominated by nonnative grasses and forbs. Urban habitats often support domestic or common wildlife species.

Montane Hardwood

Montane Hardwood (Black Oak Forest and Woodland) is characterized by a black oak overstory (canopy cover) with a scattered understory of shrubs and herbaceous vegetation. Associated tree species include foothill pine, blue oak (*Quercus douglasii*), and interior live oak (*Quercus wislezenii*). Dominant shrubs in the understory include typical chaparral species, such as whiteleaf manzanita (*Arctostaphylos viscida*), buck brush (*Ceanothus cuneatus var. cuneatus*), and deer brush (*Ceanothus integerrimus*). The herbaceous layer is present in openings within the shrub and tree canopy layers. This habitat provides important nesting sites and foraging habitat for raptors including the Cooper's hawk (*Accipiter cooperii*) and California spotted owl (*Strix occidentalis occidentalis*). Downed logs and moist soils within this habitat type provide refuge and foraging areas for amphibians, reptiles, and small mammals. The Northwestern pond turtle (NWPT; *Emys marmorata marmorata*) may travel through this habitat and hibernate in the soils. Larger trees may provide roosts for bats, and acorns provide a substantial food source for many bird species and small mammals.

Black Oak–Foothill Pine

Back oak–foothill pine forest or woodland is characterized by the co-dominance of black oak and foothill pine in the overstory and contains a more open, savanna-like structure transitioning into more dense forested areas. Associated trees and understory vegetation are similar to the species present in the montane hardwood habitat type. The taller, denser habitat structure of this habitat type provides suitable nesting sites for a large number of bird species. Raptors may use taller pines, while other protected bird species are likely to nest in cavities, lower branches, and within the shrub layer. Downed trees and litter provide refuge and foraging habitat for amphibians, reptiles, and small mammals. Grassy open areas provide foraging habitat for rodents and the larger animals that prey on them. NWPT may travel through this habitat and hibernate in the soils. Larger trees may provide roosts for bats.

Montane Hardwood-Conifer Forest

The Montane Hardwood-Conifer Forest (Ponderosa Pine–Black Oak) forest habitat type is characterized by ponderosa pine and black oak in the overstory with a sparse understory. Associated trees include Douglas fir (*Pseudotsuga menziesii var. menziesii*), incense cedar (*Calocedrus decurrens*), and mountain dogwood (*Cornus nutallii*). Scattered chaparral shrub species occur in the understory. This habitat may provide foraging and nesting areas for the Cooper's hawk, California spotted owl, other raptors, and migratory bird species. Downed trees and litter provide refuge and foraging habitat for amphibians, reptiles, and small mammals. NWPT may travel through this habitat and hibernate in the soils. Larger, mature trees may provide roosts for bats.

Valley-Foothill Riparian

Valley-foothill riparian habitat is typically found at lower elevations (i.e., below 3,000 feet elevation). It is found along many of the rivers and streams that flow through the valleys and rolling foothills in this region. Plant diversity within valley foothill riparian varies considerably depending upon hydrological factors, soils, and other environmental conditions. Dominant tree species may include Fremont cottonwood, willow, and valley oak. The understory typically consists of a shrub and herbaceous layer. Common shrubs and vines include wild rose, blackberry, blue elderberry, poison-oak, wild grape, California coffeeberry, and willows. Common wildlife associated with valley-foothill riparian habitat includes black-headed grosbeak, bushtit, striped skunk, raccoon, and gray fox. Special status wildlife species that depend on valley-foothill riparian habitat include the NWPT, Cooper's hawk, and foothill yellow-legged frog (FYLF).

Freshwater Emergent Wetland

Seeps, springs, and seasonal wetlands may occur along drainages in the Project Area within the mixed oak woodland habitats. These features are considered waters of the United States (US), under the jurisdiction of the United States Army Corps of Engineers (USACE), as discussed in the Waters of the US section below. Dominant vegetation within the wetlands includes common *spikerush* (*Eleocharis macrostachya*) and sedges (*Carex sp.).* These wetlands provide important foraging habitat, breeding substrate, and cover for a variety of birds and aquatic species including insects, amphibians, and reptiles, and may provide travel routes for many species, including the NWPT.

Riverine

Riverine habitat is associated with ephemeral and intermittent drainages in the Project Area, within the black oak, foothill pine, and ponderosa pine forests and woodlands. Several ephemeral drainages convey flows from runoff and the intermittent drainage into Hangtown Creek and off-site water features such as the reservoir at Lumsden Park. These drainages also support some riparian vegetation, such as poison oak and Himalayan blackberry, but tend to be dominated by upland vegetation associated with the surrounding forests and woodlands. The ephemeral and intermittent drainages may be considered waters of the US, as discussed below in the Waters of the US section, and the riparian habitat may be subject to California Department of Fish and Game (CDFG) jurisdiction. This habitat may provide important foraging habitat, breeding substrate, and cover for aquatic species including insects, amphibians, and reptiles, and can provide travel routes for many of these species, including the NWPT. This habitat may also provide important foraging and nesting habitat for bird species, including the yellow warbler (*Dendroica petechia*).

Several unnamed tributaries to Hangtown Creek enter the Project Area east of Clay Street. Hangtown Creek and these tributaries support riparian vegetation, including Himalayan blackberry, poison-oak, willows, cottonwoods, and white alder (*Alnus rhombifolia*).

Wildlife Corridors

Terms such as habitat corridors, linkages, crossings, and travel routes are used to describe physical connections that allow wildlife to move between patches of suitable habitat in undisturbed landscapes, as well as environments fragmented by urban development. Wildlife corridors are essential to the regional ecology of a species because they provide avenues of genetic exchange and allow animals to access alternative territories as dictated by fluctuating population densities. Fragmentation of open space areas by urbanization creates "islands" of wildlife habitat that are more or less isolated from each other. Wildlife corridors are typically relatively small, linear habitats that connect two or more habitat patches that would otherwise be fragmented or isolated from one another. Drainages and forested habitats may provide travel corridors for various wildlife species within the Project Area, but the surrounding uses and man-made alterations to drainages do not provide sufficient connectivity to constitute a wildlife corridor.[1]

Waters of the United States

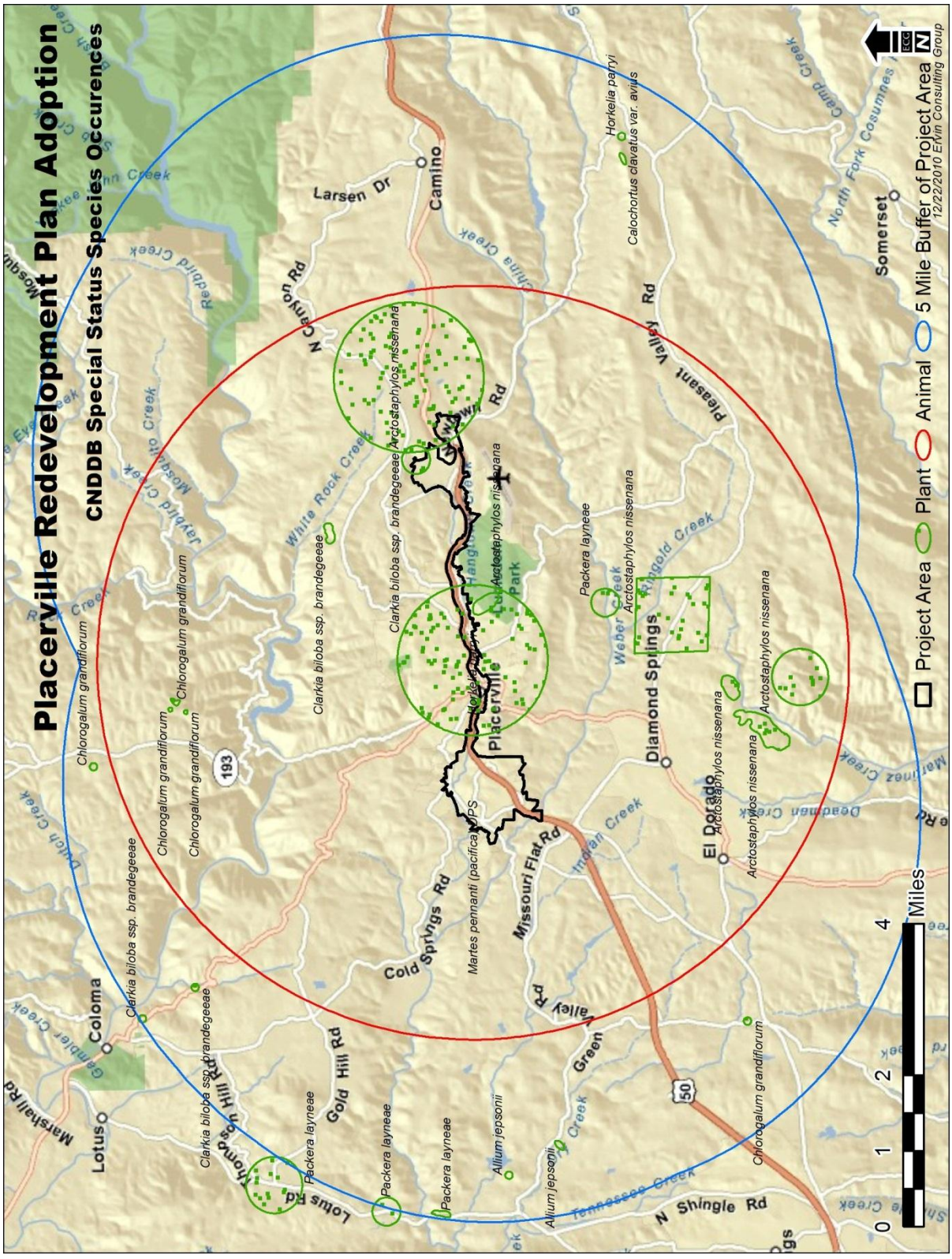
Waters of the US in the Project Area consist of drainages, creeks, and wetlands. The drainages in the Project Area convey runoff and spring flow to Hangtown Creek, which drains into Weber Creek and ultimately the South Fork of the American River to the northwest of Placerville. Because of these drainages' connectivity to the American River, a water of the US, they would likely be considered waters of the US.

SPECIAL STATUS AND SENSITIVE BIOLOGICAL RESOURCES

The CNDDB was used as the primary source to identify previously reported occurrences of special-status species and sensitive habitats within the Project Area. The CNDDB is a statewide inventory, managed by CDFG that is continually updated with the locations and condition of the state's rare and declining species and habitats. Although the CNDDB is the most current and reliable tool for tracking occurrences of special-status species, it contains only those records that have been submitted to CDFG, and is not always completely up to date. Thus, additional special-status species are likely present in the vicinity of the Project Area that have not been discovered or reported, and additional occurrences that have already been reported may have not yet been entered into the database. Species listed in the CNDDB as occurring within five miles of the Project Area are shown on Figure 6.2-1. The circles represent the likely range of the specific sighted species.

Special-status plants and animals include plants on the California Native Plant Society's (CNPSs) List (List 1A, 1B, and 2); CDFG Species of Special Concern; state or federal candidate species; species listed by the state and/or federal government as rare, threatened, or endangered; and species "fully protected" by the state from taking or possession. Besides referring to injury or death of an animal, the term "take" includes the disruption of nests, burrows, or dens during the breeding season. CDFG Species of Special Concern are species not listed as threatened or endangered by the state, but are species whose breeding populations in the state have declined severely. In the near future, some of these species could be added to state or federal lists of threatened or endangered species.

[1] Figure 4. INRMP Inventory Map Update: Important Habitat for Migratory Deer Herds. April 19, 2010.



Source: Ervin Consulting Group, 2010
CNDDB Database, 2010

FIGURE 6.2-1
SPECIAL-STATUS SPECIES OCCURRENCES
WITHIN 5 MILES OF THE PROPOSED PROJECT AREA

In general, the principal reason an individual taxon (species, subspecies, or variety) is given such recognition is the documented or expected decline or limitation of its population size, geographical extent, and/or distribution. When the United States Fish and Wildlife Service (USFWS) lists a species as threatened or endangered under the Federal Endangered Species Act (FESA), areas of habitat considered essential to its conservation and survival may be designated as critical habitat. These areas may require special consideration and/or protection due to their ecological importance. Although critical habitat may be designated on state or private lands, activities on them are not restricted unless there is federal involvement or direct impacts to listed species are expected.

Additional sensitive species have been identified as having a moderate to high likelihood of occurrence within the Project Area, based on the remaining habitat in the vicinity. Additional information regarding the likelihood of occurrence is provided in the paragraphs below.

Special Status Plants

The CNDDB identified five special status plant species known to occur within 5 miles of the Project Area (information dated November 2010). These include the Nissenan manzanita (*Arctostaphylos nissenana*), Pleasant Valley mariposa lily (*Calochortus clavatus var. avius*), Brandegee's clarkia (*Clarkia biloba ssp. brandegeeae*), Parry's horkelia (*Horkelia parryi*), and oval-leaved viburnum (*Viburnum ellipticum*). None of these plants is federally or state listed, but they are considered rare in California according to the CNPS.

Nissenan manzanita (CNPS 1B.2) is found in chaparral habitats and may occur in the understory of black oak forests and woodlands, black oak-foothill pine forests or woodlands, and ponderosa pine-black oak forests associated with chaparral shrub species in the Project Area. The Pleasant Valley mariposa lily (CNPS 1B.2) occurs in lower montane coniferous forests and may occur within the foothill pine and ponderosa pine habitats in the Project Area, although the closest known CNDDB occurrence is almost five miles away in another watershed. Brandegee's clarkia and Parry's horkelia (CNPS 1B.2) occur in chaparral and cismontane woodlands and may occur in the understory of the forests and woodlands in the Project Area. Oval-leaved viburnum (CNPS 2.3) occurs in chaparral, cismontane woodlands, and lower montane coniferous forests and may occur in the understory of the forests and woodlands in the Project Area.

Special Status Wildlife

Special status species occurring within five miles of the Project Area (CNDDB information dated November 2010) include the Pacific fisher, a federal candidate species, and the Western pond turtle, located approximately one mile south of the Project Area.

Other species that could occur within the remaining Project Area habitat include the valley elderberry longhorn beetle (VELB; *Desmocerus californicus dimorphus*) and California red-legged frog (*Rana aurora draytonii*), listed as threatened species under the ESA. The red-legged frog is also a California species of special concern. Other species of special concern include NWPT, Cooper's hawk, yellow warbler, California spotted owl, pallid bat (*Antrozous pallidus*), Citysend's big-eared bat (*Corynorhinus Citysendii*), and silver-haired bat (*Lasionycteris noctivagans*). The other special status species include long-eared myotis (*Myotis evotis*) and Yuma myotis (*Myotis yumanensis*). Brief descriptions of these species and their habitat requirements are provided below.

Valley Elderberry Longhorn Beetle

The VELB is listed as a threatened species under the FESA. It occurs throughout the year in riparian woodlands and other Central Valley habitats containing elderberry shrubs

(*Sambucus* spp.), upon which the VELB are completely dependent for all stages of their life cycle. Riparian habitat along the ephemeral and intermittent drainages in and adjacent to the Project Area may provide suitable habitat for elderberry shrubs.

On Feb. 14, 2007 the USFWS announced they had completed a 5-year review, which recommended that the species be delisted. A delisting proposal had not yet been released as of June 2010. Loss of riparian habitat has slowed and 50,000 acres of riparian habitat have been protected; over 5,000 acres of habitat have been restored specifically for the VELB.[2]

California Red-legged Frog

The California Red-legged Frog (CRLF; *Rana draytonii*) was federally listed as a Threatened subspecies in 1996. The Weber Creek watershed supports one of only three known populations of California red-legged frogs in the Sierra Nevada (USFWS 2001). This species occurs primarily in aquatic and riparian habitats, but also utilizes adjacent upland habitats, generally within 330 feet (100 meters), as travel corridors (USFWS 2005). Breeding habitat consists of natural and man-made ponds and other permanent or semi-permanent aquatic habitats that typically support dense emergent vegetation (i.e., cattails). CRLF is listed as Threatened by the FESA. Based on the biological studies which include documentation of protocol CRLF surveys conducted several miles up- and downstream of the Clay Street Bridge project, a USFWS biologist concurred during a field review with Caltrans that Hangtown Creek is not likely to provide suitable habitat for CRLF.[3] Additionally, the aquatic habitats (man-made pond and drainages with no pools) in the Project Area provide low-quality breeding habitat for the CRLF. Based on the low-quality of aquatic habitats, the CRLF has a low potential to occur in the Project Area.

Northwestern Pond Turtle

The NWPT is a State species special of concern. NWPT are associated with permanent or nearly permanent water in a wide variety of habitat types, which include ponds, lakes, streams, irrigation ditches, or permanent pools along intermittent streams (Zeiner et al. 1988). NWPT were not observed in the Project Area during surveys at Hangtown Creek for the Clay Street Bridge project, although Hangtown Creek does provide potential habitat for the NWPT. This species was detected in the pond at Lumsden Park, just south of the Project Area, during surveys in 2004. The upland habitats adjacent to the drainages and wetlands may be used for travel, foraging, nesting, and hibernation/aestivation during inactive periods.

Special Status Birds

Foraging and nesting habitat occurs in the Project Area for birds of prey and migratory birds. Three bird species of special concern may utilize the Project Area for nesting and foraging. Cooper's hawk was observed in the Lumsden Park area during field surveys in 2007 and may nest and forage in woodland habitats throughout the vicinity. The yellow warbler may nest in trees associated with the riverine and pond habitats in and adjacent to the Project Area. The Project Area is located on the western geographic limit and lower elevation limit of the known range for California spotted owl, although the CNDDB reports no occurrences within 5 miles of the Project Area.

[2] United States Fish and Wildlife Service, 2006. 5-Year Review: Summary and Evaluation for the Valley Elderberry Longhorn Beetle (*Desmocerus californicus*). United States Fish and Wildlife Service, Sacramento Field Office, Sacramento, California. 28 pp. http://ecos.fws.gov/docs/ five_year_review/doc779.pdf

[3] Clay Street at Main Street/ Cedar Ravine Realignment and Clay Street Bridge (25C-0117) at Hangtown Creek Replacement Project. Mitigated Negative Declaration. August 24, 2010. p. 10.

Other Nesting Raptors

Other protected raptor species may forage and nest in the Project Area, including the red-shouldered hawk (*Buteo lineatus*), red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), barn owl (*Tyto alba*), western screech owl (*Otus kennicottii*), northern pygmy owl (*Glaucidium californicum*), and great horned owl (*Bubo virginianus*). The American kestrel, western screech owl, and northern pygmy owl would most likely use cavities in trees or utility poles. The other hawks and the great horned owl may use platform nests in large trees. The barn owl may nest in ornamental trees and outbuildings.

Migratory and Resident Nesting Birds

Protected migratory and resident bird species may forage and nest within the Project Area. Migratory and resident birds forage in less disturbed woodlands and adjacent to drainages and wetlands.

Special Status Bats

The entire Project Area provides suitable foraging habitat for the pallid bat, Citysend's big-eared bat, silver-haired bat, long-eared myotis, and Yuma myotis; however, these species are likely to occur in greater numbers around water sources, such as the reservoir near Motor City and intermittent drainages. The silver-haired bat is identified by the CNDDB as occurring approximately one mile south of the Project Area. In addition, several structures and the numerous large trees may provide hibernacula (winter roost sites), day roosts, nocturnal roosts, or nursery areas for bats.

REGULATORY SETTING

FEDERAL

Federal Endangered Species Act of 1973

Section 3 of the FESA defines an endangered species as any species or subspecies of fish, wildlife, or plants "in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as any species or subspecies "likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Pursuant to the FESA, the USFWS, and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) have authority over projects that may affect the continued existence of a federally listed species.

Designated endangered and threatened species, as listed through publication of a final rule in the Federal Register, are fully protected from a "take" without an incidental take permit administered by the USFWS under Section 10 of the FESA. Take, under Section 9, means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct (50 Code of Federal Regulations (CFR) 17.3). The term "harm" in the definition of "take" in the FESA means an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering (50 CFR 17.3). The term "harass" in the definition of "take" means an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering (50 CFR 17.3). Proposed endangered or threatened species are those for which a proposed regulation, but not a final rule, has been published in the Federal Register.

Section 7 of the FESA requires that federal agencies ensure that their actions are not likely to jeopardize the continued existence of a listed species, or destroy or adversely modify its critical habitat. This obligation requires federal agencies to consult with the USFWS on any actions (issuing permits including Section 404 permits, issuing licenses, providing federal funding) that may affect listed species to ensure that reasonable and prudent measures will be undertaken to mitigate impacts on listed species. Consultation with USFWS can be either formal or informal depending on the likelihood of the action to affect listed species or critical habitat. Once a formal consultation is initiated, USFWS will issue a Biological Opinion (either a "jeopardy" or "no jeopardy" opinion) indicating whether the proposed agency action will or will not jeopardize the continued existence of a listed species or result in the destruction or modification of its critical habitat. A permit cannot be issued for a project with a "jeopardy" opinion unless the project is redesigned to lessen impacts.

In the absence of any federal involvement, as in a privately-funded project on private land with no federal permit, Section 10(a) of the FESA empowers the USFWS to authorize incidental take of a listed species provided a habitat conservation plan (HCP) is developed. To qualify for a formal Section 10(a) permit, strict conditions must be met including a lengthy procedure involving discussions with USFWS and local agencies, preparation of a HCP, and a detailed Section 10(a) permit application.

Fish and Wildlife Coordination Act

Section 7 of Fish and Wildlife Coordination Act, 16 United States Code (USC) 742 et seq., 16 USC 1531 et seq., and 50 CFR 17 requires consultation if any proposed program facilities could jeopardize the continued existence of an endangered species. Applicability depends on federal jurisdiction over some aspect of the project. The administering agency for these authorities is expected to be the USACE in coordination with the USFWS.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) makes it unlawful to "take" (kill, harm, harass, etc) any migratory bird listed in 50 CFR 10, including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many others. There are over 800 species listed in the MBTA including common species observed within the Project Area such as the American robin (*Turdus migratorius*), Brewer's blackbird (*Euphagus cyanocephalus*), and northern mockingbird (*Mimus polyglottos*). The list of species covered by the MBTA, which includes almost all native birds, can be found in 50 CFR §10.13.

According to USFWS, the MBTA may offer a regulatory mechanism for obtaining a "special purpose permit" for the take of birds under 50 CRF §21.27. USFWS's interpretation of the legal standard of protection is "zero loss" of migratory birds. There is legal precedent, however, that has not accepted the Federal government's position of "zero loss" and instead has defined the test of compliance as one of good faith and reasonable due care. The courts have recognized that interpreting the law to find liability for birds flying into such things as structures, plate glass windows, and aircraft is unreasonable and runs counter to common sense. Precedent exists for acceptance of reasonable mitigation measures by USFWS where complete avoidance of migratory bird loss was infeasible.

Clean Water Act

Section 404

Section 404 of the Clean Water Act (CWA) requires that a permit be obtained from the USACE prior to the discharge of dredged or fill materials into any "waters of the United

States or wetlands." Waters of the US are broadly defined in the USACE regulations (33 CFR 328) to include navigable waterways, their tributaries, lakes, ponds, and wetlands. Wetlands are defined as "(t)hose areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (Federal Register 1982). Wetlands that are not specifically exempt from Section 404 regulations (such as drainage channels excavated on dry land) are considered to be "jurisdictional wetlands." The USACE is required to consult with the USFWS, federal Environmental Protection Agency (EPA), State Regional Water Quality Control Board (RWQCB), and CDFG (among other agencies) in carrying out its discretionary authority under Section 404.

The USACE grants two types of permits: individual and nationwide. Project-specific individual permits are required for certain activities that may have a potential for more than a minimal impact and necessitate a detailed application. The most common type of permit is a nationwide permit. Nationwide permits authorize activities on a nationwide basis unless specifically limited, and are designed to regulate with little delay or paperwork certain activities having minimal impacts. Nationwide permits typically take two to three months to obtain whereas individual permits can take a year or more. To qualify for a nationwide permit, strict conditions must be met.

Section 401

Section 401 of the CWA requires a state-issued Water Quality Certification for all projects regulated under Section 404. In California, the Central Valley Regional Water Quality Control Board (CVRWQCB) issues Section 401 Water Quality Certifications for the Project Area.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA established that it is state policy to conserve, protect, restore, and enhance endangered species and their habitats. Under State law, plant and animal species may be formally designated rare, threatened, or endangered by official listing by the California Fish and Game Commission. Listed species are generally given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

CESA authorizes that "(p)rivate entities may take plant or wildlife species listed as endangered or threatened under the CESA and FESA, pursuant to a federal incidental take permit issued in accordance with Section 10 of the FESA, if the CDFG certifies that the incidental take statement or incidental take permit is consistent with CESA" (Fish & Game Code §2080.1(a)). Under CESA, take is defined as an activity that would directly or indirectly kill an individual of a species, rather than also including "harm" or "harass" as is included in the FESA. As a result, the threshold for a take under the CESA is higher than that under the FESA (i.e., habitat modification is not necessarily considered a take under the CESA).

California Environmental Quality Act – Treatment of Listed Plant and Animal Species

Although threatened and endangered species are protected by specific federal and State statutes, Section 15380(b), (c), and (d) of the California Environmental Quality Act (CEQA) Guidelines provides that a species not listed on the federal or State list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These would include those species identified as *endangered, rare, or threatened* as defined in CEQA Guidelines §15380 (b).

- "**Endangered**" when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors
- "**Rare**" when either:
  a) Although not presently threatened with extinction, the species is existing in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens
  b) The species is likely to become endangered within the foreseeable future throughout all or significant portion of its range and may be considered "threatened" as that term is used in the FESA.

Under Section 15380 (c) of the CEQA Guidelines, "a species of animal or plant shall be presumed to be endangered, rare or threatened, if it is listed in:

- Sections 670.2 or 670.5, Title 14, California Code of Regulations (CCR; otherwise known as the CESA)
- Title 50, CFR Section 17.11 or 17.12 pursuant to the FESA as rare, threatened, or endangered."

Under Section 15380 (d) of the CEQA Guidelines, "A species not included in any listing identified in subdivision (c) shall nevertheless be considered to be endangered, rare or threatened, if the species can be shown to meet the following criteria:

- When its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including the loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors
- Although not presently threatened with extinction, the species is existing in such small numbers through all or a significant portion of its range that it may become endangered if its environment worsens
- The species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered 'threatened' as the term is used in the FESA

Two other sources for sensitive species are the California Species of Special Concern and Fully Protected Species lists; and the CNPS "RARE" listings. The status "State Species of Special Concern" and "Fully Protected Species" apply to animals not listed under the CESA or the FESA, but which nonetheless either: (1) are declining at a rate that could result in listing; or (2) historically occurred in low numbers and known threats to their persistence currently exist. The CNPS Inventory of Rare and Endangered Vascular Plants of California is sanctioned by CDFG, and serves as a Species of Special Concern list for plants. For purposes of CEQA review, observed plant and wildlife Species of Special Concern, and plants with a CNPS designation of 1a, 1b, and 2, that could potentially occur in the area are considered sensitive species, as well as any others that meet the requirements under the State CEQA Guidelines Section 15380 (b).

The significance of impacts to a species under CEQA must be based on analyzing actual rarity and threat of extinction despite legal status or lack thereof.

Fish and Game Code of California

The Fish and Game Code provides specific protection and listing for several types of biological resources. Four sections of the Fish and Game Code list 37 fully protected species: Fish and Game Code §§3511, 4700, 5050, and 5515. These statutes prohibit take or possession at any time of fully protected species. CDFG is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species. CDFG has informed non-federal agencies and private parties that they must avoid take of any fully protected species in carrying out projects.

Section 3503.5 of the Fish and Game Code states that it is unlawful to take, possess, or destroy any birds of prey in the orders *Falconiformes* or *Strigiformes* (e.g., hawks, owls, eagles, falcons). This statute does not provide for the issuance of any type of incidental take permit.

Section 2081(b) and (c) of the CESA allows CDFG to issue an incidental take permit for a state listed threatened and endangered species only if specific criteria are met. These criteria can be found in Title 14 CCR, Sections 783.4 (a) and (b). No Section 2081(b) permit may authorize the take of "fully protected" species and "specified birds." If a project is planned in area where a species or specified bird occurs, an applicant must design the project to avoid all take; the CDFG cannot provide take authorization under CESA.

Section 1600 of the Fish and Game Code requires a Streambed Alteration Agreement (SAA) for any activity that may alter the bed and/or bank of a stream, river, or channel. Typical activities that require a SAA include excavation or fill placed within a channel, vegetation clearing, structures for diversion of water, installation of culverts and bridge supports, cofferdams for construction dewatering, and bank reinforcement. Any redevelopment activities that would result in the removal of riparian vegetation and construction within or immediately adjacent to the river, consistent with adopted plans, will require a SAA for the project.

Native Plant Protection Act of 1977

Native Plant Protection Act of 1977 and implementing regulations in Section 1900 et seq. of the Fish and Game Code designates rare and endangered plants, and provides specific protection measures for identified populations. It is administered by the CDFG.

California Wetlands Conservation Policy

California wetlands receive protection under the 1993 California Wetlands Conservation Policy (Executive Order W-59-93). The primary goal of this policy is to ensure no overall net loss and achieve a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values in a manner that fosters creativity, stewardship, and respect for private property.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act charges the State Water Resources Control Board (SWRCB) and the nine RWQCBs statewide with protecting water quality throughout California. Typically, the SWRCB and RWQCB act in concert with the USACE under Section 401 of the CWA in relation to permitting fill of federally jurisdictional waters. The federal Supreme Court recently acted to limit the regulatory jurisdiction of the USACE under

Section 404 of the CWA (USSC, 2001). This action did not limit the state's regulatory jurisdiction over Waters of the State. Waters of the State are defined in Section 13050(e) of the Porter-Cologne Water Quality Control Act as "…any surface water or groundwater, including saline waters, within the boundaries of the state." Currently, an applicant would delineate the wetlands on their project site and the delineation would be verified by the USACE. In cases where an area meets the criteria to be considered a wetland, but the USACE does not have jurisdiction, the applicant is referred to the appropriate RWQCB. For the Project Area, the CVRWQCB could exercise its jurisdiction over wetlands where a project does not require a federal permit, but involves removal or placement of material into Waters of the State.

LOCAL

El Dorado County

El Dorado County Integrated Natural Resources Management Plan

The entire Project Area is located within a County Designated Community Region of the El Dorado County Integrated Natural Resources Management Plan (INRMP). The INRMP was created to conserve and restore identified important habitats to offset loss and habitat fragmentation elsewhere. It provides the mechanism for compensatory mitigation while Important Biological Corridors (IBCs) create a wildlife corridor between areas in the county planned for conservation. The INRMP is being prepared in accordance with applicable HCP and Natural Community Conservation Planning (NCCP) Guidelines.

As identified in the initial inventory map, there are no special status species, aquatic environments, important deer habitat, CRLF, associated Pine Hill areas, important biological corridors, or valley oak woodlands within the proposed Project Area. Only wetland or riparian habitat has been identified in the Smith Flat and Motor City areas, and along creeks and drainages.[4] CNPS special status plant species were identified in two areas.[5]

City of Placerville

City of Placerville General Plan Natural, Cultural, and Scenic Resources Element

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

Policies:

1. The City shall make every effort to protect riparian vegetation. To this end, buildings and improvements shall be set back from watercourses.
2. The City shall ensure that channel improvements to and tree and brush clearance activities along creeks within the city do not unnecessarily disturb riparian vegetation.
3. 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.
4. The City shall use parkland and open-space areas with subdivisions to preserve natural areas and wildlife habitat.

[4] Figure 3. INRMP Inventory Map Update: Wetland and Riparian Habitat. April 19, 2010.
[5] Figure 1. INRMP Inventory Map Update: Habitats that Support Special-Status Species. May 25, 2010.

5. The City should develop an area with a good representation of plant communities and wildlife as a nature study area.
6. To retain the natural landscape character of Placerville, introduced plants in public and private landscaping should be subordinate to and compatible with existing natural landscape.
7. The City shall encourage creative site planning which will minimize the destruction of trees.
8. The City shall condition development approval to minimum grading, disturbance of root systems, and compaction of soil under the drip line of trees during construction.
9. 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.
10. The City shall annually promote Arbor Day.
11. The City shall take action to ensure the protection of Hangtown Creek and the creek area.

Woodland and Forest Conservation Ordinance

The Placerville City Code includes a Woodland and Forest Conservation ordinance (Chapter 13 of Title 8) intended to preserve and enhance urban forest lands within the City. The ordinance regulates tree removal by establishing minimum canopy retention standards for residential subdivisions that are used as thresholds of significance under CEQA. These standards identify the amount of canopy that should be retained during development. This amount is calculated by multiplying the appropriate rate by the percentage of existing canopy cover (i.e., for 50% existing cover, 0.80 x 50, or 40%, must be retained). The ordinance requires issuance of a Woodland Alteration Permit and preparation of a Woodland Alteration Plan before significantly altering any forest or woodland.

IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Existing environmental documentation and biological surveys for projects within or adjacent to the Project Area, including the INRMP, were reviewed to identify the potential for special status habitat and species in the Project Area. Aerial maps were reviewed, a windshield survey of the Project Area was conducted, and a CNDDB search was completed. Where special status species and suitable habitat were likely to exist, the potential for redevelopment activities to affect such resources was assessed.

The analysis below considers the potential effects of the Proposed Project at a programmatic level. The Project Area is evaluated in relation to the sensitive biological resources that could occur on-site and on adjacent lands. Potential impacts are analyzed using information identified in the environmental setting and project description and comparing it to the Standards of Significance. When a redevelopment activity could affect biological resources in a manner that exceeds a threshold, a potentially significant impact is considered to occur as a result of the redevelopment projects or redevelopment-engendered development. Evaluations of the Project Area were done programmatically through an examination of potential impacts that could reasonably be assumed or inferred with respect

to construction and/or operation of redevelopment-engendered development within the Project Area.

THRESHOLDS OF SIGNIFICANCE

The proposed Redevelopment Plan would result in significant biological impacts if it would result in one or more of the following:

- 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 CDFG or USFWS
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFG or USFWS
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, rivers, etc.) through direct removal, filling, hydrological interruption, or other means
- 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
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

PROJECT COMPONENTS

Redevelopment could assist in encouraging private development and financing public improvements necessary for development pursuant to the City's General Plan. The commercial development and economic revitalization activities may assist with new development or the expansion of existing development, the assembly of small, underutilized, and/or poorly configured parcels into sites suitable for new development, and preparation activities such as demolition, site clearance, and site preparation. Infrastructure improvements cover a variety of public works projects including correcting water, sewer, and drainage utilities such as upgrading and rehabilitating the Trunk Sewer Line, and traffic/circulation improvements such as roadway, landscape, streetscape, transit, and intersection improvements, bridges, parking, utility undergrounding, and trails. The Redevelopment Agency of the City of Placerville (Agency) may fund community-based projects focused on the need for new or improved community facilities such as fire stations, police stations, parks, community centers, libraries, and cultural facilities. The Agency would also be required to assist in a variety of programs to develop affordable housing, both inside the Project Area and City-wide, including new housing, rehabilitation, and affordability assistance.

Such redevelopment activities, and development either directly or indirectly supported by redevelopment, could result in the removal of vegetation in the Project Area, and could involve encroachment into or construction of infrastructure within sensitive habitats.

IMPACTS AND MITIGATION MEASURES

Impact 6.2-1 Redevelopment activities and redevelopment-engendered development could result in a potential loss of protected trees. This is a less-than-significant impact.

The Project Area contains trees that are regulated under the Placerville Woodland and Forest Conservation ordinance. Many of these trees are located along the stream/drainage corridors and on slopes. Tree canopy is most dense near Gold Nugget Way and Ray Lawyer Drive in the western part of the Project Area, and in the Smith Flat and Motor City areas in the east, where development is less intense. Infrastructure improvements and development that occurs in furtherance of the Redevelopment Plan would be required to assess any potential project-specific construction impacts to regulated trees, in coordination with a certified arborist approved by the City. The City requires minimum canopy retention standards be met.

The Project Area is a largely built environment, with tree resources concentrated in riparian corridors along creeks and drainages, and on vacant and underdeveloped lots. The City tree ordinance, in conjunction with General Plan policies, provide clear procedures for tree resource identification, protection, and mitigation as development occurs in the Project Area, for both public and private projects. With adherence to adopted City ordinance and procedures, the potential for the Redevelopment Plan to result in a significant loss of protected trees would be ***less than significant.***

Mitigation

None required

Impact 6.2-2 Redevelopment activities and redevelopment-engendered development could result in a potential loss of special status species. This would be a potentially significant impact.

In general, the density and diversity of urban wildlife depends on the extent and type of landscaping and open space, as well as the proximity to natural habitats. The Project Area provides marginally suitable habitat for several special status wildlife species, including the pacific fisher, western and NWPTs, and the CRLF. The Project Area also contains suitable conditions with a low to moderate likelihood of supporting five special status plant species. The richest habitat areas are located along the creeks and in the remaining associated riparian areas, as well as remaining mature stands of trees.

All creeks within the Project Area are identified as 100-year floodplain, and protected from encroachment through the City floodplain ordinance (see subchapter 6.6, Hydrology and Water Quality). City Code Chapter 9 controls the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters. This serves to protect the riparian vegetation along creek banks to a certain extent, although such protection is not specified in the codes.

Special status species could be located on larger parcels with sufficient habitat that may be subject to future development. For Agency infrastructure projects, or projects supporting new construction on parcels containing wetlands or significant tree canopy, disturbance of special status species during breeding periods or destruction of habitat as a result of redevelopment activities would be a ***potentially significant impact***.

Mitigation

For redevelopment projects involving infrastructure improvements or new development within 100 feet of a creek, or on vacant land with mature trees and/or wetlands, the following mitigation measures will ensure that potential impacts to special status species are reduced to less than significance:

6.2-2a *Prior to project approval, a qualified biologist shall be retained by the project proponent to prepare a site-specific biological survey to determine the potential presence of wetlands, special status species, and/or suitable habitat for special status species. The project proponent shall conduct focused plant surveys according to the requirements in the CNPS Botanical Survey Guidelines for rare plant surveys, to determine the presence or absence of sensitive plant species. The surveys should be conducted during the flowering season of the sensitive plant species, by a qualified botanist with experience and knowledge of the flora of the region. A report of the findings should be submitted to the appropriate agencies within two months of completion of the surveys and will include: a comprehensive species list, a description of habitat characteristics, copies of the survey forms and any notes taken during the survey, date of the survey, and the names of the surveyors.*

6.2-2b *No physical alteration of a development site or issuance of building permits shall occur within potentially biologically sensitive areas until evidence is submitted for review and approval by the City that either no listed plants are present, or areas containing habitat for listed species have been avoided, or if avoidance is not possible, that all required consultations with the USFWS and/or CDFG have occurred pursuant to the FESA and CESA, and evidence is provided of any necessary permits, approvals, or agreements from USACE and CDFG for removal of any wetland or riparian habitat and/or associated drainages. If avoidance is not possible, a no jeopardy opinion will be required by the USFWS for federally listed species that could be affected. A no jeopardy opinion will not be issued unless USFWS agrees that adequate mitigation of the affected species has been provided. If state-listed species could be affected, a written agreement (such as a 2081 agreement) with CDFG would need to be obtained that specifies that adequate mitigation has been provided. Future proposed development engendered by redevelopment shall be consistent with the provisions of any required consultations and associated permits or agreements.*

Significance after Mitigation

Less than significant

Impact 6.2-3 Redevelopment activities and redevelopment-engendered development could result in a potential loss of special status raptor, migratory, or other bird species. This would be a potentially significant impact.

The Project Area contains marginally suitable habitat for species of special concern such as Cooper's hawk, yellow warbler, and the California spotted owl. The Redevelopment Plan would eliminate barriers to General Plan buildout in the Project Area, by funding infrastructure improvements and providing incentives for housing development and commercial/industrial rehabilitation and development. Existing foraging areas now vacant may be developed as growth consistent with adopted plans occurs in the Project Area,

resulting in a loss of foraging and nesting habitat. Cooper's hawks and other raptor species may nest in larger trees and riparian habitat, which could be disturbed by future development and infrastructure projects.

Active raptor nests are protected under Section 3503.5 of the State Fish and Game code. Construction activities during the breeding season could disturb nesting birds, which would be a potentially significant impact. Other special status species could be located on larger parcels with sufficient habitat that may be subject to future development. If active nest sites occur in or adjacent to a project site, noise and visual disturbance associated with construction activities occurring during the nesting season may lead to nest abandonment and/or nest failure. The removal of large trees has the potential to destroy active nest sites. Removal of suitable nesting and roosting habitat would be inconsistent with the City's General Plan policies for the preservation and protection of biological resources. The loss of suitable nesting habitat would further conflict with Section 15380 and Section 15206 (b)(4)(F)(5) of the CEQA Guidelines, and would constitute a ***potentially significant impact***.

Mitigation

6.2-3a *No physical alteration of a development site or issuance of building permits shall occur within existing woodlands or riparian areas until a breeding season survey is conducted by a qualified biologist during spring or early summer (from February 1 through August 31, before development activity takes place) near annual grasslands, large trees, and riparian areas. The survey shall be conducted no more than 30 days prior to the start of work activities and shall cover all affected areas – including a 250-foot buffer area around the active project area, staging areas, and access road improvement areas where substantial ground disturbance or vegetation clearing is required. If no active nest of a bird of prey or MBTA bird is found, then no further action is necessary.*

If construction begins outside the February 1 to August 31 breeding season, there will be no need to conduct a preconstruction survey for active nests. If a nest becomes active after construction has started, then the bird is considered adapted to construction disturbance. An active nest is one with eggs or unfledged young.

6.2-3b *If surveys detect an active nest of a bird of prey or MBTA bird on the project site, then the biologist shall determine the size of an Environmentally Sensitive Area around the nest. The Environmentally Sensitive Area size shall be subject to City approval. The size of suitable nest buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other situation specific conditions.*

Construction activities shall be prohibited within this buffer zone until the end of the nesting season (mid August), or until the young have fledged. A qualified wildlife biologist shall monitor the nest to determine when the young have fledged and submit weekly reports to the CDFG and the City throughout the nesting season. If the qualified biologist determines that a disturbance is occurring, construction shall be halted, and the CDFG shall be contacted to determine the need for additional protection measures.

6.2-3c *Identified nesting trees approved for removal may only be removed prior to the onset of the nesting season (March 1) or after young have fledged (mid August).*

Significance after Mitigation

Less than significant

Impact 6.2-4 Redevelopment activities and redevelopment-engendered development have the potential to affect roosting or breeding special-status bats in the Project Area. This would be a potentially significant impact.

Large diameter oak trees, outbuildings, barns, bridges, and uninhabited structures provide potential roosting habitat for common and special status bats. Townsend's Pacific big-eared bat, silver-haired bat, and the Pallid bat are three listed bat species with a moderate potential to be found in the Project Area. The larger trees provide suitable nesting and roosting sites, and open grassland and riparian areas provide forage habitat.

The Redevelopment Plan would eliminate barriers to General Plan buildout in the Project Area, by funding infrastructure improvements and providing incentives for housing development and commercial/industrial rehabilitation and development. Potential direct impacts to special-status bats include removal of habitat and active roost sites during site clearing and grading. Indirect impacts include increased noise and human presence during construction, with the possibility of nest or roost abandonment. This would be a ***potentially significant impact*** on roosting or breeding special-status bats in the Project Area.

Mitigation

6.2-4a *Concurrent with breeding bird surveys (Mitigation Measure 6.2-3a), a qualified biologist shall conduct preconstruction surveys for special-status bats within suitable open structures and large trees (e.g., > 24 inch diameter at breast height (DBH)) on the site. If special status bat species are identified on-site, the biologist shall evaluate whether breeding adults or juveniles are present. If present, a suitably sized buffer (e.g., 100 to 150 feet) shall be placed around the roost if it appears that grading, tree removal or other project activities may cause abandonment. If it appears that demolition activities may cause nest abandonment, demolition activities must cease until juvenile bats are self-sufficient and would not be directly impacted by project activities.*

6.2-4b *If special-status bats (i.e., pallid bat, silver-haired bat, Townsend's Pacific big-eared bat) are found on-site, and the roost would be destroyed during development, an artificial roost shall be provided for the bats. The roost shall be constructed and placed on-site prior to removal of the original roost. The project sponsor shall prepare a mitigation plan specifying the construction details and siting of the structure. The plan shall be approved by the City and CDFG prior to removal of the existing roost. The project sponsor shall provide a secure source of funding for the monitoring of the artificial roost for a period of at least 5 years. The site on which the artificial roost is located shall be placed in a conservation easement. A report documenting the implementation of the plan shall be provided to the City within one month of completion of the artificial roost. The plan shall be completed and implemented prior to the issuance of the grading permit.*

Significance after Mitigation

Less than significant

Impact 6.2-5 Potential jurisdictional seasonal wetlands, non-wetland waters, and waters of the US and State could be adversely affected by grading, construction, and improvements in connection with future redevelopment projects. This would be a potentially significant impact.

Jurisdictional waters within the Project Area include creeks and their associated channels, ditches, and seasonal wetlands. Seasonal wetlands consist of areas with vernal swale topography that retain surface water, resulting in vernally wet herbaceous annual grassland vegetation. These areas may be subject to jurisdiction under section 404 of the CWA as wetlands based on their surface connection with adjacent creeks. Following the Rapanos Supreme Court decision, the EPA and USACE released guidance of CWA coverage to include wetlands that have an active surface water connection to streams which directly connect to jurisdictional waters.

Future development engendered by the Redevelopment Plan and construction of public improvements could result in the fill of wetland habitat or non-wetland waters that are waters of the State subject to jurisdiction under the State Porter-Cologne Act and subject to jurisdiction as waters of the US under Section 404 of the CWA. Wetlands come under the jurisdiction of the USACE and waters of the State under the jurisdiction of the SWRCB or RWQCB. Any projects that would result in the fill of wetlands must be authorized under the CWA (sections 404 and 401) and/or the Porter-Cologne Act. Such projects must also comply with the CESA and the FESA as appropriate.

The Redevelopment Plan would eliminate barriers to General Plan buildout in the Project Area, by funding infrastructure improvements and providing incentives for housing development and commercial/industrial rehabilitation and development. Development activities that could fill wetlands, which are a source of significant habitat values in the Project Area, would have a ***potentially significant impact.***

Mitigation

6.2-5a *Wetland Delineation: On parcels containing potential wetlands, a USACE-verified wetland delineation and jurisdictional determination of the parcel shall be completed before any earthmoving or grading activities within or adjacent to potential jurisdictional wetlands and drainages. If the USACE determines that areas on the project site are jurisdictional, all work proposed in these areas shall be authorized by permits from the USACE. All applicable permits from the CDFG and RWQCB will also be obtained before construction in areas under the jurisdiction of these agencies, and provided to the City prior to the initiation of ground disturbing activities or other construction activities. The permitting agencies would need to be contacted by the owner in the event of any significant deviation from permitting conditions. If the USACE determines that the seasonal wetlands on a development site are protected by Section 404 of the CWA, the project would qualify as a permitted project under the Programmatic Biological Opinion (PBO; USFWS, 2007). The USACE will then enter into consultation with USFWS in order to appropriately address the federally listed species in the USACE wetland permit. This action would effectively append the project to the PBO.*

6.2-5b *If construction activities occur within any creek channel, ditches with a defined bed and bank, or within the riparian woodland drip line, the project sponsor shall obtain a SAA from the CDFG. The project sponsor shall provide proof to the City of compliance with the terms and conditions of the permits prior to issuance of the grading permit and prior to any construction in jurisdictional waters.*

6.2-5c *Wetland Avoidance and Minimization: To the extent feasible, the final project design will avoid and minimize effects to wetlands and other waters. Areas that are avoided will be protected from construction activities through implementation of Best Management Practices (BMPs).*

Significance after Mitigation

Less than significant

Impact 6.2-6 Redevelopment activities and redevelopment-engendered development could result in the loss of aquatic and terrestrial habitat for special status amphibians and reptiles, and may result in direct impacts to these species through injury or mortality. This would be a potentially significant impact.

The Hangtown Creek and unnamed tributary corridors are the habitat corridors that could be adversely affected by the construction and development activities within the Project Area. Wildlife species such western and NWPTs, CRLF, and the FYLF, as well as mammals, may use the creeks. The NWPT requires basking sites and adjacent grasslands or other open habitat for egg-laying. Redevelopment activities and redevelopment-engendered development could result in both direct and indirect impacts to special status turtles and other reptiles or amphibians, if creek alteration occurs or adjacent habitat is lost. This would be a ***potentially significant impact***.

Mitigation

Implementation of the following three-part mitigation measure would reduce the impact to pond turtles and frogs to a less-than-significant level.

6.2-6a *In conjunction with Mitigation Measure 6.2-2a, above, surveys to determine the habitat suitability for or the presence of NWPTs shall be conducted to identify basking sites and potential nesting areas and shall be conducted during the spring or summer when the turtles and frogs are active and observable.*

6.2-6b *Where special status turtles and frogs are found, preconstruction surveys shall be conducted at least 48 hours prior to work in turtle and frog habitat. Any frogs or turtles observed during the preconstruction survey shall be relocated to at least 300 feet up or down stream of the work area. A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat of a project site. If aquatic amphibians and reptiles are observed in the construction area, construction will cease until a qualified biologist determines that aquatic amphibians and reptiles are not in the construction zone.*

6.2-6c *Temporary construction barrier fencing (including sedimentation fencing in some cases) will be installed along the creek(s) within a project site. The fencing shall be removed once the construction is completed or by October 15 of the construction year, whichever comes first.*

6.2-6d Environmental awareness training will be conducted prior to onset of project work for construction personnel to brief them on how to recognize aquatic amphibians including CRLF, FYLF, and NWPT.

6.2-6e If CRLF is encountered in the work area, construction should stop and the USFWS contacted for guidance.

6.2-6f The City shall implement BMPs to protect water quality and control erosion. A spill prevention and clean-up plan shall be prepared.

Significance after Mitigation

Less than significant

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.2-7 Redevelopment activities and redevelopment-engendered development could result in a cumulative loss of special status species. This would be a less-than-significant impact.

The Redevelopment Plan would be implemented in an area that provides some potential habitat for special status species. However, the Project Area is an urban area, designated for urban use. Remaining vacant lands are mostly discontinuous and with enough human disturbance to lessen their value as habitat or migration corridors for special status species. The riparian, woodland, wetland, and creek corridors within the Project Area hold marginal habitat values that are protected by City ordinances and General Plan policies, as well as other federal and state requirements. Therefore, with implementation of project-specific mitigation measures required by local codes and policies and state and federal requirements, cumulative impacts to special status species as a result of the Redevelopment Plan would be ***less than significant***.

Mitigation

None required

6.3

CLIMATE CHANGE

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.3 CLIMATE CHANGE

INTRODUCTION

This subchapter of the Environmental Impact Report (EIR) describes climate change issues related to the adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan). This subchapter provides a general discussion of global climate change and focuses on emissions from human activities that alter the chemical composition of the atmosphere. The discussion on global climate change and greenhouse gas (GHG) emissions is based upon the California Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32), the 2006 Climate Action Team (CAT) Report to Governor Schwarzenegger and the Legislature, and research, information and analysis completed by the Intergovernmental Panel on Climate Change (IPCC), the United States Environmental Protection Agency (EPA), California Air Resources Board (CARB), and the El Dorado County Air Quality Management District (EDCAQMD).

There were no comments received on the Notice of Preparation (NOP) regarding climate change or GHG emissions.

ENVIRONMENTAL SETTING

Global climate change refers to the change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. Projected climate changes could impact California's public health through changes in air quality, weather-related disasters, and a possible increase in infectious disease. If extreme precipitation and severe weather events become more frequent, and if sanitation and water-treatment facilities have inadequate capacity or are not maintained, increases in infectious diseases may result.[1] The baseline by which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. Many of the recent concerns over global climate change use this data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from all previous climate changes in rate and magnitude.

The IPCC constructed several trajectories of GHG emissions needed to stabilize global temperatures and climate change impacts. The IPCC predicted that the range of global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1°C to 6.4°C. Regardless of analytical methodology, global average temperature and sea level are expected to rise under all scenarios.[2]

This IPCC Assessment makes it clear that the impacts of future climate change will be mixed across regions. For example, according to the IPCC Fourth Assessment report, there may be large differences in regional population, income, and technological development under alternative scenarios, which are often a strong determinant of the level of vulnerability to climate change. To illustrate, in a number of recent studies of global impacts of climate change on food supply, risk of coastal flooding, and water scarcity, the projected number of people potentially affected is considerably greater in areas characterized by relatively low

[1] California Environmental Protection Agency, AB 1493 (Pavley) Briefing Package Global Warming and Greenhouse Gas Emissions from Motor Vehicles, 3 Intergovernmental Panel on Climate Change, 2007.

[2] Intergovernmental Panel on Climate Change, R.B. Alley, et al, Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, Summary for Policymakers, 2007, retrieved from www.ipcc.ch/WG1SPM17Apr07.pdf.

per-capita income and large population growth. This difference is largely explained, not by differences in changes of climate, but by differences in vulnerability.[3]

GREENHOUSE GAS EMISSIONS

GHGs are gases that trap heat in the atmosphere, analogous to the way a greenhouse retains heat. Common GHGs include:

- water vapor (H_2O)
- carbon dioxide (CO_2)
- methane (CH_4)
- nitrous oxide (N_2O)
- halocarbons[4]
- sulfur hexafluoride (SF_6)
- tropospheric ozone (O_3)[5]
- aerosols

Global atmospheric concentrations of CO_2, methane, and N_2O have increased markedly as a result of human activities since 1750 and now far exceed pre-industrial values determined from ice cores spanning many thousands of years.

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the earth's surface would be about 34°C cooler (CAT, 2006). However, it is believed that emissions from human activities, specifically the burning of fossil fuels for transportation and energy production, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Individual GHGs have varying global warming potential (GWP) and atmospheric lifetimes (Table 6.3-1). The CO_2 equivalent (CO_2e) is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. The reference gas for GWP is CO_2, which has a GWP of one. By comparison, methane's GWP is 21. CO_2e is the mass emissions of an individual GHG multiplied by its GWP. Due to the scale of GHG calculations, one million metric tons (equal to one teragram [Tg]) of CO_2e is a common unit of measure, abbreviated $MMTCO_2e$ or $TgCO_2Eq$.

Water Vapor

Of all GHG in the atmosphere, water vapor is the most abundant, important, and variable. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life. The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from ice and snow, and transpiration from plant leaves.

Carbon Dioxide

Carbon dioxide (CO_2) is an odorless, colorless gas, which has both natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of CO_2 are from burning coal, oil, natural gas, and wood. Concentrations of CO_2 were 379 parts per million (ppm) in 2005, which is an increase of 1.4 ppm per year since 1960 (IPCC, 2007).

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[3] Ibid.

[4] Halocarbon compounds are chemicals in which one or more carbon atoms are linked by covalent bonds with one or more halogen atoms. Common halocarbons include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

[5] Naturally occurring O_3 in the stratosphere is beneficial, reducing harmful ultraviolet rays, while O_3 in the troposphere (near ground level) acts as a greenhouse gas.

TABLE 6.3-1
GLOBAL WARMING POTENTIALS
AND ATMOSPHERIC LIFETIMES OF SELECT GREENHOUSE GASES

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12 ±3	21
Nitrous Oxide (N_2O)	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoroethane (C_2F_6)	10,000	23,900
Sulfur Hexaflouride (SF_6)	3,200	23,900

Source: US Environmental Protection Agency. 2006. Non CO2 Gases Economic Analysis and Inventory. Global Warming Potentials and Atmospheric Lifetimes. Website http://www.epa.gov/nonco2/econ-inv/table.html. Accessed December 20, 2006.

Methane

Methane (CH_4) is a flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits – known as natural gas fields – also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.

Nitrous Oxide

Nitrous oxide (N_2O), also known as laughing gas, is a colorless GHG. Higher concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, as an aerosol spray propellant, and in race cars.

Halocarbons

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric O_3; therefore, their production was stopped as required by the Montreal Protocol in 1987.

Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs for automobile air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet (UV) rays about 60 kilometers above the Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. Concentrations of tetrafluoromethane in the atmosphere are over 70 parts per thousand (ppt). The two main sources of PFCs are primarily aluminum production and semiconductor manufacture.

Sulfur hexafluoride

Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). Concentrations in the 1990s were about 4 ppt. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Ozone

Described in subchapter 6.2 (Air Quality) as a criteria pollutant, ozone (O_3) is also a GHG; however, unlike the other GHGs, O_3 in the troposphere is relatively short-lived and therefore is not global in nature. According to the CARB, it is difficult to make an accurate determination of the contribution of O_3 precursors (oxides of nitrogen (NO_X) and volatile organic compounds (VOCs)) to global warming.

Aerosols

Aerosols are suspensions of particulate matter (PM) in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel with sulfur in it is burned. Black carbon (or soot) is emitted during biomass burning or the incomplete combustion of fossil fuels. PM regulation has been lowering aerosol concentrations in the United States (US); however, global concentrations are likely increasing.

CALIFORNIA GHG EMISSIONS AND CLIMATE CHANGE

In California, the main sources of GHG emissions are from the transportation and energy sectors. According to the CARB draft GHG emission inventory for the year 2004, 39% of GHG emissions result from transportation, and 25% of GHG emissions result from electricity generation. California produced 497 $MMTCO_2e$ in 2004. California produces about 2% of the world's GHG emissions.

The potential effects of future climate change on California resources include (CCCP 2007):

- Air temperature: increases of 3 to 10.4 degrees Fahrenheit by the end of the century, depending on the aggressiveness of GHG emissions mitigation
- Sea level rise: 6 to 30 inches by the end of the century, depending on the aggressiveness of GHG emissions mitigation
- Water resources: reduced Sierra snowpack, reduced water supplies, increased water demands, changed flood hydrology
- Forests: changed forest composition, geographic range, and forest health and productivity

- Ecosystems: changed habitats, increased threats to certain endangered species
- Agriculture: changed crop yields, increased irrigation demands
- Public health: increased respiratory illness and weather-related mortality

The potential effects of future climate change on California's water supply include reduced Sierra snowpack, reduced water supplies, and increased water demands.[6] Therefore, reduced water supplies from future climate change could affect El Dorado Irrigation District's (EID's) ability to provide water to development within its service area (including the project), albeit to an unknown degree. A Drought Preparedness Plan was completed in early 2008 to identify actions and procedures for preparing for, identifying, and responding to a drought to preserve essential public services and minimize the effects of a water shortage on public health and safety, economic activity, environmental resources, and individual lifestyle (Brown and Caldwell 2008). The plan includes a presentation of different climate change scenarios and considers the effects of climate change on EID's water supply.

REGULATORY SETTING

Climate change in the Project Area is under the jurisdiction of several agencies including the EPA, CARB, and the EDCAQMD. Each jurisdiction develops rules, regulations, policies, and/or goals to attain the goals or directives imposed upon them through legislation. The following is a brief summary of current climate change legislation and regulation applicable to the Project Area.

INTERNATIONAL

The Montreal Protocol was originally signed in 1987 and was substantially amended in 1990 and 1992. The Montreal Protocol governs compounds that deplete O_3 in the stratosphere – CFCs, halons, carbon tetrachloride, and methyl chloroform. The Montreal Protocol provided that these compounds were to be phased out by 2000 (2005 for methyl chloroform). In 1988, the United Nations (UN) and the World Meteorological Organization established the IPCC to assess "the scientific, technical and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation".[7]

On March 21, 1994, the US joined a number of countries around the world in signing the UN Framework Convention on Climate Change (UNFCCC). Under the UNFCCC, governments "gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change."[8]

A particularly notable result of UNFCC efforts was a treaty known as the Kyoto Protocol. Countries sign the treaty to demonstrate their commitment to reducing GHG emissions or to engaging in emissions trading. More than 160 countries (not including the US) representing 55% of global emissions are currently participating in the protocol. In 1998, US Vice President, Al Gore, symbolically signed the Kyoto Protocol; however, in order for the Kyoto Protocol to be formally ratified, the US Congress must adopt it, which has not occurred.

[6] California Climate Change Portal (CCCP). 2007. Potential Effects of Global Warming on California Water and Forest Resources. Available at: http://www.climatechange.ca.gov/background/index.html. Accessed November 24, 2010.

[7] City of Ontario, Rich Haven Specific Plan EIR, Global Climate Change Analysis, June 28, 2007.

[8] Intergovernmental Panel on Climate Change, 2004, 16 Years of Scientific Assessment in Support of the Climate Convention, December 2004.

FEDERAL

Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act

On December 7, 2009, the Administrator of the EPA (Administrator) signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act (CAA):

- ***Endangerment Finding***
  The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs – CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 – in the atmosphere threaten the public health and welfare of current and future generations.
- ***Cause or Contribute Finding***
  The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's GHG emission standards for light-duty vehicles**,** which is a joint rule including the US Department of Transportation's (DOTs) proposed Corporate Average Fuel Economy (CAFE) standards, effective April 1, 2010.

Climate Change Action Plan

In October 1993, President Clinton announced his "Climate Change Action Plan," with the goal of returning GHG emissions to 1990 levels by the year 2000. This was to be accomplished through 50 initiatives, relying on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in GHG emissions.

STATE

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005 through Executive Order S-3-05, GHG emission reduction targets to reduce GHG emissions to 2000 levels by 2010, 1990 levels by 2020, and 80% below 1990 levels by 2050. Some literature equates these reductions to 11% by 2010 and 25% by 2020. The CAT Report to the Governor in 2006 contains recommendations and strategies to help ensure the targets in Executive Order S-3-05 are met.

California Assembly Bill 32

In 2006, the California State Legislature adopted the California Global Warming Solutions Act of 2006 (AB 32). AB 32 focuses on reducing GHGs in California. GHG as defined under AB 32 include CO_2, methane, N_2O, HFCs, PFCs, and SF_6. AB 32 requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. AB 32 also charged the CARB with the task of developing, with public input, a plan for reducing GHG emissions and implementing that plan by January of 2012.

California Senate Bill 1078

Senate Bill (SB) 1078 establishes a renewable portfolio standard (RPS) for electricity supply. The RPS requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20% of their supply from renewable sources by 2010. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1% each year.

California Environmental Quality Act Guidelines

On March 18, 2010, the Governor's Office of Planning and Research's (OPR's) amendments to the California Environmental Quality Act (CEQA) Guidelines for GHG – as required by SB 97 – became effective. These CEQA Guideline amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents.[9]

Generally, the Guidelines seek to apply CEQA's existing basic rules for impact analysis to the topic of GHGs, specifying in several instances, for example, that determinations on GHG emissions must be supported by substantial evidence, as with other CEQA determinations. Changes to the CEQA Guidelines address determination of a project's incremental contribution to a cumulative effect, determining the significance of impacts from GHGs (Guideline 15064.4), consistency with plans, mitigation measures related to GHG emissions (proposed Guideline 15126.4), and tiering from an EIR. The CEQA Guideline amendments for GHG do not propose a particular threshold of significance to be applied in determining whether a project's contribution to global climate change is significant. Lead Agencies retain discretion to establish thresholds of significance based on individual circumstances.

California Code of Regulations Title 24

Although not originally intended to reduce GHG emissions, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and incorporation of new energy efficiency technologies and methods. The latest amendments went into effect January 1, 2010. Energy efficient buildings require less electricity, and electricity production by fossil fuels results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions.

Senate Bill 375 - Redesigning Communities to Reduce Greenhouse Gases

SB 375 requires that metropolitan planning organizations (MPOs) prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that sets forth a vision for growth for the region while taking into account transportation, housing, environmental, and economic needs. The SCS will be the blueprint by which the region will meet its GHG emissions reductions target if there is a feasible way to do so. The MPOs also will be required to prepare an alternative planning strategy (APS) with alternative development patterns, infrastructure, or additional transportation measures or policies to meet identified targets. The Sacramento Area Council of Governments (SACOG), of which El Dorado County (County) is a member, is the regional MPO and is therefore subject to SB 375 and to CARB's associated reduction targets.

[9] Office of Planning and Research website, CEQA Guidelines and Greenhouse Gases, http://opr.ca.gov/index.php?a=ceqa/index.html, accessed October 11, 2009.

On September 23, 2010, CARB adopted Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375 for each of the MPOs. For the SACOG region, ARB staff recommends a 7 percent reduction target for 2020 and a 16 percent reduction target for 2035. This reduction target is based on the results of SACOG's scenario work for its Metropolitan Transportation Plan Update (discussed below).

REGIONAL

Climate Change Strategy Group

The Charter members of the regional Climate Change Strategy Group included the air districts of the Sacramento Metropolitan Area, Sacramento Municipal Utility District (SMUD), CARB, SACOG, the City of Sacramento, and the County of Sacramento. The purpose of the group is to begin a dialogue regarding what we can do to educate the public and implement specific GHG-reducing measures.

Sacramento Area Council of Governments (SACOG)

SACOG, the Sacramento Region MPO, convenes a Climate Change & Air Quality Committee (Committee). SACOG's involvement in the more traditional air quality issues of O_3 and PM has been a key work project for many years, thus the issue of climate change is a timely one for SACOG. The Committee develops recommendations for the full SACOG Board of Directors relative to air quality, energy conservation, climate change, and related issues.

For the 2035 Metropolitan Transportation Plan (MTP2035), SACOG evaluated seven policy options, in concert with other large MPOs around the state involved in GHG target setting as required by SB 375.[10]

The most basic option is the adopted MTP2035 (A Creative New Vision for Transportation in the Sacramento Region", adopted in 2008). The adopted MTP was the first long-range transportation plan which the region developed after the Blueprint process was complete. The El Dorado County Transportation Commission Regional Transportation Plan is included within the MTP. Because SB 375 was adopted after MTP2035 and the downturn in the economy has resulted in less money for transportation, especially at the local level, SACOG will be factoring these changes into the update of the MTP2035. Other than the adopted MTP2035, six options are being evaluated, each of which expands and enhances implementation of various policies over-and-above the adopted MTP. The policies are organized into one of four "bundles," as follows:

- Land use measures
- Transportation system development
- Transportation system and demand management
- Transportation pricing

The SACOG Transportation Committee has released for public comment per capita GHG emissions reductions between 5% and 6% for 2020 and between 14% and 15% for 2035 (compared to a 2005 base year).

[10] SACOG. (2010, May 19). Description of Greenhouse Gas Reduction Options. Retrieved 11/24/10 from http://www.sacog.org/mtp/2035/mtpupdate2010-11/GHG%20Handout%20Packet.pdf

LOCAL

El Dorado County Air Pollution Control District

The Project Area is under the jurisdiction of the EDCAQMD. The EDCAQMD is responsible for implementing emissions standards and other air quality regulations governing activities in the Project Area. The EDCAQMD Board oversees policies and adopts regulations for the control of air pollution within the district. EDCAQMD has not adopted any specific GHG or climate change-related guidance to date and has no near-term plans to do so.[11]

ENVIRONMENTAL IMPACTS

METHODOLOGY

Redevelopment programs and projects are intended to eliminate blight and blighting conditions within the Project Area that currently prevent the full and effective use of the land. Because redevelopment encourages development of blighted and underutilized properties to uses consistent with the City of Placerville General Plan (General Plan), thresholds of significance have been selected that are appropriate for programmatic documents. No specific projects have been identified. Therefore, the following activities were evaluated at the programmatic level:

- Property acquisition and land assemblage
- Demolition or rehabilitation of structures
- Installation of streets, utilities, and other public facilities and infrastructure
- Funding construction and development assistance for community centers, recreation centers, childcare centers, parks, streetscapes, and facility improvements
- Financial development assistance for private projects
- Construction and rehabilitation of affordable housing

Short-term GHG emissions during construction and long-term cumulative impacts during operation were programmatically considered. The specific location and intensity of the development in the Project Area that could cause such impacts over the extended period of the Redevelopment Plan is for the most part unknown – except that all development must be consistent with the City's General Plan and that most of the Project Area is residentially or commercially developed. Potential GHG emissions impacts in this section are therefore based on anticipated General Plan development resulting from the removal of barriers to development and the recycling of existing properties.

THRESHOLDS OF SIGNIFICANCE

Significance criteria are the basis for determining whether implementation of the Redevelopment Plan would result in significant short-term or long-term impacts to local and regional air quality conditions. GHG emissions from redevelopment and redevelopment-engendered development could contribute to global climate change during construction and as a cumulative contribution to community-wide operational emissions.

While there are many regulatory attempts to promote the reduction of GHG throughout California, few air quality management districts (AQMDs) in California have identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts

[11] McTaggart, Marcella. Air Pollution Control Officer at EDCAQMD. Personal communication, 11/10/2010.

related to GHG emissions at this time. Those AQMDs that have, namely the Bay Area Air Quality Management District (BAAQMD) and others in the near future, are concerned with GHG emissions in major metropolitan areas such as the Bay Area, Southern California, and Sacramento. It is recognized that for most projects there is no simple metric available to determine if a single project would help or hinder meeting the AB 32 emission goals. In addition, at this time AB 32 only applies to stationary source emissions. Consumption of fossil fuels in the transportation sector accounted for over 40% of the total GHG emissions in California in 2004. Current standards for reducing vehicle emissions call for the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks and other vehicles, and do not provide a quantified target for GHG emissions reductions for vehicles.

Given the challenges associated with determining project-specific significance criteria for GHG emissions when the issue must be viewed on a global scale, quantitative significance criteria are not proposed for this project. For this analysis, the incremental contribution to global climate change of redevelopment activities would be considered considerable if they would generate a substantial increase in GHG emissions relative to existing conditions.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 6.3-1 Redevelopment-engendered development and infrastructure construction activities would generate GHG emissions that could contribute to global climate change. This would be a potentially significant impact.

Due to the size and developed character of the Project Area, potential redevelopment projects within the Project Area would be unlikely to be large enough to produce a significant impact. With future development and infrastructure demolition and construction in the Project Area, GHG emissions would be emitted by construction equipment and the combustion of fossil fuels for construction vehicles and tools, construction vehicle trips, grid-delivered electricity for lighting and equipment, and construction waste. Construction activities are regulated by the City and the EDCAQMD. Construction in the Project Area over the life of the Redevelopment Plan will include demolition of some structures and grading preparation for all new construction. Whereas there are currently no applicable GHG thresholds for development within the Project Area from any agency, construction-related GHG emissions from redevelopment activities would result in a ***potentially significant impact***.

Mitigation

6.3-1 All redevelopment construction activities shall implement best management practices (BMPs) for construction applicable at the time of project approval as required by the EDCAQMD for air quality emissions. Additional practices shall include, but are not limited to:

a) Alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment

b) Local building materials

c) Recycle construction waste and demolition materials

Significance after Mitigation

Less than significant

Impact 6.3-2 Individual redevelopment-engendered development projects could produce GHG emissions that contribute to global climate change. This would be a less-than-significant impact.

The primary sources of GHG emissions generated within the Project Area are anticipated to be combustion of fossil fuels for operational vehicle trips, from grid-delivered electricity for lighting, appliances, building cooling, and from building heating with natural gas. While there are no specific significance thresholds, future projects can work towards the goals of AB 32 and Governor Schwarzenegger's Executive Order S-3-05 by implementing a range of strategies to mitigate a project's short-term and long-term contributions of GHG.

The City encourages mitigation measures to reduce operational-related emissions of GHGs from mobile, area, and stationary sources for all new projects within the Project Area. The Redevelopment Plan would support infill development with local serving retail and services throughout the Project Area, would fund bike and pedestrian enhancements, and would provide at least 20% tax increment set asides for the rehabilitation or construction of affordable housing. The City has further adopted a Pedestrian Plan to improve pedestrian access throughout the City (See Chapter 6.10, Transportation).

Many redevelopment projects involve rehabilitation of existing buildings or recycling of properties for new uses. Redevelopment-engendered development would occur within pedestrian and bicycle-oriented areas and buildings would be regulated by the CalGreen Building Code, which mitigates GHG emissions in furtherance of AB 32. Project-by-project review under EDCAQMD air quality thresholds would be required and would result in the further mitigation of individual GHG emissions. Therefore, individual development projects engendered by the adoption and implementation of the Redevelopment Plan would result in a ***less-than-significant*** increase in GHG emissions.

Mitigation

None required

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.3-3 The Redevelopment Plan would engender redevelopment of the Project Area that could contribute to global climate change. This would be less than cumulatively considerable.

The passage of AB 32 – The California Global Warming Solutions Act of 2006 – requires that the CARB adopt a reduction strategy of rules and regulations to bring GHG emissions to that of 1990 by 2020. GHG reduction strategies being implemented by the City include land use strategies such as pedestrian or bicycle-oriented development, compact urban design, circulation improvements to increase non-vehicular modes of transportation, increasing energy efficiency, and conservation/sustainable development measures.

The Redevelopment Plan would serve as an implementation tool for many such strategies. Existing land uses within the Project Area currently consist of many older structures built to lower energy efficiency standards. The most cost-effective means to reduce GHG emissions in the electricity/natural gas sector is to increase the energy efficiency of these existing buildings. The Redevelopment Plan may fund rehabilitation of existing structures within the Project Area to bring them up to the modern, energy efficient building code and increase energy efficiency, in furtherance of this strategy. This could replace older lighting systems, appliances, and heating, ventilating, and air conditioning (HVAC) systems with energy efficient systems.

The proposed Redevelopment Plan would remove barriers to infill development within the Project Area. Housing assistance programs are intended to both increase affordability and improve the jobs-housing balance. The Project Area is urbanized, with some parcels that are underutilized or previously developed. Redevelopment encourages bicycle and pedestrian-oriented development close to jobs and services, reducing GHG emissions through design. The Redevelopment Plan would remove both fiscal and physical barriers to infill development through the proposed parcel consolidation, development, and infrastructure programs to eliminate blight.

The Redevelopment Plan must be consistent with the City's General Plan, and there are no land use changes or specific projects proposed. Redevelopment is an implementation tool of the General Plan, and the proposed project removes barriers to implementation of the region's sustainability efforts. New construction would be required to be consistent with the General Plan and the various City master plans, which encourage land use patterns that reduce reliance on the automobile and encourage alternative modes of transportation for travel to employment and shopping, as well as pedestrian-oriented design in new development. Therefore, the Redevelopment Plan would assist in reducing the existing levels of GHGs in the Project Area, consistent with the objectives of AB 32 and Executive Order S-3-05, and would have a ***less-than-considerable cumulative impact*** on global climate change.

Mitigation

None required

6.4

CULTURAL RESOURCES

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.4 CULTURAL RESOURCES

INTRODUCTION

This subchapter of the Environmental Impact Report (EIR) identifies cultural resources associated with the Placerville Redevelopment Project Area (Project Area) and evaluates the potential effects of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan) upon those resources. The evaluation is based upon Project Area review, the review of historic resource data bases, the Placerville Municipal Code, City of Placerville General Plan (City General Plan) and the El Dorado County General Plan EIR (County General Plan EIR) and a cultural resources literature search completed at the California Historical Resources Information System's (CHRIS's) North Central Information Center (NCIC) located at California State University, Sacramento.

No comment letters related to cultural resources were received in response to the Notice of Preparation (NOP) circulated for the proposed Redevelopment Plan.

ENVIRONMENTAL SETTING

The proposed Project Area is located among the foothills above the Sacramento Valley, west of the Sierra Nevada Mountains. The Central Valley, consisting of broad alluvial plains dominated by annual grasslands and wetland habitats, is now an important agricultural area with Sycamores, Valley Oaks, California Interior Live Oaks, and Blue Oaks scattered on the low-lying hills. The Sacramento River and its tributaries drain into this rich agricultural valley, from its northern headwaters approximately 380 miles south to the Delta. The Project Area is located adjacent to Hangtown Creek, which is a tributary of the American River. Hangtown Creek drains into Folsom Lake and then westward toward the confluence of the American and Sacramento rivers at Discovery Park near Downtown Sacramento.

PREHISTORIC BACKGROUND

When California was initially occupied, the climate was moister and cooler than today's more Mediterranean climate. Today's temperature averages 16° C (61° F), generally ranging between 3.3° C (38° F) and 34° C (93° F). Precipitation averages 43 cm (17 in) per year, and occurs primarily between November and March; this translates to hot and humid summers, and cool to cold and wet winters. During the prehistoric era, the nearby Sacramento Valley is assumed to have been well suited to a hunting-gathering economy with a variety of water birds, small and large mammals, fish, reptiles, amphibians, and edible plant species.

The Sacramento Valley was likely occupied and used by humans during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.[1]); however, the archaeological record of such use is sparse. This lack of archaeological evidence is understandable given that such evidence is likely buried under accumulated gravels and silts and few sites have been excavated beyond a couple of meters in depth. Early humans often split their time between summer locations in the lower foothills and the valley in the winter.

Little is known about prehistoric occupations in the Central Valley during this early period (12,000-8000 B.P.); however, there is no reason to believe that Paleo-Indian populations did not occupy this area. Cultural resource assessments for the region have noted that older

[1] There are three temporal references: B.C. - before Christ; A.D. - *anno Domini* (in the year of our Lord); and B.P. - before present (1950), which is used in the prehistory discussion in this document.

villages might have existed on extinct land forms. However, due to the silting effects of major rivers such as the American and Sacramento rivers through time, these landforms would be so deeply buried that they have not yet been detected. Flaked stone tools associated with the early part of this period (i.e., 12,000-10,000 B.P.) found elsewhere in northern California include Clovis-like large fluted points that were likely shafted and used as darts on spears propelled by an atlatl[2]. The large fluted points found in Northern California tend to be isolated finds; however, elsewhere in western North America they have been found in association with large bison. This association has led archaeologists to suggest that these early populations were focused on the pursuit of large game. It is thought that these people traveled in relatively small groups, were highly mobile, and settled around wetlands (e.g., lakes and rivers) where large game was also likely to congregate.

The latter part of this period (10,000-8,000 B.P.) saw a general warming trend resulting in the drying of Pleistocene lakes and an overall shift in flora and fauna distributions. Sites dating to this time identified in Northern California are recognized by the presence of large stemmed points, collectively referred to as Great Basin Stemmed series. Bifaces, scrapers, cores, and eccentrics (better known as crescents) are also characteristic of this time period. Obsidian sourcing conducted on tools from northern California sites indicates that toolstone was acquired from a variety of quarries, some at distances up to 200 km. Most of these sites are found near ancient lakeshores or within marshlands, leading some to associate the settlement/subsistence pattern with Bedwell's (1970) Western Pluvial Lakes Tradition.

Although crescents are found in southern and northern California and the Great Basin, they are a rare occurrence in the Central Valley. Recent excavations undertaken for the Sacramento City Hall project (I and 10th streets, Downtown Sacramento) recovered four flaked stone crescents in deeply buried contexts (i.e., on extinct landforms). Analysis of the artifacts from the project is in progress. Of the dates obtained so far, the primary occupation of the site appears to be between 3,000 and 8,000 years B.P. However, obsidian hydration results indicate the site was in use 10,000 or more years ago. The presence of crescents, which typically date from 7,500 to 8,500 B.P., provide credible evidence that the Sacramento region, and the Central Valley, was occupied at a very early time.

Like the previous period, the Lower Archaic (8,000-5,000 B.P.) is poorly understood in the Central Valley. Few sites in the region have been found owing to the fact that evidence from this time period is largely buried.

The Middle Archaic Period (5,000-2,200 B.P.) identified as the Early Horizon under the Central California Taxonomic System (CCTS) is distinguished as one that emphasized hunting, as evidenced by the relative proportions of tools representative of hunting, fishing, and gathering activities

Sites associated with the Upper Archaic Period (2,200-1,000 B.P.) contain substantial midden[3] deposits with shell, mammal and fish bone, charcoal, milling tools, and other artifacts. The number of mortars and pestles increased during this time, indicating a greater reliance on acorn and nuts.

The Emergent Period dates between 1,000 B.P. (950 A.D.) and the arrival of the Spanish in central California (i.e., 1800s) and is identified as the Late Horizon under the CCTS. This period involves a dramatic change in general economy, characterized by large village sites situated on high ground, increased evidence of acorn and nut processing, introduction and

[2] A throwing device usually consisting of a stick fitted with a thong or socket to steady the butt of a spear or dart and extend the length it travels.

[3] A mound or deposit containing shells, animal bones, and other refuse that indicates the site of a human settlement.

use of the bow and arrow (indicated by small projectile points), and use of clamshell disc beads as the primary medium of exchange. Sites from this time period often include items of Euro-American manufacture, such as glass trade beads or worked bottle glass. During the latter part of the period (i.e., within the last 500 years), cremation became a common mortuary practice; grave goods were often burned as well. Like the Upper Archaic Period, several sites along the Sacramento River have components dating to this time.

ETHNOGRAPHY

The Project Area falls within land occupied ethnographically by the Nisenan (also known as the Southern Maidu) – Penutian-speaking people and members of the Maiduan language family. The Project Area is within Valley Nisenan territory, linguistically one of three Nisenan dialects/groups (Northern Hill, Southern Hill, and Valley) distinguished by Kroeber (1925:393).

HISTORIC OVERVIEW

Post-contact history for the State of California (State) is divided into three specific periods: the Spanish Period (1769–1821), the Mexican Period (1821–1848), and the American Period (1848–present). Although earlier Euroamerican explorations and incursions into the El Dorado County (County) area were taking place during the first two periods before the discovery of gold in Coloma in 1848, intensive immigration to the region began only after the announcement of the find.

American Period (1848–present)

Victory in the Mexican-American War (1846–1848) resulted in Mexico releasing its northern territories (now the states of California, Arizona, Colorado, New Mexico, and part of Utah) to the United States (US) under the Treaty of Guadalupe Hidalgo in 1848. Even though California became a territory of the US, the full impact of "Americanization" would not occur until the discovery of gold in 1848. The discovery of gold on the American River at Sutter's Mill had a devastating impact on the lives of indigenous Californians in the Central Valley and all along the foothills of the Sierra Nevada. The mass introduction and concentration of diseases, the loss of land and territory, including traditional hunting and gathering locales, violence, malnutrition, and starvation accompanied the tens of thousands of gold seekers.

One year after the discovery of gold, nearly 90,000 people had journeyed to the gold fields of California, and a portion of Sutter's New Helvetia land grant became the bustling Gold Rush boomtown of Sacramento. Largely as a result of the Gold Rush, California became the 31st state in 1850. By 1853, the population of the state exceeded 300,000 and in 1854, Sacramento became the state capital. The first mining camps dating to the first months and years of the Gold Rush were almost exclusively temporary settlements consisting of nothing more than tents and portable structures; larger centers such as Placerville, El Dorado, and Diamond Springs soon developed into permanent towns with schools, stores, hotels, mills, substantial homes, and formal roadways and continue to serve as economic and cultural centers in the County.

As the surface gold (i.e., placer gold) disappeared, mining shifted toward more industrialized methods of extraction, including hydraulic and dredge mining. Hydraulic mining was outlawed in the 1880s, although dredge mining continued at a smaller scale than during the Gold Rush in the western foothills near the Project Area into the 1950s. Evidence of more than a century of placer and hard rock mining can include tailing piles, ditches, dams, prospect pits, mine shafts, roads, rail grades, mills, etc., and can be found throughout the County. Apart from the physical remains of its Gold Rush history, County place names such

China Diggins', Irish Creek, Frenchtown, Negro Hill, New York Creek, and Chili (sic) Bar reflect the influence of a wide range of ethnic groups and immigrant populations that contributed to the cultural foundations of the region.

With the completion of the transcontinental railroad in 1869, thousands of new settlers and immigrants poured into the state during the second half of the 19th century. California was fast becoming a national leader in the production of agricultural products. The vast Central Valley's fertile soil, combined with numerous irrigation canals, promoted the growth of large amounts of fruits, vegetables, and nuts, as well as vineyards (introduced early in the Spanish and Mexican periods), livestock (cattle and sheep), and field crops, such as hay, cotton, rice, and barley.

History of Placerville (1848-present)

Placerville was established in 1848 following the discovery of gold at John Sutter's saw mill in Coloma by James Marshall. It was first known as Dry Diggings because so little water came down Hangtown Creek in the summer that miners were required to dig up their potential gold bearing soil and take it to where water was available for panning. The Dry Diggings site was established by William Daylor who had a ranch on the Cosumnes River south of Sutter's Fort. Daylor and his crew, Perry McCoon, Jared Sheldon and some local Native Americans were reported to have taken out $17,000 of gold with one week of work. This established Hangtown Creek as a potentially rich site.

After the discovery of gold in 1848, word of the discovery had to travel slowly outward due to the lack of speedy transportation in lightly settled California. Most of the early gold seekers came from the small number of residents in Northern California and the real Gold Rush began the following year when word had traveled back to the east coast of America. This great influx of people from outside of California became known as the 49ers due to their arrival in the year of 1849.

Because of its proximity to Coloma and Doyle's earlier success, the Dry Diggings camp quickly became one of the larger gold camps in the central Sierra foothills. It not only functioned as a town and trading center for the miners in the immediate area, but as a general distribution point for goods throughout the gold producing region. Having been initially settled by existing settlers from Northern California, who were mostly settlers, farmers and trades people, the community was at first orderly. However, the massive influx of miners and opportunity seekers in 1849 also brought with it the criminal element. There was no established local government in the area and subsequently no law enforcement either. Those who wished to steal their gold rather than pan for it began to rob and murder. A number of such lawless types found swift justice at the hands of the miners in Dry Diggings, finding themselves quickly tried and found guilty. Without facilities for long-term incarceration, the miners quickly hung the guilty from a large oak tree near the corner of Center and Main streets. This is how the community became known as Hangtown.

By 1850 the community began to become more settled and a push began to have the community renamed as either *Ravine City* or *Placerville*. The new name did not take hold until the City of Placerville (City) was incorporated in 1854.

The prosperity of the early community fluctuated with the seasons as the creek would dry up in the summer. Prosperity during the wet seasons was followed by a drop in activity in the dry season. The completion of the South Fork Ditch assured a more stable year round water flow and allowed the community to become one of the largest and most prosperous in California. In 1854 the voting population in Placerville was the third largest in the state behind only San Francisco and Sacramento.

During the 1850s the production of gold from placer mining, which was conducted with sluices, rockers, long Toms, and gold pans began to steadily decline. As the gold that was lying in the creek and river beds was taken, the emphasis on gold production began to convert to hard rock mining. Hiring crews of men to tunnel into mountains and hillsides required larger amounts of capital. The placer mining was mostly performed by individuals, families, and small partnerships. Hard rock mining required investors and larger companies with employees. Tunneling required tools, equipment, and blasting powder. Timbers were needed to shore up the walls of the tunnels. Rails, small rail cars, and steam engines were needed to move the gold ore out of the mine. Then there were special ore processing centers with stamps to crush the rock and chemical processes to help remove the gold.

Established communities were required to support these larger scale enterprises. The workers needed housing, food, clothing, and entertainment. Other businesses provided goods and services to the mines. The lumber and timber industries, which had produced wood board to build the communities also needed to produce timbers for the mine shafts and support structures. Hunters, fishermen, farmers, and ranchers were needed to provide these communities with their food supplies. Wagons of various sizes and descriptions were needed to transport people and goods. Blacksmiths produced simple tools and small pieces of equipment and provided metal shoes for the horses, mules, and oxen which were the engines of the transportation system. Placerville prospered as a provider of these goods and services, as well as a distribution arm for goods coming from ships in San Francisco and factories in Sacramento.

The first railroad in California, the Sacramento Valley Railroad, was completed in 1855. It transported goods and people from Sacramento to Folsom and later as far as Diamond Springs. This cemented the route through Placerville as the principal transportation route for access to the communities in the central Sierra foothills, as well as across the Sierras into Nevada and connections to the east.

In the early years of Gold Rush communities, the need was to build stores and residences as quickly as possible. At first, some merchants just disassembled their wagons and used the wood and canvas to create a store. Later, some lumber became available and most business districts were filled with wood frame buildings placed side by side along a narrow street. In the middle 1850s most of the cities and small communities suffered disastrous fires. Most communities were only protected by part-time volunteer fire companies. Once one building caught fire, those on either side were immediately in danger and if winds were blowing, the fire quickly spread up and down either side of the street. Winds would carry burning debris across the street and before long both sides of the street would be involved in flame. Cities like San Francisco, Marysville, and Sacramento had fires that nearly destroyed their central business district entirely. Placerville had its turn in 1856 with three destructive fires in which most of the town was consumed by fire. When the town was rebuilt, Placerville, like the other communities, began to rebuild in brick and stone. Regular full-time fire fighting companies were employed.

One attempt to improve the response time of fire crews was to put a bell and tower in place in the center of the community. A bell was ordered in 1860 from England and it arrived in 1865. The City erected a tower for it in the plaza. The plaza, at the conjunction of Main Street and Stage Coach Alley, has been a center for community gatherings and activities. Other plazas such as Stockton's Hunter Square and Sacramento's Plaza Park (now Chavez Park) have served the same purpose.

Some of the brick and stone structures from the latter half of the 19th and early 20th centuries still survive and a few are on the National Register of Historical Places (NRHP or National

Register), such as the Fountain-Tallman Soda works, John Pearson Soda works, and Confidence Hall. Some structures that no longer exist housed the early enterprises of well known businessmen such as John Studebaker, Mark Hopkins, and Levi Strauss.

In 1857 Placerville was made the county seat for El Dorado County. Along with this designation came the County courts and administrative offices. For a brief period of about a year and a half during 1861-62, Placerville was on the route of the famous Pony Express. But that venture was short lived as the invention and establishment of the telegraph put that operation out of business.

A decline in gold production in California in the latter part of the 1850s was offset by the discovery of gold and silver in the Comstock Lode in Nevada. A major increase in traffic was experienced in Placerville as Placerville Road became the major arterial for trade between Northern California, and other cities and countries. This traffic, and the prosperity it brought with it, continued until the latter part of the 1860s when construction of the Central Pacific Rail Road crossed the Sierras into Nevada and the Comstock traffic followed it. By that time, Placerville was soundly established as a thriving community.

Placerville's position at the crossroads of United States Highway 50 (US-50) and State Route 49 (SR-49) solidified the community's prosperity and longevity. This location makes Placerville a prime spot for chain stores and restaurants to establish a location which can pull in shoppers from small towns all over the nearby foothill region—many of which are too small to support such enterprises.

As mining activity diminished, other forms of commerce have taken their place. Recreation and tourism began to increase as the cities in the Central Valley grew and their residents sought to escape the summer's heat. The development of the automobile and the paved roads they required made the foothills and Lake Tahoe even more available and enticing. The advent of tourism has brought with it the development of businesses such as art galleries, antique stores, wineries, bed and breakfast inns, and boutique stores. Industry has turned from mining to lumber, agriculture, and light manufacturing.

Many buildings dating from the 1850s through the first half of the 20th Century give the central business district of Placerville a quaint charm that is unique and helps establish it as a tourism destination. Apple Hill and the local wineries also draw visitors to Placerville. Festivals and special events also draw visitors from throughout Northern California such as the Art & Wine Festival, Bell Tower Brewfest, Craft and Antique Fairs, Classic Car Show, and the Festival of Lights. The town plaza, with its bell tower is still the focal point of many activities.

PROJECT AREA RESOURCES

LITERATURE SEARCH

Early histories of the area provide a context for the Placerville area's resources. The area is very rich in historic features from the Gold Rush era and later. These resources are important not only to Placerville but to the State as a highly significant record of the early history of California and the events that shaped its formation.

It appears that pre-historic resources within the area were probably disturbed by intense Gold Rush and settlement activities, particularly along any waterways. While early mines dot the general area, many of the town's treasures now exist in the community that evolved with the influx of gold seekers that turned to settlement of the area.

A Record Search performed by Historic Environment Consultants (HEC) developed history, pre-history, records and lists of sites and buildings located in previous identification activities within the Project Area. The Record Search identified resources that have been recorded over time to the present including both archeological and architectural/historical properties.

The Native American Heritage Commission (NAHC) was also contacted regarding a sacred land search. The record search of the sacred land file completed October 27, 2010 failed to indicate the presence of Native American cultural resources in the Project Area. The NAHC recommended several tribes to contact directly for any information they may know about the Project Area. The Shingle Springs Band of Miwok Indians responded that they were not aware of any known prehistoric, historic, or ethnographic resources in the Project Area.

PALEONTOLOGICAL RESOURCES

Paleontology is defined as a science dealing with the life of past geological periods as known from fossil remains. Paleontological resources include fossil remains, as well as fossil localities and formations, which have produced fossil material in other nearby areas. This resource can be an important educational resource, and are classified as non-renewable scientific resources. Paleontological resources are protected by Public Resources Code (PRC) Section 5097.5.

Twenty-two fossil localities occur within the County; the closest locality is in Placerville and contains Quaternary invertebrate fossils (University of California Museum of Paleontology, 2007). A portion of the Project Area is underlain by the Mehrten Formation, which has produced late Miocene plant fossils at one locality in the County and significant Miocene age fossils from localities south of the Project Area, with more than 200 paleontological resources recorded throughout the Central Sierra Nevada foothills. Examples of finds from the Mehrten Formation in Stanislaus County include a partial skeleton of the extinct ground sloth (*Pliometanastes protistus*) and vertebrate fossils at Turlock Lake State Park (Hirschfeld 1981; Wagner 1976). Because this formation has produced significant vertebrate fossils, the Mehrten Formation is considered to have high sensitivity using criteria established by the Society of Vertebrate Paleontology (SVP, 1995).

HISTORIC RESOURCES

According to NCIC records, there are 36 previously recorded historic resource sites located within the Project Area boundaries. A Historic Survey was also conducted by the Placerville Historic Advisory Committee in 1984, which lists 42 properties within the Project Area.

The records utilized by the State Office of Historic Preservation (OHP) appear to have incorporated most or all of the properties designated as a NRHP listed or eligible for listing; properties that have been determined eligible as the result of a Project Review, Project Research, or a federal program such as Federal Highway Administration (FHWA), Historic Surveys; California Register of Historical Resources (CRHR or California Register) listing; California State Historic Landmarks or State Point of Historic Interest designation; as well as all but three of the properties identified in the 1984 Placerville survey. The OHP records properties into their database with California Historical Resource Status Codes assigned to each property. 86 properties are recorded by the OHP as located within the Project Area. However, of these, 17 are identified as not eligible for listing or designation, and many others were identified at the survey/reconnaissance level and need to be reevaluated.

Listed historic properties within the Project Area include:

National Register of Historic Places Properties

Two NRHP properties have been listed within the Project Area:

- Fountain-Tallman Soda Works (524 Main Street)
- John Pearson Soda Works (594 Main Street)

State Historic Landmarks

Three State Historic Landmarks have been listed within the Project Area:

- No. 142: Studebaker's Shop Site (543 Main Street)
- No. 475: Old Dry Diggins-Old Hangtown-Placerville (Landmark; NE corner of Bedford and Main)
- No. 701: Placerville – Overland Pony Express Route in California (Landmark; SW corner of Main and Sacramento Streets)

California Inventory of Historic Resources

Seven California Inventory of Historic Resources properties have been listed within the Project Area. The following sites are in addition to the State Historic Landmarks:

- Placerville Historic District: El Dorado County. HABS
- Hangman's Tree; 305 Main Street, Placerville. Theme, Government
- Placerville Historic District. Crossing of Highways 50 and 49. Theme: Economic/Industrial
- Sportsman's Hall-Overland Pony Express Route in California; 12 miles east of Placerville. Theme: Economic/Industrial

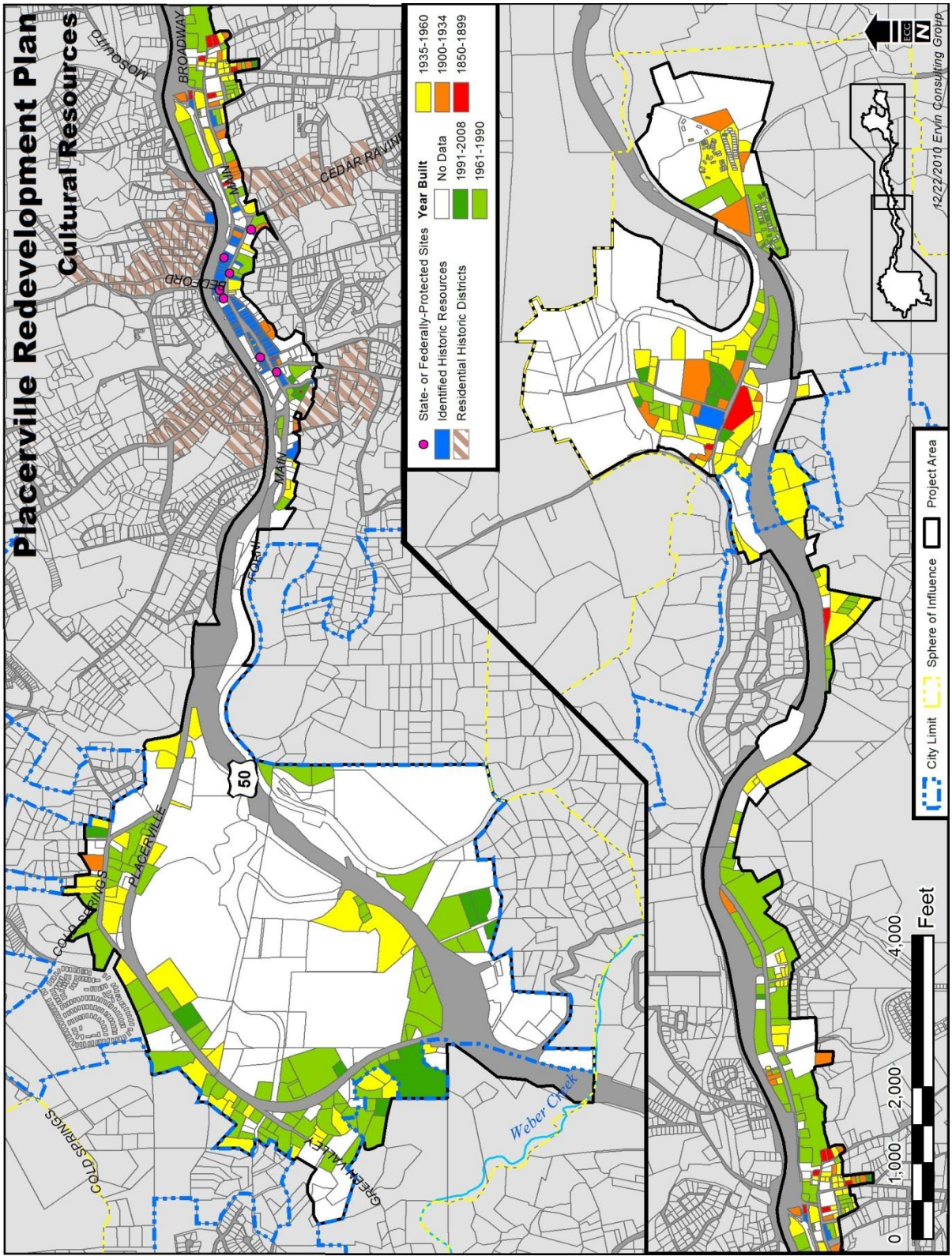
Points of Historical Interest

Three Points of Historical Interest properties have been listed within the Project Area:

- John Pearson Soda Works (594 Main Street)
- Stable Building (582 Main Street)
- Smith Flat House (2021 Smith Flat Road)

Historic Resource Inventory forms for 3184-82 Center Street, and the Cornett Lumber Mill site were also reviewed. The buildings at 3184-3182 Center Street were evaluated in 1998 as not eligible for listing as a historical resource for purposes of California Environmental Quality Act (CEQA). The Lumber Mill site is crossed by the route of the former Camino, Placerville, and Lake Tahoe Railroad, a segment of which is also recorded within the Project Area as P-09-001251, CA.ELD-977-H. The route has been converted to a road for trucks within the Project Area. The Mill is noted as P-9-1252-H and evaluated by OHP as 6Y – or ineligible for the NRHP, but not evaluated for California or local significance. It contains the remains of the removed mill complex retaining concrete pads, building foundations, and scattered machinery.

The sites identified on the various lists are identified on Figure 6.4-1 (page 6.4-9) along with the available dates of construction for structures within the Project Area.



Source: Ervin Consuting Group, 2010

FIGURE 6.4-1
LISTED HISTORIC STRUCTURES AND YEAR BUILT IN THE PROJECT AREA

Reconnaissance Survey

The Project Area contains many acknowledged and significant historic resources along principal streets and neighborhoods adjacent to US-50 on both sides of the freeway. Properties within the Project Area were reviewed on a building-by-building basis, walking and driving on each road and street within the Project Area, and were evaluated as historical resources according to CEQA Guidelines and NRHP criteria.

In order to be eligible as an historic resource, alterations and modifications to a property must not have substantially affected its physical and design integrity. The resource must have retained its major character-defining features and image despite possible alterations, and still reflect its original era of construction. Reconstructed buildings or dramatically altered buildings do not meet historic designation criteria. Buildings or other resources that appeared eligible as CEQA-eligible resources were listed based upon the architectural values and image, and degree of integrity. Some buildings with architectural values that were updated or altered were not included. Some buildings that appeared as if they may have historic importance were included despite architectural limitations.

The Reconnaissance Survey did not include research of properties to determine historic significance, but was based on an analysis of historic architectural styles, knowledge of historic building forms, physical integrity, materials, construction techniques, and location within neighborhood development within the community. Historic research should be conducted with respect to surveyed properties to definitively identify resources with historic significance and adequate physical integrity.

The Reconnaissance Survey identified properties by address that appear to be historical resources according to Section 15064.5(a)(2)-(3) of the CEQA Guidelines. Most of the properties have also been identified on the OHP list, many as requiring further evaluation. These properties are identified in Appendix C.

REGULATORY SETTING

Historic and prehistoric resources of importance throughout the Project Area are inventoried and governed by national, state, and local laws and regulations. The regulations that apply to cultural and historic resources in the Project Area are discussed below.

FEDERAL

National Register of Historical Places

The National Historic Preservation Act of 1966 established the NRHP as the official national listing of important historic and prehistoric resources worthy of preservation. The NRHP includes districts, sites, buildings, structures, and objects with local, regional, State, or national significance. The definition of historic property includes “any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in, the NRHP” (Advisory Council on Historic Preservation (ACHP), 1986). A historic property must meet specific criteria to be considered eligible for listing on the NRHP.

NRHP properties are distinguished by the way they are documented and evaluated according to uniform standards. These criteria recognize the accomplishments of all peoples who have contributed to the history and heritage of the US and are designed to help state and local governments, Federal agencies, and others identify important historic and archaeological properties worthy of preservation and of consideration in planning and development decisions.

Criteria for Evaluation

The quality of significance in American history, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and at least one of the following:

a. Are associated with events that have made a significant contribution to the broad patterns of our history
b. Are associated with the lives of persons significant in our past
c. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
d. Has yielded, or may be likely to yield, information important in prehistory or history

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within at least one of the following categories:

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance
b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event
c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life
d. A cemetery which derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events
e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived
f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance
g. A property achieving significance within the past 50 years if it is of exceptional importance

Impacts to historic properties listed or eligible for listing in the NRHP must be considered in accordance with the regulations of the ACHP (36 Code of Federal Regulations (CFR) 800). Resources that are not deemed significant usually do not require management consideration unless they possess the qualities specified by the National Environmental Policy Act (NEPA), or other laws that may apply.

In cases where both the CEQA and NRHP evaluation criteria apply, federal standards prevail. Historic properties assessed as NRHP-eligible are considered significant, and

procedures for managing these properties under 36 CFR 800 satisfy the CEQA Statutes and EIR Guidelines.

STATE

California Register of Historical Resources

The State Historic Resources Commission and OHP, within the California State Department of Parks and Recreation (DPR), administer the State's historic preservation programs. The OHP oversees State agency compliance with State preservation statutes and programs, administers federal preservation programs in California, and state programs such as the CRHR. The CRHR is a guide to identifying the State's historical resources and establishes a list of those properties that are to be protected from substantial adverse change (PRC Section 5024.1).

The California PRC defines a historical resource to include, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC §5010.1(j)).

In California the standard of historical (including archeological) significance is listing in or eligibility for listing in the CRHR. The CRHR is the authoritative guide to be used by state and local agencies to identify the state's historical resources (PRC §5024.1(a)). It includes properties nominated to and placed on the CRHR by the State Historic Resources Commission, properties listed in or formally determined eligible (under §106 of the National Historic Preservation Act) for listing in the NRHP (PRC §5024.1(b) and (d)(1)). Both individual properties and historic districts may be listed in the CRHR (PRC §5024.1(e)(1)(2)).

In addition to properties listed, or formally determined eligible for listing, historical resources or districts designated or listed as city or county landmarks or locally listed pursuant to any city or county ordinance are presumed to be eligible for listing in the register unless a preponderance of evidence in the record indicates that it is not historically or culturally significant (PRC §21084.1). Historical resources identified as significant in historical resource surveys conducted by local governments also may be eligible for listing (PRC §5024.1(e)(3)), if the survey meets one or more of the criteria for eligibility set forth in PRC §5024.1(g). Further, if a historical resource is not listed in the CRHR, is not designated by a local agency, and is not identified as significant in a historical survey, a lead agency may determine that the resource may be a historical resource as defined in the PRC §5020.1(j) or §5024.1 (CEQA Guidelines, §15064.5(a)(4)).

The criteria for listing in the CRHR are defined in statute (PRC §5024.1 (C)(1-4)), in the CEQA Guidelines (Califorredevelnia Code of Regulations Title 14 Ch 3 §15064.5 (3)(A-D) and in the Guidelines for the CRHR (California Code of Regulations (CCR) Title 14, Ch. 11.5 §4852(b)(1-4)). These criteria are very similar to the federal criteria for listing in the NRHP. The criteria include:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States
2. It is associated with the lives of persons important to local, California, or national history

3. It embodies the distinctive characteristic of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation

One or more of these criteria may apply to a single property or a district.

In addition to meeting the above criteria, a property or district must possess integrity. Integrity is defined as the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. A property must retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance (CCR Title 14, Ch 11.5 §4852(C)).

California Environmental Quality Act (CEQA)

Under CEQA, public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources" (PRC Sections 21083.2 and 21084.1). Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." *Historical resource* is defined in PRC Section 21084.1 as any resource listed in or determined to be eligible for listing in the CRHR. More specifically, CEQA Guidelines Section 15064.5 defines an historical resource as "any object, building, structure, site, area, place, record, or manuscript that is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California." A resource shall be considered "historically significant" if it meets any of the following criteria (CEQA Guidelines Section 15064.5):

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Is associated with the lives of persons important in our past
- 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
- Has yielded, or may be likely to yield, information important in prehistory or history

For historic structures, CEQA Guidelines Section 15064.5(b) (3) indicates that generally a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (*Secretary's Standards*; 1995), shall mitigate impacts to a level that is less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) defines "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information

- Has a special and particular quality such as being the oldest of its type or the best available example of its type
- Is directly associated with a scientifically recognized important prehistoric or historic event or person

Treatment options under PRC Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation include excavation and would not meet one or more of the criteria for defining a unique archaeological resource.

CEQA Guidelines Section 15064.5(f) requires that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. These provisions should include "an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."

Paleontological Resources

The Environmental Checklist in Appendix G of the CEQA Guidelines mentions impacts on paleontological resources, indicating it is an issue requiring disclosure and analysis in the CEQA review process. No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth moving on state or private land in a project site.

Native American Burials

California law protects Native American burials, skeletal remains and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains. Section 7050.5(b) of the California Health and Safety code specifies protocol when human remains are discovered. CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the County Coroner be called in to assess the remains. If the County Coroner determines that the remains are those of Native Americans, the NAHC must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the NAHC. CEQA Guidelines Section 15064.5 directs the lead agency or applicant, under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

LOCAL

City of Placerville General Plan

The City of Placerville General Plan Policy Document provides goals for the preservation and protection of Placerville's historical and Native American heritage. Relevant policies within these goals include protecting and enhancing historically and architecturally significant buildings and sites, not knowingly approving any public or private project that may adversely affect an archeological site, conducting archaeological site evaluations as appropriate, and attempting to mitigate any adverse impacts according to the recommendations of a qualified archaeologist.

Natural, Cultural, and Scenic Resources

Goal G: To preserve and enhance Placerville's historical heritage.

Policies:

1. The City shall set as a high priority the protection and enhancement of Placerville's historically and architecturally significant buildings and sites.
2. The City shall encourage all public and private efforts to preserve and promote Placerville's historical heritage for economic benefits associated with increasing tourist trade.
3. The City shall prepare, maintain, and regularly update an inventory of buildings, sites, cemeteries, parks, and other artifacts of historical and architectural significance.
4. The City shall designate the historic section of downtown Placerville as a specific design review area with due concern and respect for businesses and property owners' interests.
5. The City shall work with property owners in seeking registration of historical structures as State Historic Landmarks and/or listing on the NRHP of Historic Places.
6. The City shall support the efforts of property owners to preserve and renovate historic and architecturally significant structures. Where buildings cannot be preserved intact, the City shall seek to preserve the building facades.
7. The City shall promote awareness of the significance of Placerville's historical features through such means as walking tours, a docent program, appropriate monuments, plaques, markers, pamphlets and interpretive displays.
11. The City shall pursue all available state and federal funding to the extent these funding sources exist to support local historical preservation and promotion programs.

Goal H: To protect Placerville's Native American heritage.

Policies:

1. The City shall not knowingly approve any public or private project that may adversely affect an archeological site without consulting the California Archeological Inventory at California State University, Sacramento, conducting a site evaluation as may be indicated, and attempting to mitigate any adverse impacts according to the recommendations of a qualified archeologist. City implementation of this policy shall be guided by Appendix K of the State CEQA Guidelines.
2. The City shall refer development proposals that may adversely affect archeological sites to the California Archeological Inventory at California State University, Sacramento.
3. The City shall work closely in promoting and protecting Placerville's Native American heritage with historical and archeological organizations, including those along Highway 49 "Gold Chain."

City of Placerville Municipal Code

Municipal Code Title 10, Chapter 4, §10-4-10 pertains to the *Historical Buildings in the City*. 10-4-10(A) lists the purpose of the section "is to provide conditions and regulations for the protection, enhancement and perpetuation of the old and historical buildings in historical districts of the city and the perpetuation of historic type architecture within historical districts, which have special historical and aesthetic interest and value."

This section also states that the California State criteria shall be used as the historical criteria for use in the City. These criteria were discussed above and shall be used to describe the significance of the impacts below.

IMPACTS AND MITIGATION

METHODOLOGY

The environmental setting is based on the following: a literature search by the NCIC at California State University, Sacramento; Sacred Lands file search by the NAHC and related communication with local Native American groups and individuals; and a reconnaissance survey conducted by HEC in October 2010. The potential for redevelopment projects and redevelopment-engendered development within the Project Area to disturb, damage, or destroy both known and undiscovered resources was assessed.

THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines define a "substantial adverse change in the significance of an historical resource" to mean "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines, §15064.5, subd. (b)(1)). CEQA Guidelines, §15064.5, subdivision (b)(2), defines "materially impaired" for purposes of the definition of "substantial adverse change...". The significance of a historical resource is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to §5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of §5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA (CEQA Guidelines, §15064.5, subd. (b)(2))

Impacts were considered significant under CEQA if the Redevelopment Plan would result in an effect that may change the significance of the resource (PRC Section 21084.1), such as demolition, replacement, substantial alteration, or relocation of historic properties.

PROJECT COMPONENTS

Redevelopment can directly fund projects such as infrastructure improvements or site specific private development through rehabilitation loans, Disposition and Development Agreements (DDA), or Owner Participation Agreements (OPA). Redevelopment can also indirectly engender buildout in the Project Area through the elimination of barriers to planned development consistent with the General Plan.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 6.4-1 Redevelopment projects and redevelopment-engendered development could cause a substantial adverse change in the significance of an archaeological resource, including human remains. This would be a potentially significant impact.

The Project Area is located in an area that was settled early in its history, as discussed above, and is anticipated to contain unknown sub-surface resources. Both prehistoric and historic archaeological resources could be exposed during construction activities. Implementation of the Redevelopment Plan would include ground disturbing activities such as infrastructure improvements, grading, trenching**,** and excavating for development. Infrastructure improvements and new development assisted by redevelopment could encounter cultural resources during construction activities relating to earlier periods of the Project Area's history. It is possible for buried resources to be uncovered during any subsurface construction activities, and such resources and their immediate surrounding matrix could be damaged.

Given the history of the Project Area, most of the Project Area could be considered highly sensitive for historic resources. Disruption during construction would likely result in the permanent loss of potentially important cultural resource data. Therefore, this is considered a ***significant impact***.

Mitigation

The following mitigation measure is identified for any proposed redevelopment project within the Project Area:

6.4-1a The North Central Information Center (NCIC) shall be consulted to determine if a proposed project would require archaeological study and/or testing be conducted as part of the site-specific environmental review. Recommended study and/or testing shall be completed prior to completion of environmental review.

6.4-1b Foremen and key members of major excavation, trenching, and grading for sites preparation shall be instructed to be wary of the possibility of destruction of buried cultural resource materials. They shall be instructed to recognize signs of prehistoric use and their responsibility to report any such finds (or suspected finds) immediately, as specified by measure 6.4-1c below, so damage to such resources may be prevented.

6.4-1c Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, all work within 20 meters of the find shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition,

pursuant to Section 5097.98 of the PRC, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission (NAHC) shall be adhered to in the treatment and disposition of the remains.

Significance after Mitigation

Less than significant

Impact 6.4-2 Redevelopment projects and redevelopment-engendered development could cause a substantial adverse change in the significance of a paleontological resource. This would be a potentially significant impact.

Paleontological resources are the fossilized evidence of past life found in the geologic record. Despite the tremendous volume of sedimentary rock deposits preserved worldwide, and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils—particularly vertebrate fossils—are considered to be nonrenewable resources. Due to their rarity, and the scientific information they can provide, fossils are highly significant records of ancient life. Implementation of the Redevelopment Plan would encourage ground disturbing activities such as infrastructure improvements, grading, trenching**,** and excavating for development. Infrastructure improvements and new development assisted by redevelopment could encounter paleontological resources during construction activities. The possible damage or destruction loss of fossilized resources during construction activities is a ***potentially significant impact***.

Mitigation

6.4-2a If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work will stop in that area and within 25 feet of the find until a qualified paleontologist can assess the significance of the find, and if necessary, develop and implement appropriate treatment measures in consultation with the City.

Significance after Mitigation

Less than significant

Impact 6.4-3 Redevelopment projects and redevelopment-engendered development could result in the potential alteration, removal, or destruction of historic resources. This would be a significant impact.

Redevelopment activities could involve rehabilitation, adaptive reuse, relocation, and alteration of structures in the Project Area over the life of the Redevelopment Plan. Many of the City's Downtown buildings were constructed before or near the turn of the 19th Century and were built with unreinforced masonry materials. Further, second-story commercial space may be unsafe for occupancy without substantial rehabilitation to seismically retrofit the buildings, and thus their rehabilitation would be an important focus for redevelopment. If a property subject to relocation, alteration, or rehabilitation were to represent historic resources listed, or eligible for listing in the CRHR or the local register, their inappropriate alteration, damage, or destruction would represent a significant impact.

Title 10, Chapter 4 §10-4-10 of the City Code provides protections to buildings within a designated historic district within the City. These chapters identify the conditions and regulations for the protection, enhancement and perpetuation of the old and historical buildings in historical districts of the City, and the perpetuation of historic type architecture within historical districts, which have special historical and aesthetic interest and value. No presently existing building of special historical or aesthetic value or of the historic type of architecture situated within a designated historical district may be altered as to its exterior appearance without a permit from the City Planning Commission.

As shown on Figure 6.4-1, there are a number of potentially historic structures that have been identified outside of the designated historic districts within the Project Area. These structures are not protected under the City Code, although General Plan policies provide overall direction to protect resources.

The OHP generally considers any building over 45 years of age to be a potential resource deserving of assessment. There are a large number of structures in the Project Area that were built prior to 1965 that currently deserve assessment, and many more will exceed the age criterion by the end of the Redevelopment Plan duration. Redevelopment activities could involve the demolition or moving of existing structures or the removal or significant alteration of site and infrastructure features over the life of the Redevelopment Plan. If a building subject to demolition, movement, or significant alteration were to represent historic resources eligible for listing in the CRHR, its damage or inappropriate alteration would represent a ***significant impact***.

Mitigation

6.4-3a *As part of any OPA, DDA, or other Agency action or project that would affect any structure or feature over 45 years old that has not been evaluated, the buildings shall first be evaluated for eligibility for listing in the CRHR. This evaluation shall occur through the preparation of DPR 523 forms for each building and standard CEQA evaluation.*

6.4-3b *For properties determined to be eligible for listing in the CRHR, the Secretary's Standards shall be applied to insure that treatments will maintain the authenticity and integrity of character-defining historical features. No character-defining features of an eligible structure shall be demolished.*

6.4-3c *If demolition of some features cannot be avoided, where those features do not remove the building from eligibility for the CRHR, then the feature(s) shall be recorded to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards prior to their removal. Copies of the HABS/HAER documentation shall be filed with the OHP. HABS/HAER recordation typically includes the following:*

(1) The development of site-specific history and appropriate contextual information regarding the particular resource. In addition to archival research and comparative studies, this task could involve limited oral history collection.

(2) Accurate mapping of the resources, scaled to indicate size and proportion of the structures.

(3) Photo documentation of the designated resources, both in still and video formats.

(4) Recordation by measured architectural drawings, in the case of specifically designed structures of high architectural merit; "as-built" plans of existing structures/foundation ruins will involve field measurements, office scaled plan layout, and plot out of final plan.

Significance after Mitigation

Less than significant. This mitigation measure would reduce the impact of actions that would affect the eligibility of historic resources for the CRHR. Any action that cannot comply with Mitigation Measure 6.4-3b and would demolish or alter a structure in such a way to remove its eligibility would be subject to further project-specific environmental review.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.4-4 Redevelopment projects and redevelopment-engendered development could contribute to the cumulative degradation or loss of paleontological, archaeological, or historic resources, including human remains. This would be a cumulatively considerable.

Based upon previous cultural resource surveys and research, the area that comprises the City and its vicinity has been inhabited by prehistoric peoples for thousands of years, and by historic peoples since the 1800s. Redevelopment activities and projects, in combination with other development in the City and County, could contribute to the loss of significant archaeological or historic resources. Because all archaeological or historic resources are unique and non-renewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. The loss of any one archaeological site affects all others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part.

The boundaries of an archaeologically or historically important site extend beyond any project site boundaries. As a result, a meaningful approach to preserving and managing cultural resources must focus on the likely distribution of cultural resources, rather than on project or parcel boundaries. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains in the region. Proper planning and appropriate mitigation can help to capture and preserve knowledge of such resources and can provide opportunities for increasing our understanding of the past environmental conditions and cultures by recording data about sites discovered and preserving artifacts found. Federal, state, and local laws are also in place, as discussed above, that protect these resources in most instances. Even so, it is not always feasible to protect these resources, particularly when preservation in place would frustrate implementation of projects, and for this reason, the cumulative effects of the redevelopment activities and other projects in the City and County would be significant. Moreover, because redevelopment activities and projects in the Project Area have the potential to adversely affect significant archaeological resources that are unique and non-renewable members of finite classes, the incremental contribution to these cumulative effects would itself be potentially cumulatively considerable. As discussed above, damage or destruction of some archaeological, paleontological or historic resources in the Project Area may be mitigated on a project-by-project basis. However, any loss of cultural resources associated with redevelopment projects would contribute to a region-wide impact that cannot be remedied. Therefore, this is considered a ***significant impact***.

Mitigation

None available beyond those identified for project-specific mitigation.

Significance after Mitigation

Project-specific mitigation measures would reduce the magnitude of potential cumulative impacts to historic resources, but not to less-than-cumulatively considerable levels. This impact remains ***significant and unavoidable***.

6.5

HAZARDS AND HAZARDOUS MATERIALS

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.5 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This subchapter of the Environmental Impact Report (EIR) addresses the hazards to the public resulting from the use or disposal of hazardous materials in the Placerville Redevelopment Project Area (Project Area) for the Placerville Redevelopment Plan Adoption (proposed project or Redevelopment Plan), as well as anticipated effects of known or suspected hazardous substance contamination and other physical hazards.

There were no comment letters received in response to the Notice of Preparation (NOP) for hazards and hazardous materials.

ENVIRONMENTAL SETTING

TERMINOLOGY OF HAZARDS AND HAZARDOUS MATERIALS

Under Title 26 of the California Code of Regulations (CCR), a hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or may pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed (CCR, Title 22, Chapter 11, Article 2, Section 66261.10).

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be properly disposed of. The California Health and Safety Code, sections 25117 and 25122, define a hazardous waste as any solid, liquid, or contained gaseous material for disposal or recycle that poses significant potential harm to human health or environmental quality. According to CCR Title 26, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 26, Section 22-66680).

- Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. Toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, and other adverse health effects, depending on the level of exposure. Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline).
- Ignitable substances, such as gasoline, hexane, and natural gas, are hazardous because of their flammable properties.
- Corrosive substances, such as sulfuric acid (battery acid) and lye, can damage other materials or cause severe burns upon contact.
- Reactive substances, such as explosives, pressurized canisters, and pure sodium metal (which reacts violently when exposed to water), may cause explosions or generate gases or fumes.

Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 26 criteria. Remediation (cleanup) of hazardous wastes found at a project site is generally required if those materials are excavated. Cleanup requirements are determined on a case-by-case basis by the agency with jurisdiction over the project.

EXISTING CONDITIONS

US Route 50 (U.S. 50) runs through the middle of the Project Area, and represents a source of potential releases or spills of hazardous substances such as gasoline, diesel, or transported hazardous materials/hazardous wastes due to accidents. Businesses along Main Street and Broadway, such as gas stations and industrial uses, are also potential sources of accidental release of hazardous substances. In addition, there are many structures in the Project Area which were built using asbestos and lead based paint in the construction materials.

In order to assess ongoing environmental contamination within the Project Area, research was conducted on hazardous waste sites using information from Department of Toxic Substance Control's (DTSCs) EnviroStor[1] database, the State Water Resources Control Board's (SWRCB) Geotracker[2] database, and the United States Environmental Protection Agency's (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)[3] database. According to these databases, the Project Area contains 8 active and 21 closed hazardous waste sites. An active hazardous waste site signifies that there is an ongoing case that has been opened by a Federal or State regulatory agency and that the site is undergoing an assessment, remediation, or site monitoring. A closed hazardous waste site signifies that a Federal or State regulatory agency has determined that a site does not require any further remediation. However, in some cases a closed hazardous waste site may contain land use restrictions limiting the future use of the site – a s a result of residual contamination that may remain.

The SWRCB's Geotracker environmental database reveals that active hazardous waste sites in the Project Area have been polluted with contaminants such as tetrachloroethylene, chlorinated solvents, gasoline, diesel, heating/fueld oil, and volatile organic compounds (VOCs). According to the SWRCB, the aforementioned contaminants have led to the contamination of surface water, groundwater, and aquifers used for the drinking water supply. Figure 6.5-1 identifies the location of active and closed hazardous waste sites in the Project Area.

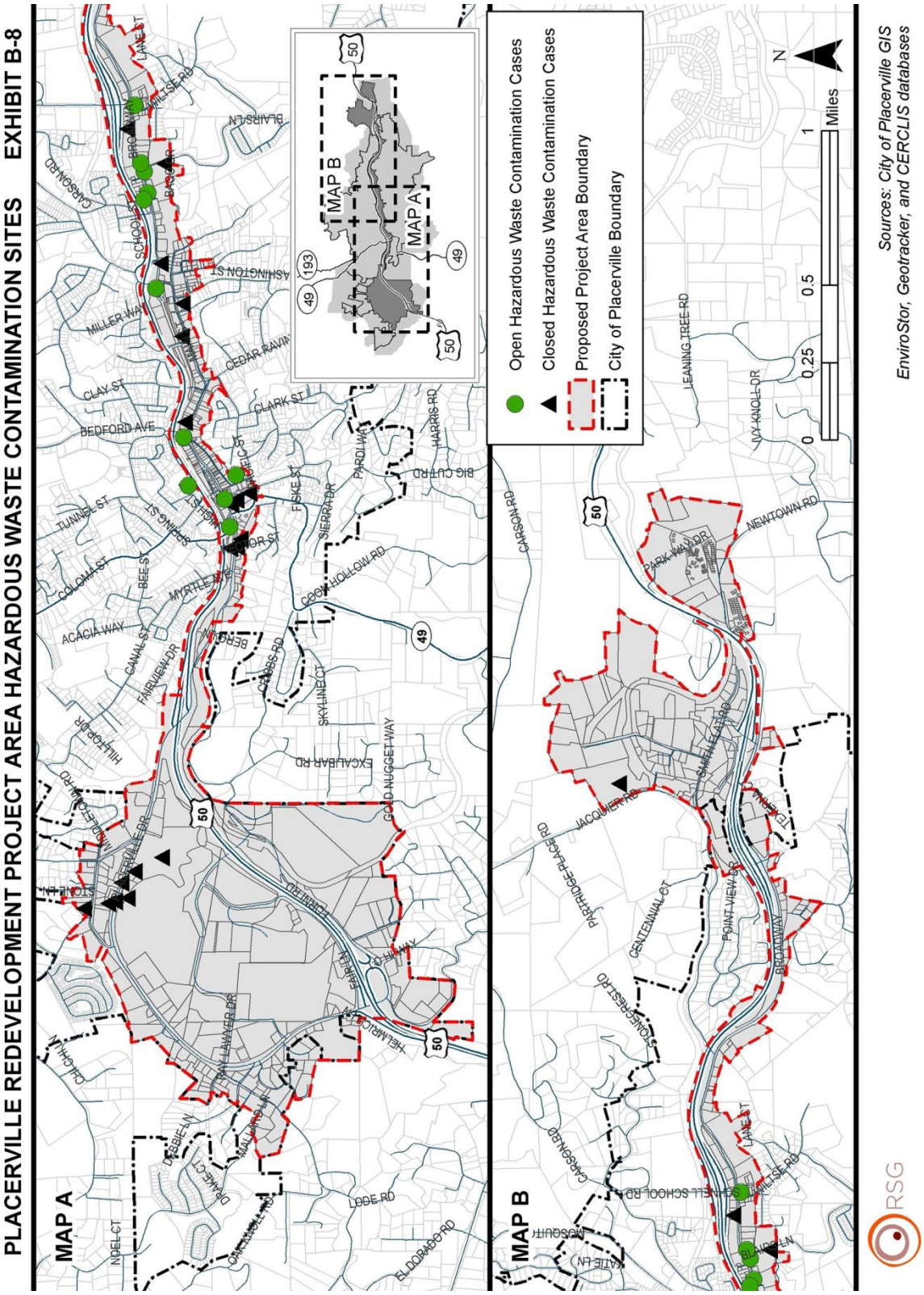
Residential Soil Contamination

Numerous investigations conducted in urbanized areas indicate a number of potentially hazardous contaminants may be present in soils beneath and around existing and historic structures. These contaminants may include lead (Pb) from lead-based paint residue and leaded-gasoline-related vehicle exhaust; arsenic, Dichlorodiphenyltrichloroethan (DDT), chlordane, dieldrin, and other related chemicals from the historic application of pesticides; and polynuclear aromatic hydrocarbons from diesel exhaust and from fire debris. Testing for these contaminants is recommended at any site where a potentially sensitive land use is contemplated (i.e. residential, school, day care, and/or health care facility).

[1] EnviroStor is an online research and Geographic Information System (GIS) tool that allows you to search for information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC's oversight.

[2] The SWRCB's Geotracker is similar to Envirostor, but pulls information from different databases, such as Leaking Underground Storage Sites (LUST) and Spills, Leaks, Investigations, and Cleanups (SLIC).

[3] CERCLIS is the national database and management system that the EPA uses to track activities of hazardous waste sites considered for cleanup under the Comprehensive Environmental Response and Liability Act (CERCLA), which is commonly known as Superfund. Superfund sites are land within the United States (US) that has been contaminated by hazardous waste and identified by the EPA as a candidate for remediation because it poses a risk to human health and/or the environment.



Source: RSG, 2010

FIGURE 6.5-1
HAZARDOUS SUBSTANCE CONTAMINATION SITES

Potential Receptors

The sensitivity of potential receptors in the areas of known or potential hazardous materials contamination is dependent primarily on an individual's potential pathway for exposure. Hazardous materials exposure in the Project Area could occur through exposure to contaminated groundwater, building materials such as asbestos or lead-based paint, and/or contaminated soil during construction. With respect to this possible form of hazardous materials exposure, construction workers have the highest potential for exposure to groundwater, asbestos, and/or soil contamination. However, other potential receptors in the Project Area include both existing and proposed residential areas. These receptors are more likely to be exposed to fugitive dust created during demolition and construction.

REGULATORY SETTING

FEDERAL

Many agencies regulate hazardous substances. These include federal agencies such as the EPA, the Occupational Safety and Health Administration (OSHA), the Nuclear Regulatory Commission (NRC), the US Department of Transportation (DOT), and the National Institutes of Health (NIH). The following federal laws and guidelines govern hazardous substances:

- Federal Water Pollution Control Act
- Clean Air Act (CAA)
- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response, Compensation, and Liability Act Guidelines for Carcinogens and Biohazards (CERCLA)
- Superfund Amendments and Reauthorization Act (SARA), Title III
- Resource Conservation and Recovery Act (RCRA)
- Safe Drinking Water Act
- Toxic Substances Control Act (TSCA)

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is the EPA, under the authority of the RCRA. The EPA regulates hazardous substance sites under CERCLA. Applicable federal regulations are contained primarily in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR).

Hazardous Substances Handling Requirements

The RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by the EPA. Under the RCRA, the EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle-to-grave" system of regulating hazardous substances. The HSWA specifically prohibits the use of certain techniques for the disposal of some hazardous substances.

Under the RCRA, individual states may implement their own hazardous substance management programs as long as those programs are consistent with, and at least as strict

as, the RCRA. The EPA must approve state programs intended to implement the RCRA requirements.

Hazardous Substances Worker Safety Requirements

OSHA is the agency responsible for ensuring worker safety. OSHA sets federal standards for implementation of training in the workplace, exposure limits, and safety procedures in the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Asbestos-Containing Materials and Lead-Based Paint

Disturbance of materials that contain asbestos or lead is controlled by many different agencies and regulations. Most asbestos and lead laws originated from two main federal regulatory agencies, OSHA and the EPA. In addition, lead regulations established by the US Department of Housing and Urban Development (HUD) have paved the way for other federal, state, and local lead laws. OSHA's primary focus is worker safety. EPA's primary focus is ecological and environmental conditions. HUD's primary focus is federally-owned or funded housing. In many instances, regulations set forth by these agencies and by the laws enacted by other federal, state, and local agencies overlap.

Several regulations and guidelines pertain to the abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint. These include Construction Safety Orders 1529 and 1532.1 from CCR Title 8, Part 61, CFR Subpart M, and lead-based paint exposure guidelines provided by HUD. These rules and regulations prohibit emissions of asbestos from asbestos-related demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos, specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers, and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos.

Transport of Hazardous Substances and Hazardous Wastes

The US Department of Transportation (DOT) has developed regulations in CFR Titles 10 and 49 pertaining to the transport of hazardous substances and hazardous wastes by all modes of transportation. The US Postal Service (USPS) has developed additional regulations for the transport of hazardous substances by mail. DOT regulations specify packaging requirements for different types of materials. The EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

STATE

The California Environmental Protection Agency (Cal/EPA) and the Office of Emergency Services (State OES) of the State of California establish rules governing the use of hazardous substances in the state. The State Water Resources Control Board (SWRCB) has primary responsibility to protect water quality and supply. Applicable State laws include the following:

- Porter Cologne Water Quality Act
- Public safety and fire regulations and building codes
- Hazardous Substance Control Law

- Hazardous Substances Information and Training Act
- Hazardous Substances Release Response Plans and Inventory Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act

Within Cal/EPA, the DTSC has primary regulatory responsibility for the generation, transport, and disposal of hazardous substances under the authority of the Hazardous Waste Control Law (HWCL). DTSC can delegate this enforcement role to local jurisdictions that enter into agreements with the state agency. State regulations applicable to hazardous substances are indexed in Title 26 of the CCR. Title 22 and 26 of the CCR pertain to hazardous substances and the management of hazardous substances. Title 8 contains Construction Safety Orders pertaining to asbestos and lead.

Hazardous Substances Handling Requirements

In California, the Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement, and Unified Program activities. The HWMP is authorized by the US EPA to implement the RCRA program in California and develops regulations, policies, guidance, technical assistance, and training to ensure the safe storage, treatment, transportation, and disposal of hazardous wastes.

Regulations implementing the HWCL list 791 hazardous chemicals and 20 or 30 more common substances that may be hazardous; establish criteria for identifying, packaging, labeling hazardous substances; prescribe management of hazardous substances; establish permit requirements for hazardous substances treatment, storage, disposal, and transportation; and identify hazardous substances that cannot be deposited in landfills.

Under both the RCRA and the HWCL, the generator of a hazardous substance must complete a manifest that accompanies the waste from the point of generation to the ultimate treatment, storage, or disposal location. The manifest describes the waste, its intended destination, and other regulatory information about the waste. Copies must be filed with the DTSC. Generators must also match copies of waste manifests with receipts from the treatment, storage, or disposal facility to which it sends waste.

Hazardous Substances Worker Safety Requirements

California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within California. Cal/OSHA standards are more stringent than federal regulations.

Cal/OSHA regulations concerning the use of hazardous substances include requirements for safety training, availability of safety equipment, hazardous substances exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous substances, describing the hazards of chemicals, and documenting employee-training programs.

Both federal and state laws include special provisions for hazard communication to employees who work with and/or encounter hazardous materials and wastes. The training must include safe methods for handling hazardous substances, an explanation of Material Safety Data Sheets, use of emergency response equipment, implementation of an emergency response plan, and use of personal protective equipment.

Asbestos-Containing Materials and Lead-Based Paint

In California, ACM and lead-based paint abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services.

Polanco Redevelopment Act

The state recognizes the valuable role that redevelopment agencies can play in the redevelopment of brownfields sites. In 1990, the California Legislature passed Assembly Bill (AB) 3193 (Chapter 1113, Statutes of 1990) enacting the Polanco Redevelopment Act (also known as The Polanco Act), under California Community Redevelopment Law (CRL) Section 33459.1. This legislation is a tool that redevelopment agencies can use to transfer and mitigate environmental liability and financial concerns for property owners and developers during the redevelopment of a brownfields site. The Polanco Act empowers redevelopment agencies to engage in environmental assessment activities and cleanup efforts while maintaining immunity from liability under State law. In order to obtain immunity for itself and private developers, a redevelopment agency must ensure that a cleanup plan is approved by the DTSC or a Regional Water Quality Control Board (RWQCB).

LOCAL

El Dorado County

El Dorado County Environmental Management Department

The El Dorado County (County) Hazardous Materials Program is managed by the Hazardous Materials Division of the El Dorado County Environmental Management Department (EMD). The Hazardous Materials Division is responsible for management of and education programs on hazardous waste generated by households and businesses throughout the County. It also inspects businesses that handle hazardous materials, responds to hazardous material spills and releases, and conducts special collection events for household hazardous waste, universal wastes, and tires. EMD regulates the cleanup of contaminated properties in its jurisdiction in coordination with Cal-EPA.

Hazardous Materials Ordinance

The Hazardous Materials Ordinance (County Code Chapter 8.38; 1990) regulates the handling, storage, use, transport, processing, or disposal of hazardous materials throughout the County. This ordinance requires reporting of the use of hazardous materials. It also requires disclosure of accidental release of hazardous materials, as well as preventive and mitigative efforts for impacts of hazardous materials. The ordinance is enforced locally by trained staff of fire protection districts and the Solid Waste & Hazardous Materials Division of EMD.

Underground Storage Tank Ordinance

The Underground Storage Tank Ordinance (County Code Chapter 8.40; 1994) enforces the California Health and Safety Code standards for underground storage tanks (USTs). This ordinance requires underground storage permits for the storage of hazardous materials in USTs. A separate permit is required for the construction, modification, closure, and removal of USTs. The permit requires standards that are designed to minimize the leaking or accidental release of hazardous materials. The ordinance is enforced locally by the various fire protection districts and the Solid Waste & Hazardous Materials Division of EMD.

El Dorado County Multi-Hazard Functional Emergency Operations Plan

The Multi-Hazard Functional Emergency Operations Plan (MHFEOP) provides guidance for the County's response to extraordinary large-scale emergency situations (e.g., natural disasters, technological incidents, natural security emergencies) that require unusual response. The MHFEOP also contains the County's Area Plan for hazardous materials (El Dorado County Office of Emergency Services (EDCOES) 1994).

Certified Uniform Program Agency

In 1993, California legislators passed Senate Bill (SB) 1082, creating the Certified Unified Program Agency (CUPA) system in order to simplify the process of regulating and managing hazardous materials and hazardous wastes. Rather than having numerous state and local agencies regulating a single business, SB 1082 consolidates the enforcement of several different environmental regulations under the administration of one local agency called a CUPA. The CUPA is implemented at the local level by 85 government agencies certified by the Secretary of the Cal/EPA. These CUPAs have typically been established as a function of a local environmental health or fire department. Some CUPAs also have contractual agreements with one or more other local agencies, which implement one or more program elements under the oversight of the CUPA. The CUPA for the Project Area is the Solid Waste & Hazardous Materials Division of EMD.

City of Placerville

City of Placerville General Plan (General Plan)

The following are relevant City General Plan goals, objectives and/or policies that apply to the Project Area:

Land Use Element

Goal G To provide for a land use pattern that minimizes the exposure of residents and development to hazardous conditions and nuisances, such as geologic hazards, flooding, wildland fires, hazardous materials, and noise.

Hazards and Hazardous Materials

Goal F To protect Placerville residents from the effects of hazardous materials.

ENVIRONMENTAL IMPACTS

METHODOLOGY

This analysis is based on a review of current lists made available by regulatory agencies with jurisdiction over storage, monitoring, and cleanup of hazardous wastes. The boundaries of the Project Area were reviewed to determine existing and planned land use, potential redevelopment activities, and potential exposure pathways to hazardous materials.

THRESHOLDS OF SIGNIFICANCE

A project would normally have a significant hazards impact if, through construction activities, attracting people to the site, or use of hazardous materials, it would:

- 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

- Expose people (e.g., residents, pedestrians, construction workers) to ACM, lead based paint, or other hazardous substances
- For a project located within a known or potentially contaminated site, the project results in a safety hazard for people residing or working in the Project Area

IMPACTS OF THE PROPOSED PROJECT

Impact 6.5-1 Redevelopment-engendered development and infrastructure construction could disturb unidentified contaminated soil and structures. This would be a significant impact.

Redevelopment activities often involve the rehabilitation or reuse of older properties that may result in the discovery of previously unidentified contaminated properties or provide for reuse of identified, but not yet remediated, sites. Historical uses, which have created releases of hazardous substances or petroleum products, may be masked by the present or recent uses of the property. Excavation could damage unidentified USTs with some remaining petroleum products or unknown sites of soil contamination that could result in the exposure of construction workers and the associated significant adverse health effects. This would be a ***potentially significant impact***.

Mitigation

6.5-1a A thorough examination of past property uses shall be required for redevelopment projects involving demolition or reuse of properties constructed before 1978, or construction on vacant land, prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment (ESA) process established by the American Society for Testing and Materials (ASTM), and shall include site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources. A Phase II ESA shall be conducted if deemed necessary based on the Phase I ESA results.

6.5-1b If discolored soil, vapors, or contaminated groundwater are encountered during construction activities, all work shall cease until a qualified environmental professional assesses the situation and appropriate action is taken to ensure the safety of the workers and the public.

6.5-1c The Agency shall require in construction contract documents that a hazardous materials removal team be on-call and available for immediate response during site preparation, excavation, and other construction activities. Hazardous material removal activities must be contracted to a qualified hazardous materials removal contractor.

Construction contract documents shall require the hazardous material removal contractor or subcontractor to comply with the following:

(1) Prepare a hazardous material discovery and response contingency plan for review by the El Dorado County Fire District (EDCFD). The EDCFD will act as the first responder to a condition of extreme emergency (i.e., fire, emergency medical assistance, etc).

(2) In the event that a condition or suspected condition of soil and/or groundwater contamination are discovered during construction, work shall cease or be restricted to an unaffected area of the site – as the situation warrants – and the City of Placerville (City) shall be immediately notified.

Upon notification, the City shall notify the EMD Hazardous Materials Division, of the contamination condition, and the hazardous material removal contractor shall prepare a site remediation plan and a site safety plan, the latter of which is required by OSHA for the protection of construction workers. Similarly, the hazardous material removal contractor shall follow and implement all directives of the EMD and any other jurisdictional authorities that might become involved in the remediation process.

(3) Preparation of any remediation plan shall include measures to be taken to protect the public from exposure to potential site hazards and shall include a certification that the remediation measures would clean up the contaminants, dispose of the wastes properly, and protect public health in accordance with federal, state, and local requirements.

(4) Obtain closure and/or No Further Action letters from the appropriate agency(ies).

(5) Construction contract documents shall include provisions for the proper handling and disposal of contaminated soil and/or dewatering water (including groundwater and contaminated rainwater) in accordance with federal, state, and local requirements.

Significance after Mitigation

Less than significant

Impact 6.5-2 Redevelopment could result in the rehabilitation or demolition of buildings likely to contain asbestos, lead-based paint, or other hazardous substances. This is a potentially significant impact.

The Project Area contains a large number of residential and commercial structures built before 1981, which are likely to contain asbestos, lead-based paint, or other hazardous substances. The deteriorated condition of some of these buildings presents an ongoing risk of release of these materials into the environment. Demolition or rehabilitation of such structures could also result in a release of hazardous materials into the environment.

As noted above, asbestos, a naturally-occurring fibrous material, was used as a fireproofing and insulating agent in building construction before such uses were terminated due to liability concerns in 1981. Because it was widely used prior to the discovery of its health effects, asbestos may be found in a variety of building materials and components such as insulation, walls and ceilings, floor tiles, and pipe insulation.

Asbestos exposure is a human respiratory hazard. Asbestos-related health problems include lung cancer and asbestosis. Cal/OSHA considers ACM a hazardous substance when a bulk sample contains more than 0.1% asbestos by weight. Cal/OSHA requires that a qualified contractor licensed to handle ACM handle any material containing more than 0.1% asbestos by weight. Any activity that involves cutting, grinding, or drilling during building renovation or demolition or relocation of underground utilities could release friable asbestos fibers unless proper precautions are taken. Inhalation of airborne fibers is the primary mode of asbestos entry into the body, making friable materials the greatest potential health risk.

There are currently federal laws and regulations in place that regulate the use, removal, and disposal of ACM. Such laws and regulations include:

US Department of Labor, Occupational Safety & Health Administration

- 29 CFR Part 1910.1001 (Asbestos Regulations)
- 29 CFR Part 1910.134 (Respirator Regulations)
- 29 CFR Part 1926.1101 (Construction Asbestos Regulations)

US Environmental Protection Agency

- 40 CFR Part 61 Subpart M, National Emissions Standards for Hazardous Air Pollutants (NESHAPS)
- 40 CFR Part 763 Subpart E, Asbestos Emergency Response Act (AHERA), and reauthorization through ASHARA
- Various EPA Guidance Documents/Books

California Labor Code

- Sections 6501.5, 6501.7, 6501.8, and 6505.5

California Code of Regulations

- Title 8, Title 17, Title 22 and Title 26

Other major lead regulations, both Federal and specific to the State of California, include:

- The Residential Lead-Based Paint Hazard Reduction Act of 1992 (16 CFR 1303)
- US Department of Housing and Urban Development (24 CFR Part 35 - Sept. 15, 1999)
- Toxic Substances Control Act (TSCA) Section 402, 403, 404, 405 and 406
- California Health & Safety Code, Sections 1367.3, 17961, 17980, 105185 to 105197, 105250, 105251 to 105257, 105275 to 105310, 108550 to 108580, 110552, 116875 to 116880, 124130, 124125 to 124165, 17920.10, and 25214.1 to 25214.4.2
- California Civil Code, Sections 1102 to 1102.16
- California Insurance Code, Section 10119.8
- California Education Code 32240 to 32245
- California Labor Code 6716 to 6717

Lead is also likely to be present in older structures. Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with lead-based paint. In 1978, the federal government required the reduction of lead in house paint to less than 0.06% (600 parts per million (ppm)). However, some paints manufactured after 1978 for industrial or marine uses legally contain more than 0.06% lead. Excessive exposure to lead (even low levels of lead) can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs.

Heavy metals can also be found in and around older structures. Old light tubes, thermostats, and other electrical equipment typically contain heavy metals such as mercury.

Elemental mercury can also be found in many electrical switches. Due to accidental spills and historic disposal practices before the adoption of more stringent disposal regulations, it is possible elemental mercury may be present in older commercial and industrial properties. Liquid mercury evaporates slowly if exposed to air, and, at certain levels of exposure, mercury vapors are toxic and can cause kidney and liver damage.

Another common contaminate found in older structures is Polychlorinated biphenyl (PCB). PCB is an organic chemical, usually in the form of oil that was historically used in electrical equipment. PCBs are most commonly associated with pole-mounted electrical transformers, but they were also used in insulators and capacitors in building electrical equipment. PCBs are highly persistent in the environment, and exposure to PCBs can cause serious liver, dermal, and reproductive system damage. PCBs are also a suspected human carcinogen.

Although there is a regulatory framework in place that governs the removal and disposal of identified hazardous items, most structures in the Project Area have not been thoroughly investigated to determine the types, amounts, and locations of hazardous substances that could be present in building materials. Therefore, redevelopment activities such as demolition, rehabilitation, and housing construction could expose construction workers and future residents to unmitigated hazards associated with the presence of hazardous substances (e.g., asbestos, lead, PCBs, etc.) during demolition. This is a ***potentially significant impact.***

Demolition activities would be subject to all applicable federal, state, and local regulations to minimize potential risks to human health and the environment, and worker and public safeguards would be included in the demolition contract.

Mitigation

6.5-2a *Prior to any Agency rehabilitation or demolition activities, the Agency shall conduct an interior survey to evaluate the presence of ACM, lead based paint, PCB-containing electrical and hydraulic fluids, and/or chlorofluorocarbons (CFCs), as well as any other potential environmental concerns (i.e., aboveground/underground fuel tanks, elevator shafts/hydraulic lifts, floor drains/sumps, chemical storage/disposal) which may be present within structures on a project site.*

6.5-2b *A project applicant for a project subject to an Owner Participation Agreement (OPA) or Disposition and Development Agreement (DDA) shall provide written documentation to the Agency that ACM and lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.*

Significance after Mitigation

Less than significant

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.5-3 Redevelopment of the proposed Project Area would contribute to cumulative increases in the use of hazardous substances during construction and occupancy. This would be less than cumulatively considerable.

As redevelopment activities remove barriers to City General Plan buildout, the construction and operation of current and future projects within the Project Area would continue to involve the use of hazardous substances. Projects that use, store, transport, or dispose of hazardous substances would be required to comply with federal, state, and local regulations to ensure the safe handling of these materials. Due to strict regulation, the risk of release or exposure to hazardous substances within the Project Area would be minimized. Associated health and safety risks would generally be limited to those individuals using the substances or to persons in the immediate vicinity of the substances. Although the risk of accident or inadvertent releases cannot be completely avoided, hazardous substances incidents would typically be site-specific, generally one-time occurrences that would not combine with similar effects elsewhere. Implementation of applicable hazardous materials management laws and regulations adopted at the federal, state, and local levels, which are monitored by the City and CCHHSD, would ensure cumulative impacts related to hazardous substances use remain less than significant. The proposed Redevelopment Plan's net contribution to this cumulative impact would be small and would not be cumulatively considerable; therefore, the impact would be ***less than significant***.

Mitigation
None required

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6.6

HYDROLOGY AND WATER QUALITY

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.6 HYDROLOGY AND WATER QUALITY

INTRODUCTION

This subchapter of the Environmental Impact Report (EIR) addresses potential effects to hydrologic resources in the proposed Placerville Redevelopment Project Area (Project Area), including surface water and groundwater resources, flooding, and water quality that could be caused by the adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan). Site characteristics such as regional and local drainage, flooding conditions, and water quality are described. This analysis is based on the Placerville General Plan EIR (City General Plan; 2004), the El Dorado County General Plan EIR (County General Plan; 2004), and the Preliminary Report for the Redevelopment Plan for the Placerville Redevelopment Project (2010).

Issues related to the generation of wastewater and stormwater drainage and the capacity of the City of Placerville (City) to handle flows in the Project Area are addressed in subchapter 6.8, Public Services.

For the purposes of this analysis there would be no environmental effects related to seiche, tsunami, or mudflow. The Project Area is located far from the Pacific Ocean and historically has not been affected by tsunamis. In addition, the initial study determined that mudflows are an unlikely scenario. A seiche in the South Fork of the American River is theoretically possible. However, the risk of this event is considered very low because the river channel is not completely enclosed and the river is over two miles from the Project Area. Therefore, these issues are not discussed further in this EIR.

There were no comment letters received in response to the Notice of Preparation (NOP) for hydrology or water quality.

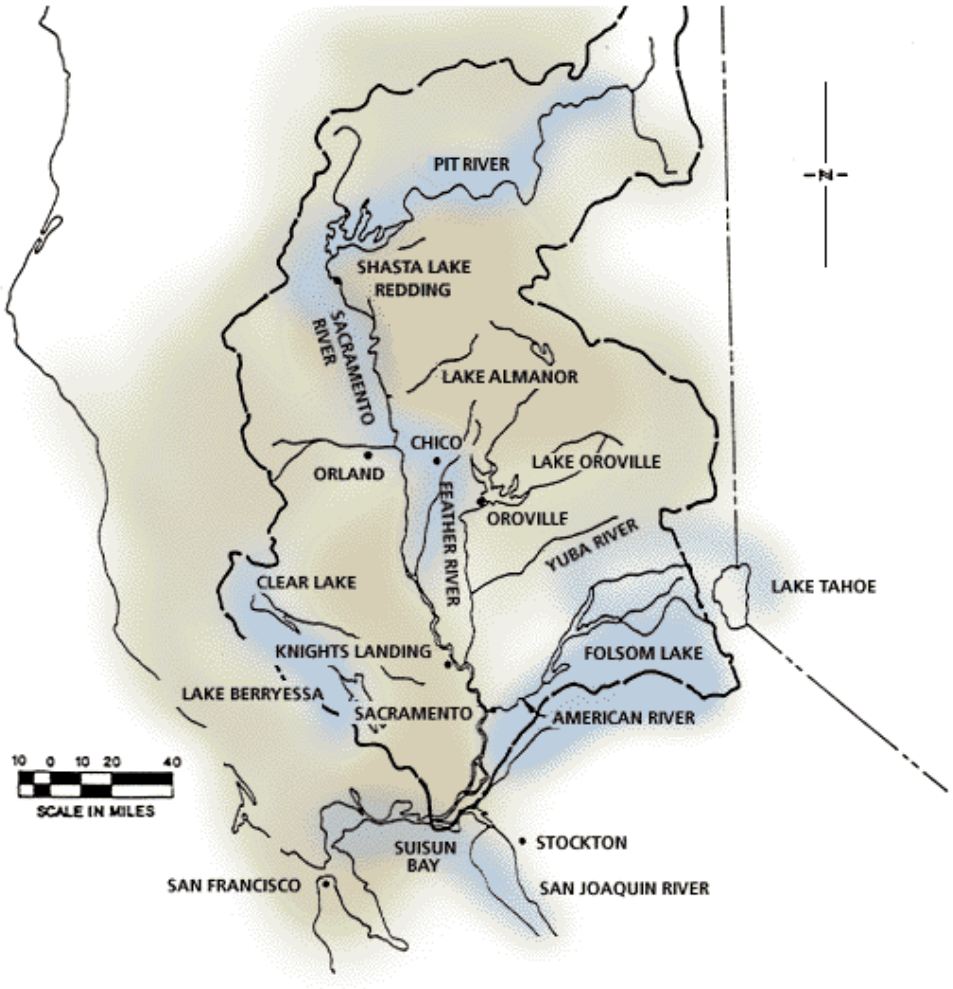
SETTING

The Sacramento River Hydrologic Region encompasses 27,210 square miles and is drained by the Sacramento River Figure 6.6-1. The Sacramento River Basin is bounded by the Sierra Nevada to the east, the Coast Range to the west, the Cascade Range and Trinity Mountains to the north, and the Delta area to the south. The average runoff from the basin is estimated to be 21.6 million acre-feet per year (af/yr).

The Project Area is located within the American River Basin, a subunit of the Sacramento River Basin. The South Fork of the American River is the principal stream in the region and is located approximately 2.5 miles north of the Project Area. The melting snow pack in the Sierra Nevada, in combination with the operation of numerous reservoirs within the system, maintains flow in the American River year round. Beneficial uses for surface waters of the region include municipal, agricultural, industrial, and recreational uses, freshwater habitat, migration and spawning, and wildlife habitat (Regional Water Quality Control Board (RWQCB), 2009).

SOUTH FORK AMERICAN RIVER WATERSHED

The South Fork American River watershed encompasses the central region of the County, extending from the headwaters at Echo Summit, west to the terminus at Folsom Reservoir. The major tributaries contributing flow directly into the South Fork American River are Silver Fork American River, Silver Creek, Slab Creek, Rock Creek, and Weber Creek.



Source: Sacramento Regional County Sanitation District Web Site, www.srcsd.com

FIGURE 6.6-1
SACRAMENTO RIVER BASIN

Upstream tributaries are Caples Creek, South Fork Silver Creek, and Jones Fork Silver Creek. Other water features within the watershed are Caples Lake, Silver Lake, Lake Aloha, Weber Reservoir (all managed by El Dorado Irrigation District [EID]), Ice House Reservoir, Union Valley Reservoir, Junction Reservoir, Camino Reservoir, Brush Creek Reservoir, Slab Creek Reservoir (all managed by Sacramento Municipal Utility District [SMUD]), and Chili Bar Reservoir (managed by Pacific Gas and Electric [PG&E]). The peak runoff from this watershed, where precipitation occurs primarily as snowfall in the upper elevations of the watershed and rainfall in the lower elevations, is typically from March through June.

LOCAL SURFACE WATER

More locally, the Project Area is located within the Weber Creek subbasin and Hangtown Creek planning watershed (California Interagency Watershed Map). The area's drainage system generally consists of a network of roadside ditches, channels, and culverts which route drainage to Hangtown Creek or Weber Creek.

Hangtown Creek runs through most of the length of the Project Area. Historically, the Creek was a source of water and the location of placer mining in the area. As the City grew,

Hangtown Creek was utilized primarily as a sanitary sewer and a storm drain. Many of the historic buildings on Main Street are built up to and in some cases straddle the creek. In the late 1800s, construction of the Southern Pacific Railroad (SPRR) corridor adjacent to the creek channel further constrained the creek along its northerly bank; in the 1990s that railroad right-of-way (ROW) was replaced by a rails-to-trails recreational trail. Pipe sewers in the 1900s were constructed using Hangtown Creek as the primary route for the above ground pipelines to convey sewage to the first treatment plant, and still serve as the primary route to the current treatment plant.

Hangtown Creek has been substantially constrained through the City due to adjacent development, and the existence of the above ground trunk sewers. As a result, there has been a long history of flood problems within the City, and the length of the Creek and adjacent properties are identified as within the 100-year floodplain. Because the Creek is now constrained to a small area, large storm events are extremely amplified.

GROUNDWATER

The Project Area is not situated within a recognized California groundwater basin or subbasin. The nearest recognized groundwater basin, the South American Groundwater Subbasin, is located approximately 20 miles west-southwest and downstream of the Project Area. However, some groundwater likely occurs in isolated pockets, including the shallow alluvial materials associated with surface waters or fractures in the underlying bedrock.

FLOODING

Flooding in the Project Area occurs primarily along open drainages and streams, but localized flooding occurs throughout the Project Area due to inadequate drainage facilities. As noted above, Hangtown Creek is a major source of flooding in the Project Area during large storm events. Figure 6.6-2 identifies the 100-year floodplain within the Project Area, and the areas where structures are affected by dampness and flooding.

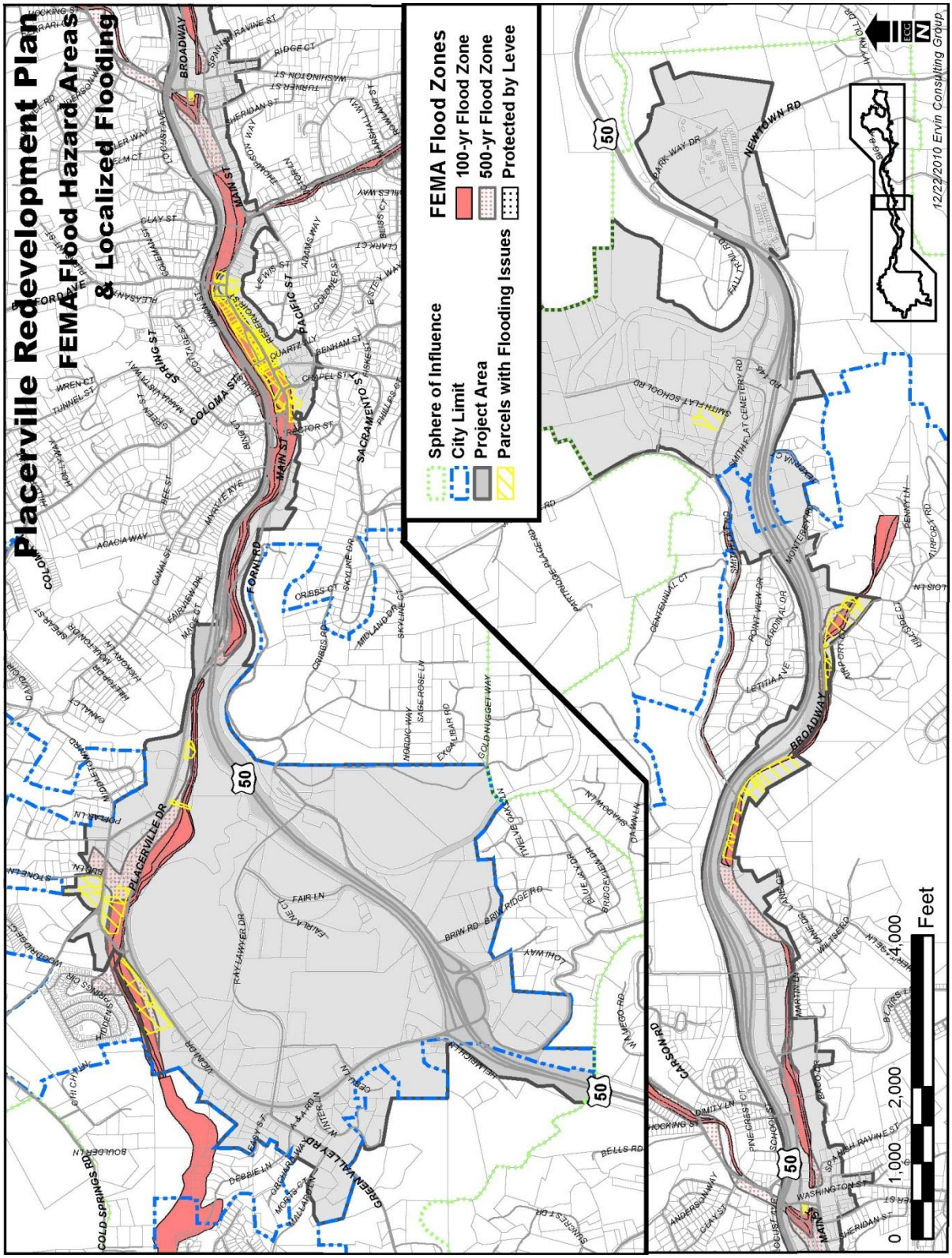
WATER QUALITY

Sacramento River Basin

In general, surface water quality characteristics within the Sacramento River Watershed meet the applicable regulatory standards. Water quality characteristics in the Sacramento River basin are influenced by flow volumes, with pollutant concentrations decreasing as flows decrease. This influence is complex, because flows are influenced by regulated dam releases and precipitation throughout the watershed. The effect of flows on quality is largely consistent with the re-suspension and transport of sediment-associated metals and other constituents.

The water in the Sacramento River and its major tributaries is generally of good quality; the source is snow that melts and collects in upstream reservoirs and is released in response to water needs or flood control. The amount of dissolved solids in the Sacramento River and its major tributaries (Yuba, Feather, and American rivers) was low at all of the sampled locations.[1] However, some stream segments are listed as "impaired" by various contaminants. Impairment means that a standard of water quality for beneficial uses (for example, as a source of drinking water or for recreation or industrial use) is not being met.

[1] California Regional Water Quality Control Board, Central Valley Region. 1998. Water Quality Control Plan for the Sacramento River and San Joaquin River Basins, retrieved 11/19/10 from http://www.waterboards.ca.gov/rwqcb5/water_issues/basin_plans/



Source: Ervin Consulting Group, 2010
Data: FEMA National Flood Hazard Layer, 2010; RSG, 2010

FIGURE 6.6-2
FLOOD HAZARD AREAS AND LOCALIZED FLOODING

The impaired water bodies in the Sacramento River Basin are mainly affected by nonpoint sources of contaminants from agriculture or from a combination of point and nonpoint sources from abandoned mines. Water-quality objectives are usually met except during conditions of stormwater-driven runoff.

In order to maintain the beneficial uses of the Sacramento River and other bodies of water, federal and State laws have established standards for water quality. The objectives of these standards are to protect human health and to reduce adverse impacts on the environment. Under the federal Clean Water Act (CWA) Section 303(d), states are required to designate "impaired water bodies" that are not attaining water quality standards. The recent Section 303(d) list for California includes the segment of South Fork American River below Slab Creek Reservoir to Folsom Lake. According to the 303(d) list, the segment is impaired by mercury, the source of which is not known. No other pollutants were identified within the South Fork American River watershed.[2]

Pollutant Sources within the Weber Creek Watershed

Surface water quality on the west slope is generally very good. However, there are a number of existing water quality concerns in the watershed associated with different types of land uses or activities.

Grading activities can adversely affect water quality because grading exposes bare soil. Once soil is exposed, rainfall can cause erosion and subsequent sedimentation that runs off and can make its way to water bodies. Inadequate soil stabilization before winter storms can result in large amounts of soil material entering surface water. This can negatively affect downstream beneficial uses by:

- Causing reservoir infilling
- Silting of spawning gravel and aquatic habitat
- Plugging drainage structures
- Possibly increasing the need and cost of water treatment for municipal uses

Construction activities also increase the risk that petroleum products and other pollutants from construction equipment or workers will enter nearby drainages.

Industrial contributions to degraded water quality are also a function of the type and degree of waste treatment and disposal. Industrial land uses such as sand and gravel operations and lumber mills can result in stream turbidity and toxic substances. All industries are required to conform to federally specified treatment levels via the National Pollutant Discharge Elimination System (NPDES) process.

Urban stormwater runoff may carry various types of contaminants: motor vehicle oils and fluids, lawn/garden fertilizers, heavy metals, household cleaning products and others. Since most drainage systems discharge their contents into local streams, stormwater runoff can contribute to the pollution of these streams. Project Area runoff enters Hangtown Creek, which flows to Weber Creek, then the South Fork American River, where it eventually discharges into the Sacramento River farther southwest.

In the Project Area, runoff to local water resources (Hangtown Creek, Weber Creek, and South Fork American River) is heavily influenced by the use of the land. Agricultural runoff

[2] RWQCB, Proposed 2006 CWA Section 303(d) List of Water Quality Limited Segments, retrieved 11/19/10 from http://www.waterboards.ca.gov/water_issues/programs/tmdl/docs/303dlists2006/ swrcb/state_final303dlist.pdf

is often a concern because the constituents include pesticides and other elements that may be harmful to drinking water supply and aquatic life. Urban runoff is also a concern because metals, grease, and other solvents related to urban development can degrade water quality. Untreated sewage overflow is a major concern in Hangtown Creek, as discussed below.

Hangtown Creek

Municipal and industrial contributions to poor water quality are a function of the type and degree of waste treatment and disposal. Hangtown Creek Water Reclamation Facility (WRF) is located off Cool Water Creek Road approximately 3 miles northwest of the Project Area. Discharge from municipal treatment plants may result in high coliform counts, elevated temperature, pH levels in discharge that differ from the levels in receiving waters, increased turbidity, and low dissolved oxygen in water bodies. These changes could adversely affect aquatic habitat. According to the Federal Water Pollution Control Act Amendments of 1972, all publicly owned waste water treatment plants (WWTPs) must achieve required treatment levels through the "Best Practicable Waste Treatment Technology." Each WWTP is subject to review and establishment of water quality discharge standards by the RWQCB, and plants that discharge to water bodies are required to comply with an NPDES discharge permit. Permitted discharge water quality can vary from plant to plant, so long as standards in the receiving waters' Basin Plan are met.

The WRF currently discharges treated wastewater to Hangtown Creek per the City's NPDES Permit (Order No. R5-2001-0045-AO1). The plant is in compliance with most discharge requirements; however, final effluent limitations for copper and zinc became effective on 18 May 2010. Cease and Desist Order No. R5-2008-0054 was amended to provide a compliance schedule for copper and zinc final effluent limitations that extend the 18 May 2010 compliance date in the NPDES permit to a 1 March 2015 compliance date.[3]

The Hangtown Creek Master Plan notes that the Trunk Sewer System is the "biggest concern for sources of fecal bacteria" in Hangtown Creek. The Master Plan states that fecal bacteria colonies contain several pathogens that could significantly threaten public health, including hepatitis, dysentery, and typhus. The presence of fecal bacteria, while perfectly natural at certain concentrations, is an indicator of sewer line leaks or failure in higher concentrations. When fecal bacteria colony counts rise above 200 colonies/100 mL, fecal bacteria becomes a public-health risk. In 1997, as the average fecal bacteria colony count reached 153.3 colonies/100 mL, the City was required to take drastic steps to reline the sewer pipes, extending the life of the Trunk Sewer System. Still, a major storm event could significantly damage the Trunk Sewer System due to trees or other debris that may fall or flow into the creek, and damage to the system could release bacteria because the system is located in such close proximity to Hangtown Creek.

REGULATORY BACKGROUND

FEDERAL

National Pollutant Discharge Elimination System (NPDES)

Clean Water Act

In 1972, the CWA was adopted to protect the waters of the nation. The Environmental Protection Agency (EPA) and corresponding state agencies regulate public wastewater

[3] RWQCB, Consideration of NPDES Permit Renewal and Cease and Desist Order, 18 March 2010.

systems to ensure compliance with the CWA. To implement the CWA regulatory standards, the NPDES Permit Program was instituted.

The CWA requires that all point sources discharging pollutants into waters of the United States must obtain a NPDES permit. By point sources, the EPA means discrete conveyances – such as pipes or man-made ditches. Although individual households do not need permits, facilities must obtain permits if their discharges go directly to surface waters. Some pollutants that may threaten public health and the nation's waters are: human wastes, ground-up food from sink disposals, laundry and bath waters, toxic chemicals, oil and grease, metals, and pesticides.

National Pollutant Discharge Elimination System Permit

Discharge of treated wastewater to surface water(s) of the United States, including wetlands, require a NPDES Permit. In California, the Regional Water Quality Control Boards (RWQCB) administers the issuance of these Federal Permits. Obtaining an NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Whether or not a permit may be issued and the conditions of a permit are subject to many factors such Basin Plan water quality objectives, impaired water body status of the receiving water, historical flow rates of the receiving water, effluent quality and flow, the State Implementation Plan (SIP) and the California Toxics Rule (CTR), and established Total Maximum Daily Loading (TMDL) rates for various pollutants. These factors are highly specific to the potential discharge point.

Federal Emergency Management Agency

The City and County are participants in the National Flood Insurance Program (NFIP), a Federal program administered by the Federal Emergency Management Agency (FEMA). Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that buildings and related structures should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence of once in 100 years although such a flood may occur in any given year. Communities are occasionally audited by the California Department of Water Resources (DWR) to insure the proper implementation of FEMA floodplain management regulations.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. The SDWA authorizes the EPA to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The EPA, states, and water systems then work together to meet these standards. The EPA sets threshold standards for dioxin and furan contaminant levels.

STATE

State Water Resources Control Board and Regional Water Quality Control Board

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits through regional water quality control boards. The Project Area is located within a portion of the State that is regulated by the Central Valley Regional Water Quality Control Board (CVRWQCB).

Storm Water Discharges

The Project Area falls under the jurisdiction of Water Quality Order No. 2003-0005-DWQ pertaining to post construction storm water best management practices (BMPs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems associated with NPDES Phase II program communities for both the City and the County portions of the Project Area. Permitees must meet the requirements in Provision D of the General Permit, which require the development and implementation of a Storm Water Management Plan (SWMP) with the goal of reducing the discharge of pollutants to the maximum extent practicable. The SWMP must include the following six minimum control measures:

- Public Education and Outreach on Storm Water Impacts
- Public Involvement/Participation
- Illicit Discharge Detection and Elimination
- Construction Site Storm Water Runoff Control
- Post-Construction Storm Water Management in New Development
- Redevelopment and Pollution Prevention/Good Housekeeping for Municipal Operations

Waste Discharge Requirements

In May 2006, the SWRCB issued statewide general Waste Discharge Requirements (WDRs) (Order No. 2006-0003-DWQ) for all publicly owned sanitary sewer systems greater than one mile in length. With the adoption of new WDRs, municipalities are now required to document system capacities and maintenance procedures to minimize overflows and failures. A key element of the WDRs is the completion of a Sewer System Management Plan (SSMP). Within the SSMP, municipalities are required to complete a System Evaluation and Capacity Assurance Plan (SECAP). The SECAP determines where hydraulic deficiencies exist and outlines a capital improvement program to ensure adequate capacity for dry and wet weather flow conditions. The City's Wastewater Collection System Master Plan, when completed, will provide the City with a plan that is consistent with the General Plan as well as fulfills the SECAP requirements of the SSMP.

General Permit for Construction Activities

The SWRCB has issued a statewide General Permit (Water Quality Order No. 99-08-DWQ) for construction activities within the state. The Construction General Permit is implemented and enforced by the RWQCBs. The Construction General Permit applies to construction activity that disturbs one acre or more of land and requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that identifies BMPs to minimize pollutants from discharging from the construction site to the maximum extent practicable. The RWQCB evaluates each project on a project-by-project basis and the BMPs appropriate for the proposed project will be approved by the RWQCB to ensure water quality protection.

General Permit

Certain actions also need to conform to a General Permit (Water Quality Order No. 5-00-175) that requires that a permit be acquired for dewatering and other low threat discharges to surface waters, provided that they do not contain significant quantities of pollutants and are either (1) four months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 million gallons per day (mgd). Examples of activities that may require the acquisition of such a permit include well development water, construction dewatering,

pump/well testing, pipeline/tank pressure testing, pipeline/tank flushing or dewatering, condensate discharges, water supply system discharges, and other miscellaneous dewatering/low threat discharges.

General Industrial Storm Water Permit

The SWRCB has also issued a statewide General Permit (Water Quality Order No. 97-03-DWQ) for regulating storm water discharges associated with industrial activities. These activities include any manufacturing operations, transportation facilities where vehicles are maintained (maintenance includes fueling and washing), landfills, hazardous waste sites, and other similar operations. This General Permit requires the implementation of management measures that will achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT). It also requires the development of an SWPPP, a monitoring plan, and the filing of an annual report.

The general permit requires industrial dischargers to:

1. Eliminate illicit discharges of storm water to storm water systems
2. Develop and implement a SWPPP
3. Perform monitoring of discharges to storm water systems. The SWPPP should include (1) source identification, (2) practices to reduce pollutants, and (3) an assessment of potential pollution sources
4. A materials inventory
5. A preventive maintenance program
6. Spill prevention and response procedures
7. General storm water management practices
8. Employee training
9. Facility inspection
10. Recording keeping
11. Elimination of unpermitted non-storm water discharges to the industrial storm water system

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act charges the SWRCB and the nine RWQCBs statewide with protecting water quality throughout California. Typically, the SWRCB and RWQCB act in concert with the U.S. Army Corps of Engineers (USACE) under Section 401 of the CWA in relation to permitting fill of federally jurisdictional waters. Waters of the state are defined in Section 13050(e) of the Porter-Cologne Water Quality Control Act as "…any surface water or groundwater, including saline waters, within the boundaries of the state." Currently, an applicant would delineate the wetlands on their property utilizing methodology presented in the 1987 USACE Wetland Delineation Manual (Environmental Laboratory, 1987) and the delineation would be verified by the USACE. In cases where an area meets the criteria to be considered a wetland, but the USACE does not have jurisdiction, the applicant is referred to the appropriate RWQCB. For the Project Area, the CVRWQCB could exercise its jurisdiction over wetlands where a project does not require a federal permit, but involves removal or placement of material into waters of the State.

LOCAL

City of Placerville

City of Placerville General Plan

Natural, Cultural and Scenic Resources Element

Goal A To conserve water resources and protect water quality within the Placerville area.

Public Facilities and Services Element

Goal C To maintain an adequate level of service in the City's drainage system to accommodate runoff from existing and projected development and to prevent property damage due to flooding.

Health and Safety Element

Goal C To prevent loss of lives, injury, and property damage due to flooding.

Policies:

2. New residential development shall be constructed so that the lowest floor is at least one foot above the 100-year flood level.
3. Non-residential development shall be anchored and flood-proofed to prevent damage from the 100-year flood, or alternatively, elevated to at least one foot above the 100-year flood level.
4. Existing development shall comply with policies VII.C.2 and VII.C.3. when improvements are made costing at least 50 percent of the current market value of the structure before the improvements.
5. The City shall provide for channel improvements to and tree and brush clearance along watercourses in Placerville to reduce flooding.

Placerville City Code

Title 4, Chapter 9 of the Placerville City Code sets provisions for flood damage protection. It states:

> *"The flood hazard areas of the city are subject to periodic inundation, which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare […] It is the purpose of this chapter to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas …*

In order to accomplish its purposes, this chapter includes methods and provisions for:

1. Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities
2. Requiring that uses vulnerable to floods, including facilities, which serve such uses, be protected against flood damage at the time of initial construction

3. Controlling the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters
4. Controlling filling, grading, dredging, and other development which may increase flood damage
5. Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas

Among other things, these regulations require that the lowest floor of any newly constructed or substantially improved structure be built at a level at or above the base flood elevation.

Placerville Storm Water Management Plan

The City maintains a storm drain system separate from the sewer system, and is regulated by the EPA. Urban runoff from areas located within the City limits is primarily discharged to Hangtown Creek.

The City maintains a SWMP, required by the EPA. The SWMP includes BMPs and the use of technology to protect water quality to the maximum extent practicable. The City's SWMP has been approved by the SWRCB, which requires actions to be carried out by the City on an ongoing basis.

The City has been specifically designated by the RWQCB as the owner and operator of a Small MS4. In California, the federal stormwater regulations for Small MS4s are being implemented through Water Quality Order No. 2003-01005-DWQ, NPDES General Permit No. CAS000004, and Waste Discharge Requirements for Storm Water Discharges from Small MS4s Systems (General Small MS4 Permit) - which was adopted on April 30, 2003 - by the SWRCB. The program is designed to protect water quality from urban runoff pollution. According to the Placerville SWMP, protecting water quality from pollution "is accomplished by addressing various ways storm water quality can be impacted by public, municipal activities, development, and redevelopment." By identifying the source of pollution, steps can be taken to slow, stop, and remediate pollution that harms water quality.

ENVIRONMENTAL IMPACTS

METHODOLOGY

Analysis of potential hydrology and water quality impacts is based on review of existing and planned development in the Project Area to establish existing conditions and to identify potential environmental effects, based on the standards of significance presented in this section.

Impacts on surface and groundwater quality were analyzed by reviewing existing groundwater and surface water quality literature that pertains to the Project Area, identifying existing on-site ground and surface waters, and evaluating existing and potential sources of water quality pollutants based on the types of land uses and operational activities in the Project Area. Additionally, the applicability of federal and state regulations, ordinances, and/or standards to surface and groundwater quality of the Project Area and subsequent receiving waters were assessed. Potential impacts from implementation of the Redevelopment Plan were determined by evaluating whether redevelopment activities or redevelopment-engendered development would exceed the thresholds of significance outlined below.

Impacts on water quality are assessed as a function of potential pollutant types, concentrations, and load (effect of flow quantity changes). These are evaluated qualitatively

because specific design characteristics and land uses that could affect the amount, type, and susceptibility to runoff of potential pollutants are not known until development occurs over the life of the Redevelopment Plan.

THRESHOLDS OF SIGNIFICANCE

Criteria from the California Environmental Quality Act (CEQA) Guidelines are used to determine the significance of hydrology, water quality, and flood hazard impacts. The project will normally have a significant effect on the environment if it will:

- Violate any water quality standards or waste discharge requirements
- Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, or exceed the capacity of existing or planned stormwater drainage systems
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map (FIRM) or other flood hazard delineation map, or expose people or structures to a significant risk of loss, injury, or death involving flooding

PROJECT COMPONENTS

The proposed Redevelopment Plan would provide tax increment financing to fund capital improvements, affordable housing, economic development incentives, and financial incentives for rehabilitation and redevelopment. The potential water, sewer, and drainage improvement projects include upgraded sewer and drainage systems, new and replaced sewer and drainage pipelines, sewer parallels, monitoring systems, wastewater and sewer pump and treatment facilities, flood control systems, improved water storage and distribution facilities, and improved pressure control equipment. In addition, as the City extends its service to the sphere of influence, approximately 16,000 linear feet of the Trunk Sewer System would need to be upsized, rehabilitated, and/or replaced. The Redevelopment Plan may assist these projects as approved by the City after site-specific environmental review.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 6.6-1 Construction of redevelopment projects or redevelopment-engendered projects could degrade the quality of receiving water bodies. This would be a less-than-significant impact.

Construction activities associated with redevelopment activities and redevelopment-engendered development would result in land-disturbing activities such as grading, excavation, and trenching for utility and infrastructure installation. When lands within the Project Area are excavated or otherwise disturbed by construction activities, the potential for soil erosion and sedimentation in runoff discharging from the construction site would substantially increase during a rainstorm. In addition, construction equipment would have the potential to leak polluting materials, including oil and gasoline. Improper use of fuels, oils, and other construction-related hazardous materials – such as pipe sealant – may also pose a threat to surface or groundwater quality. Through stormwater runoff, these sediments and contaminants may be transported to Hangtown and Weber creeks and to downstream drainages and water bodies.

Although earth-disturbing activities associated with construction within the Project Area would be temporary, on- or off-site soil erosion, siltation, or discharges of construction-related hazardous materials could degrade downstream surface waters. Existing regulatory

mechanisms would regulate construction activities and minimize the degradation of water quality. Before the onset of any construction activities, where the disturbed area is one acre or more in size, per NPDES requirements, the City would require contractors to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. As a performance standard, the General Construction Permit requires controls of pollutant discharges that use BAT that is economically achievable, best BCT to reduce pollutants, and any more stringent controls necessary to meet water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff.

Measures range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. BMPs to be implemented as part of the General Construction Permit may include, but are not limited to, the following measures:

- Temporary erosion and sediment control measures (such as straw mulch and tackifier, silt fences, staked wattles, silt/sediment basins and traps, check dams, geofabric, and temporary revegetation or other ground cover) will be employed to control erosion and sedimentation from disturbed areas.
- Drainage facilities in downstream off-site areas will be protected from sediment using BMPs.
- Grass or other vegetative cover or other approved erosion control measures will be established on the construction site as soon as possible after disturbance. No disturbed surfaces will be left without erosion control measures in place.

Prior to issuance of a construction permit, the City would require contractors to provide an erosion and sediment control plan. The City would verify that a SWPPP has been developed before allowing construction to begin. The City would perform inspections of the construction area, to verify that the BMPs specified in the erosion and sediment control plan are properly implemented and maintained. The City would notify contractors immediately if there is a noncompliance issue and would require compliance. Control of erosion and sediment transport during the construction phase would effectively mitigate potential sediment impairment of receiving waters.

The City has the authority to require project-specific drainage plans that would typically include on-site drainage features such as gravel infiltration beds, pervious landscaped areas, or detention/retention facilities. Adherence to the NPDES General Construction Permit requirements would reduce construction erosion and sedimentation impacts to ***less-than-significant levels***.

Mitigation

None required

Impact 6.6-2 Redevelopment in the Project Area would generate new sources of runoff that could increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, or exceed the capacity of existing or planned stormwater drainage systems. This would be a less-than-significant impact.

Redevelopment is intended to remove barriers to planned development within the Project Area. As development occurs on scattered vacant parcels, there would be an increase in impervious surfaces. As such, over time, buildout in the Project Area would increase stormwater and non-stormwater runoff entering local drainages compared to existing conditions.

Land within the Project Area is developed and covered with an extensive amount of impervious surfaces, except in some of the remaining low density areas and scattered vacant properties. The planned infill development of the Project Area over the life of the Redevelopment Plan would not result in a significant increase in stormwater runoff from any one site, thus there would be a minimal increase in urban runoff from streets and parking areas. Planned infill development would not significantly alter the existing drainage pattern.

New development is regulated by the City grading, erosion, and sediment control ordinance and stormwater management ordinance. In addition, the proposed Redevelopment Plan would provide the Redevelopment Agency of the City of Placerville (Agency) with the power, authority, and capital to invest in the public infrastructure and fund capital improvement projects such as storm drains, flood control improvements, curbs and gutters, and other drainage systems and capacity. Therefore, the proposed Redevelopment Plan would have a ***less-than-significant*** impact on drainage systems.

Mitigation

None required

Impact 6.6-3 Redevelopment projects and redevelopment-engendered development could expose people or structures to flood risks. This would be a less-than-significant impact.

As identified in Figure 6.6-2 (page 6.6-4), portions of the Project Area within the City are susceptible to flooding from Hangtown Creek and unnamed drainages. Several buildings in the Project Area are vulnerable to dampness and/or flooding on a regular basis due to their location and nature of construction. The lower levels of buildings (such as basements) and parking lots become flooded or have excessive dampness. This creates serious health and safety problems such as mold, mildew, and rodent infestations. In most cases, dampness and flooding occur every winter when groundwater levels rise.

The Redevelopment Plan would remove barriers to General Plan buildout within the Project Area, and would encourage infill development and rehabilitation, potentially within the existing 100-year floodplain where existing historic buildings require rehabilitation. Title 4, Chapter 9 of the Placerville City Code requires that the lowest floor of any newly constructed or substantially improved structure be built at a level at or above the base flood elevation, thus no new development may be placed at risk. However, many structures were built before these provisions were set in place, thus older buildings do not meet these construction standards and are vulnerable to serious damage from flooding. Redevelopment could give the Agency the resources necessary to assist property owners with improvements to mitigate dampness and flooding, such as the installation of subterranean draining systems. In addition, redevelopment may assist in the construction of drainage improvements such as detention basins that could reduce peak storm flows entering the system and reduce flood events. Therefore, the proposed Redevelopment Plan would have a ***less-than-significant*** and potentially beneficial impact on exposure to flood risks.

Mitigation

None required

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.6-4 Stormwater and operational runoff as a result of redevelopment would contribute to cumulative increases in discharge of urban pollutants to the Weber Creek watershed. This would be less than cumulatively considerable.

Cumulative development in the Project Area could include development of currently undeveloped land, thereby increasing the amount of impervious surfaces and resulting in an associated increase in runoff. Runoff could carry increased levels of sediment (as a result of construction activities) and urban contaminants (post-construction) that could affect receiving water quality in the Weber Creek watershed. Cumulative increases in urban runoff as a result of development in the City and surrounding unincorporated areas and in other areas of the Weber Creek watershed could be cumulatively considerable.

As noted above, the conservation and management of surface and groundwater resources is provided through the implementation of measures that will prevent contamination of rivers, creeks, streams, reservoirs, or the groundwater basin from septic systems, waste disposal sites, grading, urban runoff, and other sources of hazardous or polluting materials. All development must be designed to prevent contamination in accordance with standards accepted by or imposed by the City and the RWQCB. Measures include, but are not limited to, requirement to connect to a wastewater collection and treatment system, use of BMPs to control runoff from new development, the preparation of erosion and sediment control plans, and the use of detention/retention basins to not only control erosion, but also to minimize the potential for flooding.

The proposed Redevelopment Plan would provide the Agency with the power, authority, and capital to invest in the public infrastructure and fund capital improvement projects to improve water quality and drainage within the Project Area. Therefore, the proposed Redevelopment Plan would result in a ***less-than-significant*** contribution to cumulative water pollutants in the Weber Creek watershed.

Mitigation
None required

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6.7

NOISE

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.7 NOISE

This subchapter of the Environmental Impact Report (EIR) discusses baseline noise conditions and noise impacts resulting from the adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan). Mitigation measures are recommended to reduce potentially significant project impacts from future development in the Placerville Redevelopment Project Area (Project Area). This section also presents a discussion of noise fundamentals, the existing noise environment in the Project Area, and applicable federal, state, and local noise regulations.

No comments were received regarding noise issues during circulation of the Notice of Preparation (NOP).

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing.

Environmental noise is typically measured in A-weighted decibels (dBA). A dBA is a decibel corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels. In general, A-weighting of environmental sound consists of evaluating all of the frequencies of a sound, taking into account the fact that human hearing is less sensitive at low frequencies and extremely high frequencies than in the frequency mid-range (much like a bell shaped curve – an A-weighted curve). In practice, the level of a sound source is measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Environmental noise within an urbanized area typically fluctuates over time. Table 6.7-1 lists several examples of the noise levels associated with common situations. This time-varying characteristic of environmental noise is described using statistical noise descriptors. Descriptors used include L_{eq}, L_{dn}, CNEL, L_{50}, and L_{max} and are described below. These statistical noise descriptors are often used in noise policies and regulations in order to set limits on environmental noise.

L_{eq}: The average A-weighted noise level measured over a given period of time

L_{dn}: 24-hour day and night noise measurement which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing nighttime noises.) Noise between 10:00 pm and 7:00 am is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: (Community Noise Equivalent Level): 24-hour day and night noise measurement which adds a 5 dBA "penalty" for the evening hours between 7:00 pm and 10:00 pm and a 10 dBA penalty for noise between 10:00 pm and 7:00 am

L_{50}: The A-weighted noise level that is equaled or exceeded 50% of the stated time period

L_{max}: The A-weighted maximum noise level for a given period of time

TABLE 6.7-1
TYPICAL NOSE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. October 1998.

EFFECTS OF NOISE ON PEOPLE

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance

exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 9 dBA per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises – such as a large industrial facility spread over many acres – or a street with moving vehicles, would typically attenuate at a lower rate.

CONSTRUCTION VIBRATION

Construction activities can generate ground-borne vibrations. These vibrations can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack façades, and disturb occupants.

Construction vibrations can either be transient, random, or continuous. Transient construction vibrations occur from blasting, impact pile driving, and wrecking balls. Continuous vibrations result from vibratory pile drivers, large pumps, and compressors. Random vibrations can result from jack hammers, pavement breakers, and heavy construction equipment.

EXISTING NOISE SOURCES

Noise within the Project Area is typical of an urban environment. The primary noise source in the Project Area is associated with automobile traffic on surface streets and United States Route 50 (US 50) and State Route 49 (SR-49). In addition to these sources, the Placerville Airport and the El Dorado County Fairgrounds Racetrack contribute to the ambient noise environment. Stationary noise sources, such as activity at an auto repair shop and other commercial facilities, and the loading and unloading of vehicles also contribute to the existing noise environment. Temporary sources such as construction are also common, and can affect adjacent uses for extended periods.

Existing day-night noise levels (L_{dn}) along Project Area surface streets and adjoining residential and commercial properties in many cases exceed 60 dBA. A residential land use's noise exposure level in the City varies dramatically depending on the level of noise buffering from adjacent buildings in addition to the proximity of intersecting streets. The Project Area's noise environment is described in the following sections. Typical noise levels range from 41 dB during quiet times (minimal traffic on nearby roads) up to 65 dB or greater when traffic noise dominates the setting.

Surface Traffic[1]

Ambient noise levels in the Project Area are defined primarily by traffic on major roadways, including but not limited to US 50 and SR-49. Noise levels were identified for El Dorado County (County) roadways for the 2004 General Plan. Existing and predicted 2025 traffic noise levels for roadway segments within the County, including distances to the predicted 60-, 65-, and 70-dBA CNEL/L_{dn} noise contours, were identified for major roadways outside the City limits. SR-49 and major roadways, such as Cedar Ravine Road and Forni Road, were estimated to be below 65 dB at 50 feet from the roadway centerlines. US 50 was estimated to be about 73 dB at 50 feet from the roadway center in the western part of the Project Area, dropping to below 70 dB at 50 feet at the eastern edge.

These levels are anticipated to rise under worst-case cumulative buildout conditions, but all major roadways remain under 65 dB, and US 50 remains under 75 dB at 50 feet from the roadway centerlines. The 70 dB contour for westbound US 50 from the city limits will extend approximately 108 feet from the centerline.

The 60-dBA CNEL/L_{dn} contour is typically considered the maximum "normally acceptable" noise level for the majority of noise-sensitive land uses located within the Project Area (i.e., residential dwellings). Other noise-sensitive land uses, such as schools, hotels, convalescent care facilities, and hospitals, are typically considered "normally acceptable" at levels below 65 to 70 dBA CNEL/L_{dn}, depending on the land-use designation.

Predicted noise contours assume no natural or human-made shielding (i.e., intervening terrain, vegetation, berms, walls, buildings) and should be considered to represent bands of similar noise exposure along roadway segments, rather than absolute lines of demarcation. Although these predicted noise contours are not considered site-specific, they are useful for determining potential land-use conflicts.

Placerville Airport

The Placerville Airport is located approximately 0.25 miles from the westernmost point of the Project Area. The Placerville Airport Comprehensive Land Use Plan (CLUP) is intended to protect the public from adverse effects of aircraft noise and exposure to airport-related hazards. The airport is a public, general use airport owned by the County, with a single paved runway 4,200 feet in length. Currently, there are a total of 138 aircraft based at the field and an average of 181 flights per day (Airnav, 2010).

The CLUP was first adopted in 1987, and was revised and adopted in 1996 by the Foothill Airport Land Use Commission (ALUC). The CLUP includes policies that establish land use compatibility standards for height restrictions, noise compatibility, and safety of persons on the ground. These standards are applied primarily to proposed new land use in the airport vicinity and not to existing development that may be inconsistent with the standards. Proposed land uses must be compatible with each of the CLUP's height, noise, and safety standards to be considered consistent with the CLUP (Foothill ALUC 1996). The majority of the Project Area is located within the projected 2010 55 dB CNEL noise contour of the airport, with the exception of the Motor City area, which is within the 60 dB CNEL contour.[2]

Stationary Sources

Noise is an inevitable result of many processes and activities, even when the best available noise control technology is used. Stationary sources of noises include ventilating

[1] El Dorado County General Plan EIR (2003), Tables 5.10-3 and 5.10-7
[2] El Dorado County General Plan EIR (2003), Exhibit 5.10-4

equipment, pumps, compressors, automotive repair facilities, and heating, ventilating, and air conditioning equipment. Such uses are located throughout the Project Area but generally do not generate substantial noise. Noise exposure in industrial facilities is controlled by federal and State employee health and safety regulations (OSHA), but exterior noise levels are normally the purview of local jurisdictions. Commercial, recreational, and public service facility activities can also produce noise that affects adjacent sensitive land uses.

SURROUNDING LAND USES AND RECEPTORS

Noise sensitive receptors are generally considered to be human activities of land uses that may be subject to the stress of significant interference from noise. Noise sensitive land uses within the Project Area include single- and multi-family residential uses, schools, and long-term care medical facilities, such as hospitals and rest homes. The Project Area includes lower density single-family residences intermixed with existing industrial and commercial uses, which are already being adversely affected by traffic and stationary noise under current conditions.

REGULATORY SETTING

STATE

State of California Noise Insulation Standards

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations (CCR) establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

LOCAL

City of Placerville General Plan

Health and Safety Element

This Element contains specific goals and policies governing noise sources and receptors to provide for noise and land use compatibility. The goals and policies pertinent to activities in the Project Area are summarized below.

Goal I To protect the residents of Placerville from the harmful effects of exposure to excessive noise.

Policies:

2. Areas within Placerville exposed to existing or projected exterior noise levels exceeding 60 dB Ldn shall be designated as noise-impacted areas.

3. Areas within Placerville shall be designated as noise-impacted if exposed to existing or projected exterior noise levels exceeding the performance standards in [Table 6.7-2].
4. New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:
   a. 60 dB Ldn or less in outdoor activity areas, and interior noise levels to 45 dB Ldn or less, where the noise source is preempted from local control (i.e., traffic on public roadways, railroads, and airports). In areas where it is not possible to reduce exterior noise levels to 60 dB Ldn or less using a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn with the windows and doors closed.
   b. Achieve compliance with the standards in Subsection 4.a. and with the performance standards set out in [Table 6.7-2], where the noise source is subject to local control (i.e., non-traffic related).
5. When industrial, commercial, or other land uses, including locally-regulated noise sources, are proposed for areas containing noise-sensitive land uses, noise levels generated by the proposed use shall not exceed the standards in Subsection 4.a. or the performance standards set out in [Table 6.7-2].

TABLE 6.7-2
PLACERVILLE GENERAL PLAN TABLE II-1
NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AND DEVELOPMENTS[1]

Category	Cumulative Number of minutes in anyone-hour time period	Exterior Noise Level Standards (dBA)	
		Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

[1] Noise created by non-preempted noise sources* associated with new projects or developments shall be controlled so as not to exceed the noise level standards set forth below as measured at any affected residential land use situated in either the incorporated or unincorporated areas. New residential development shall not be allowed where the ambient noise level due to non-preempted noise sources will exceed these noise level standards.

[2] Each of the noise level standards specified above shall be reduced by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

* A preempted noise source is one that is regulated by the State or Federal Government at the source such as automobiles, railroads, and airports.

Source: 2004 El Dorado County General Plan, A Plan For Managed Growth and Open Roads; A Plan For Quality Neighborhoods and Traffic Relief, Adopted July 19, 2004

6. Where the development of residential or other noise sensitive land use is proposed for a noise-impacted area, an acoustical analysis shall be prepared at the applicant's expense. The acoustical analysis shall:
   a. Be prepared by a qualified acoustical consultant experienced in the fields of environmental noise assessment and architectural acoustics.
   b. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
   c. Include estimated noise levels in terms of Ldn and/or the standards in [Table 6.7-2] for existing and projected future noise levels, with a comparison made to the adopted policies of this subsection.
   d. Include recommendations for appropriate mitigation to achieve compliance with the adopted policies of this subsection. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
   e. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the policies of this subsection will not be achieved, a rationale for acceptance of the project must be provided.
7. Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with recommendations of the California Office of Noise Control (see [Table 6.7-3]).

13. The City shall monitor noise levels on Highway 50 and encourage the installation of noise barriers or noise attenuating vegetation if noise levels reach an unacceptable level.
14. The use of solid barriers, earth mounds, and vegetation should be utilized as a means of screening noise sources from adjacent land uses.

ENVIRONMENTAL IMPACTS

METHODOLOGY

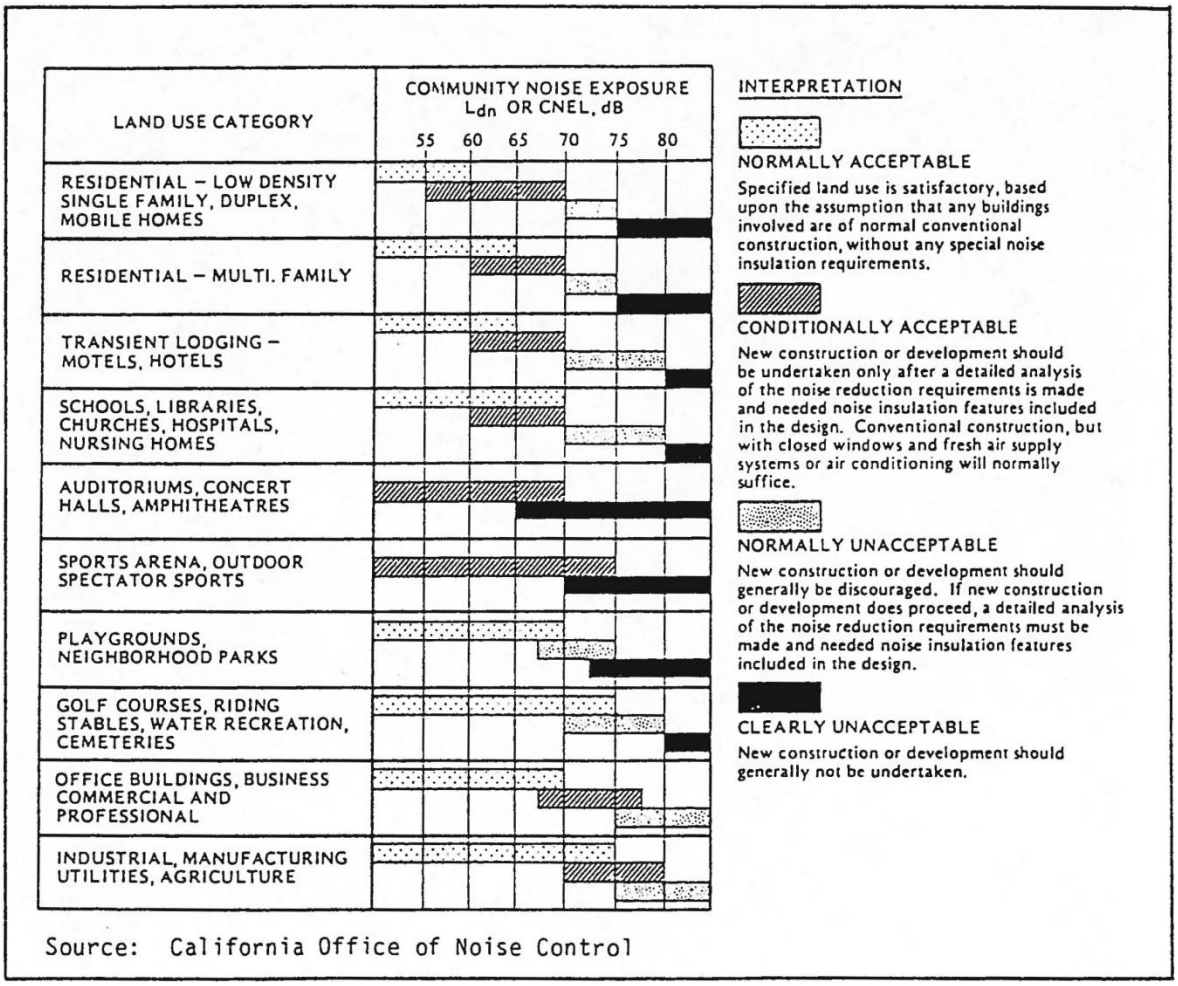
This programmatic analysis considered the existing noise environment and the projected noise environment within the Project Area, as defined in the County General Plan EIR. Potential redevelopment activities and programs were analyzed for their potential to cause an increase in ambient noise levels, or to engender the development of sensitive uses within noise impacted areas. The City's General Plan goals and policies and noise ordinance were reviewed to identify the adequacy of existing regulations to protect existing and future uses within the Project Area.

THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines define a significant adverse impact on the environment as an impact that would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;

TABLE 6.7-3
PLACERVILLE GENERAL PLAN NOISE ELEMENT TABLE II-2
LAND USE COMPATIBILITY FOR NOISE ENVIRONMENTS



Source: City of Placerville General Plan Policy Document, Amended December 14, 2004

- Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

PROJECT COMPONENTS

The proposed Redevelopment Plan would provide tax increment financing to fund capital improvements, housing, economic development incentives, and financial incentives for rehabilitation, new construction, and reconstruction.

IMPACTS OF THE PROPOSED PROJECT

Impact 6.7-1 Redevelopment-engendered development and infrastructure projects could result in construction noise at sensitive receptors. This would be a potentially significant and unavoidable impact.

Construction activities related to public and private projects undertaken as a result of the Redevelopment Plan could result in an increase in ambient noise levels during construction. Preliminary ground work activities would involve excavation, grading, earth movement, stockpiling, and haul-vehicle travel. Construction activities such as foundation-laying, road building, building construction, and finishing operations would generate noise at construction sites. Construction equipment would also generate vehicular noise both on- and off-site. Construction-related material haul would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. Construction equipment and activities would likely have more of an intrusive and disturbing effect on nearby sensitive receptors than actually raise time-averaged noise levels. Typical noise levels associated with construction equipment is shown in Table 6.7-4.

Assuming a maximum noise level of 88 dBA, L_{eq}, at about 50 feet from the source for standard construction equipment, and a noise attenuation of about 6 dBA for every doubling of the distance, noise levels from construction activities would not drop to 60 dBA, L_{eq}, (the maximum normally acceptable noise level in residential areas) until 1,500 feet from the source. This worst-case estimate assumes that sound waves travel undisturbed from the

TABLE 6.7-4
NOISE LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT

Equipment Type	Typical Equipment Level (dBA)
Air Compressor	81
Backhoe	85
Concrete Pump	82
Concrete Breaker	82
Truck Crane	88
Dozer	87
Generator	78
Loader	84
Paver	88
Pneumatic Tools	85
Water Pump	76
Power Hand Saw	78
Shovel	82
Trucks	88
Pile Driver	90

Source: Bolt, Beranek and Newman, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, U.S. EPA, 1971.

source to the receptor over ground that has poor sound absorptive properties; local terrain characteristics, such as earth berms that provide a shielding effect by blocking the line of sight to noise sources, and soft vegetation-covered earth with good sound absorptive tendencies, would reduce noise propagation. Under a worst-case scenario, noise-sensitive land uses or activities within about 1,500 feet of Project Area construction sites could be exposed to noise levels above the recommended standards during the construction period. Construction noise would be short-term for the duration of the construction period. The construction schedules for individual projects carried out in furtherance of the Redevelopment Plan would vary from project-to-project. The duration of construction noise effects and the impacts would differ for each type of construction (new building construction, rehabilitation, public infrastructure, etc.) and project location. Noise from construction activities in the Project Area would have the potential to raise ambient noise levels above recommended standards and to have an intrusive and disturbing noise effect at nearby sensitive receptor locations. The City has not adopted a noise ordinance, and the General Plan does not specifically address construction noise. On a project-by-project basis, certain construction activities (e.g., road work) associated with redevelopment could result in substantial increases in ambient noise levels (i.e., 5 dBA or greater) at noise sensitive land uses during the more noise-sensitive periods of the day. Because construction activities could result in substantial increase in ambient noise levels, which could also exceed applicable noise standards, this impact is considered ***potentially significant***.

Mitigation

None available beyond adopted City policies to regulate noise.

Significance after Mitigation

Potentially significant and unavoidable

Impact 6.7-2 Redevelopment-engendered development could result in increased ambient noise levels at noise-sensitive land uses and could expose new land uses to noise that would conflict with local planning guidelines or noise ordinance criteria. This would be a less-than-significant impact.

Implementation of the Redevelopment Plan will eliminate barriers to development in the Project Area by providing funding for infrastructure improvements and development assistance. This would allow development to occur consistent with the City's General Plan. By removing existing barriers to development, the Redevelopment Plan will potentially stimulate increased population and employment growth in the Project Area to the levels projected as General Plan buildout. It would help to remove barriers to development of residential, commercial, and industrial infill parcels. Such development could result in increased stationary noise at commercial and industrial sites, as well as increased traffic noise along major roadways and local streets.

Increases in the number of stationary noise sources in the Project Area would produce noise levels primarily during the day and evening hours and less frequently at night as perceived at the closest noise-sensitive land uses. Noise typically associated with residential land uses includes adult and children voices and noise generated by lawn maintenance equipment. Noise levels generated by residential land uses typically average less than 50 dBA at 10 feet and would not be anticipated to result in a noticeable increase (e.g., 3 dBA or greater) in ambient noise levels. Operational noise associated with non-residential land uses, including operation of building mechanical equipment, material loading and unloading activities, pneumatic equipment, and processing equipment could generate high noise levels

depending on the type of equipment and when, how often, and for what duration they are used. Such stationary noise has the potential to exceed the maximum acceptable interior and exterior noise thresholds at nearby existing and planned residential land uses.

Most of the Project Area is zoned for commercial and industrial uses, with pockets of residential areas. City General Plan policies require specific development projects be analyzed for noise effects when proposed, in accordance with CEQA, to determine if projected noise levels at nearby receptors would comply with the adopted policies. Mitigation measures will be required to ensure stationary noise sources are shielded appropriately to reduce exterior noise levels at the project boundaries to acceptable levels.

The County General Plan EIR predicted that buildout conditions would result in traffic noise level increases ranging from 1 dB to 4 dB on major roadways within the Project Area through buildout conditions. Although the change will be noticeable over time, most portions of the Project Area will remain below 60 dB L_{dn}, which is acceptable for residential uses. Most residential zoning and other sensitive receptors are set back more than 100 feet from US 50 and major roadways. The proposed Redevelopment Plan would engender development consistent with the City's General Plan, and would not result in new traffic impacts that were not previously considered.

New noise sensitive development must reduce projected interior and exterior noise levels to within acceptable levels, and City policies require a noise assessment to ensure noise standards are met. Mitigation could include sound walls, dual-pane noise-rated windows, use of mechanical air systems, and use of other building materials that would feasibly reduce interior noise levels to acceptable levels.

The Redevelopment Plan would not result in an increase in noise levels beyond those identified in the City's General Plan, and project-by-project compliance with the City's General Plan and implementation of any additional project-specific noise mitigation measures are required in compliance with CEQA. Therefore, the Redevelopment Plan would have a ***less-than-significant*** impact on ambient noise levels and noise exposure.

Mitigation

None required

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.7-3 Redevelopment-engendered development could result in an increase in cumulative community noise impacts. This would be less than cumulatively considerable.

Infill development encouraged by redevelopment activities would be consistent with existing City General Plan land use designations and policies, and is therefore anticipated and addressed by existing plans, policies, and ordinances. The increase in vehicle trips along a particular roadway as the General Plan land use densities are reached would depend on the number of additional trips generated, and the distribution of these trips on the area roadway network. Overall, however, the traffic noise generated by Project Area development – either as a direct or indirect result of redevelopment activities – would not exceed that projected by the City's General Plan.

The increase in trips along a particular roadway would depend on the number of additional trips generated (which would depend on the types of land uses developed), and the distribution of these trips on the area roadway network (which would depend on future land use densities and patterns). Traffic generated by buildout of the Project Area would only

consist of a small portion of the traffic increases anticipated in the County General Plan EIR, and would not contribute a cumulatively considerable amount to anticipated future traffic noise levels.

Overall, the traffic noise generated by Project Area development – either as a direct or indirect result of redevelopment activities – would not exceed that projected by the City's General Plan or identified under cumulative conditions in the County General Plan EIR. The contribution of redevelopment activities and General Plan development in furtherance of the Redevelopment Plan to cumulative community noise conditions would be secondary and incremental. Only a small percentage of the additional noise would be caused by traffic of projects engendered by the Redevelopment Plan. Any new stationary sources must be mitigated per Noise Element policies, and the Zoning Code provides logical buffers between new sensitive receptors and industrial land uses. The Redevelopment Plan must be consistent with the General Plan, per redevelopment law, and would not result in violations of local ordinances or standards. Cumulative community noise impacts are considered ***less than significant***.

Mitigation
None required

6.8

PUBLIC SERVICES

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.8 PUBLIC SERVICES

The issues addressed in this subchapter of the Environmental Impact Report (EIR) – for the proposed adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan) – include:

- Fire and Emergency Medical Services
- Public Safety
- Public schools

The existing and regulatory setting for each topic area is discussed first, followed by the analysis of potential impacts and mitigation measures. Information for this section was developed from the City of Placerville General Plan (City General Plan; 2004), El Dorado County General Plan EIR, El Dorado County Local Area Formation Commission (LAFCo) Municipal Service Reviews, and the draft Preliminary Report for the Placerville Redevelopment Plan (December 2010).

There was one comment letter received during circulation of the Notice of Preparation (NOP) from the El Dorado County Fire Protection District (EDCFD), regarding fiscal concerns (Appendix B).

FIRE AND EMERGENCY MEDICAL SERVICES

FIRE PROTECTION AND EMERGENCY MEDICAL

The EDCFD, with 88 paid firefighters on staff and 45 volunteer firefighters, serves the Placerville Redevelopment Project Area (Project Area) as well as surrounding communities. The California Department of Forestry and Fire Protection (CDF) and the United States Forest Service (USFS) also provide emergency medical services (EMS) to the El Dorado County (County). EMS service is provided through a subcontract with the El Dorado County Regional Prehospital Emergency Services Operational Authority.

EDCFD maintains two stations within the Project Area. Station 25 is located at 3034 Sacramento Street, and Station 26, an unstaffed station housing the district's aerial ladder, is located at 730 Main Street. 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 is a need for additional response.[1] Average response time for this station is 7.47 minutes per incident.

An insurance services office (ISO) rating is based upon the public protection classification program, which rates a given city's fire service for water supply, equipment, personnel, alarm and dispatch, and training. An ISO rating is a prime factor in determining fire insurance rates within a community. The rating is on a scale of 1 to 10, with 1 representing the best level of fire protection. The EDCFD currently has an ISO rating of 5.[2]

[1] El Dorado County Fire District. Retrieved November 16, 2010 from El Dorado County, CA http://www.eldoradocountyfire.com/.

[2] LAFCo, *City of Placerville*, Retrieved November 16, 2010 from http://www.edlafco.us/LocalAgencies/LocalAgencyDetails/CityOfPlacerville.pdf

Emergency Medical Facilities

The EMS Agency is a Division of the County Public Health Department, which provides oversight required by the Health & Safety Code for the quality and delivery of emergency medical services and ambulance transportation in the County. The County operates under a public utility model in the Project Area, providing, among other services, medical control, ambulance billing and financial oversight of ambulance services. Transport services and dispatch are contracted for under a performance based contract with the El Dorado County Regional Prehospital Emergency Services Operations Authority, a Joint Powers Authority (JPA). The JPA subcontracts directly with the transport and dispatch service providers. Under this agreement EDCFD provides ambulance service for Placerville.

The Project Area is also served by several helicopter air ambulance services: CALSTAR aircraft based in Auburn and South Lake Tahoe; CareFlight aircraft based in Truckee and in Minden and Reno, Nevada; California Highway Patrol (CHP) aircraft based in Sacramento; and REACH aircraft based in Sacramento, Concord, and Santa Rosa. The nearest trauma centers are located in Sacramento County. UC Davis Medical Center and Mercy San Juan Hospital both operate trauma centers that serve the County.

The primary emergency medical facilities serving the Project Area are the main hospital of Marshall Medical just south of the Project Area, and Mercy Hospital of Folsom. Marshall Medical is an independent, nonprofit hospital serving the west slope of El Dorado County. The main hospital campus is located in Placerville, and numerous outpatient services are located in Placerville and Cameron Park. Marshall is a fully accredited, acute-care facility with eight beds in its emergency room. Marshall Medical provides basic emergency services 24 hours a day, and the Emergency Department is staffed by a physician board certified in emergency medicine and by nurses specifically trained in emergency care. A new patient care wing is under construction, which will double the Emergency Department and triple the beds in a new Maternity Center services.[3]

EMERGENCY RESPONSE/EVACUATION PLANS

In 1994, the County Sheriff assumed responsibility for managing the El Dorado County Office of Emergency Services (EDCOES). Sheriff's employees assigned to the EDCOES work in collaboration with Fire services, EMS, hospitals, schools, and public and private agencies to implement preparedness programs, develop emergency response plans, and conduct training drills. The EDCOES also sponsors several community based programs such as the "Neighborhood Emergency Services Team" (NEST), that provide important information on what citizens can do individually and collectively, to prevent, respond to, and survive a disaster event, including wildland fires, floods, earthquakes, severe winter storms, utility failures, and hazardous material spills. If a disaster should occur, the EDCOES will activate and deploy emergency personnel and resources to minimize the effect of the disaster and to assist in recovery efforts. Hazardous Materials events are managed by the County's Hazardous Material Division in cooperation with EDCOES.

FIRE HAZARDS

The Project Area is included in Fire Hazard Severity Zones as depicted by the California Department of Forestry and Fire Protection (Cal Fire). Fire Hazard Severity Zones are based on factors such as fuel (material that can burn), slope and fire weather, and the potential for damage based on factors such as the ability of a fire to ignite the structure, the

[3] Marshal Medical Center, retrieved November 16, 2010 from https://www.marshallmedical.org

flammability of the construction material, and mitigation measures that reduce the risk.[4] All of the communities in EDCFD are major risk areas for wildland/urban interface. The City is designated by the state as local responsibility area (LRA); the rest of the EDCFD is a state responsibility area (SRA). According to the EDCFD's fire chief, CDF, and USFS treat the City as functionally SRA land because a fire in the City would directly threaten the SRA.[5]

According to Cal Fire, a majority of the Project Area is in an area of Very High Hazard. Table 6.8-1 shows that 73.1% of the Project Area – approximately 35,000,000 square feet – is within a Very High Hazard zone. The remainder of the Project Area is within a High Hazard zone (13.9%) and Moderate Hazard zone (13.0%). These figures indicate that the entire Project Area is at least within a Moderate Hazard Zone and a majority of the Project Area is in a Very High Hazard Zone. The boundaries of the Very High, High, and Moderate Hazard Zones are illustrated on Figure 6.8-1. Factors creating the high hazards include excessive fuel, slopes, fire weather, and a severe potential for damage based on factors such as the ability of a fire to ignite a substandard structure and the flammability of the construction materials. Additionally, due to inadequate infrastructure improvements, portions of the Project Area are unable to mitigate the potential hazard with adequate fire suppression efforts, due to low fire flows.

TABLE 6.8-1
FIRE HAZARD ZONES IN THE PROJECT AREA

Hazard Zone Class	Total Square Feet [a]	Total Acreage [a]	% of Total Area
Very High Hazard	35,237,673	809	73.1%
High Hazard	6,703,389	154	13.9%
Moderate Hazard	6,248,503	143	13.0%
Total	**48,189,565**	**1,106**	

[a] *Values are approximate and may not match those in other analyses*

Source: California Department of Forestry and Fire Protection (CalFire)

REGULATORY SETTING

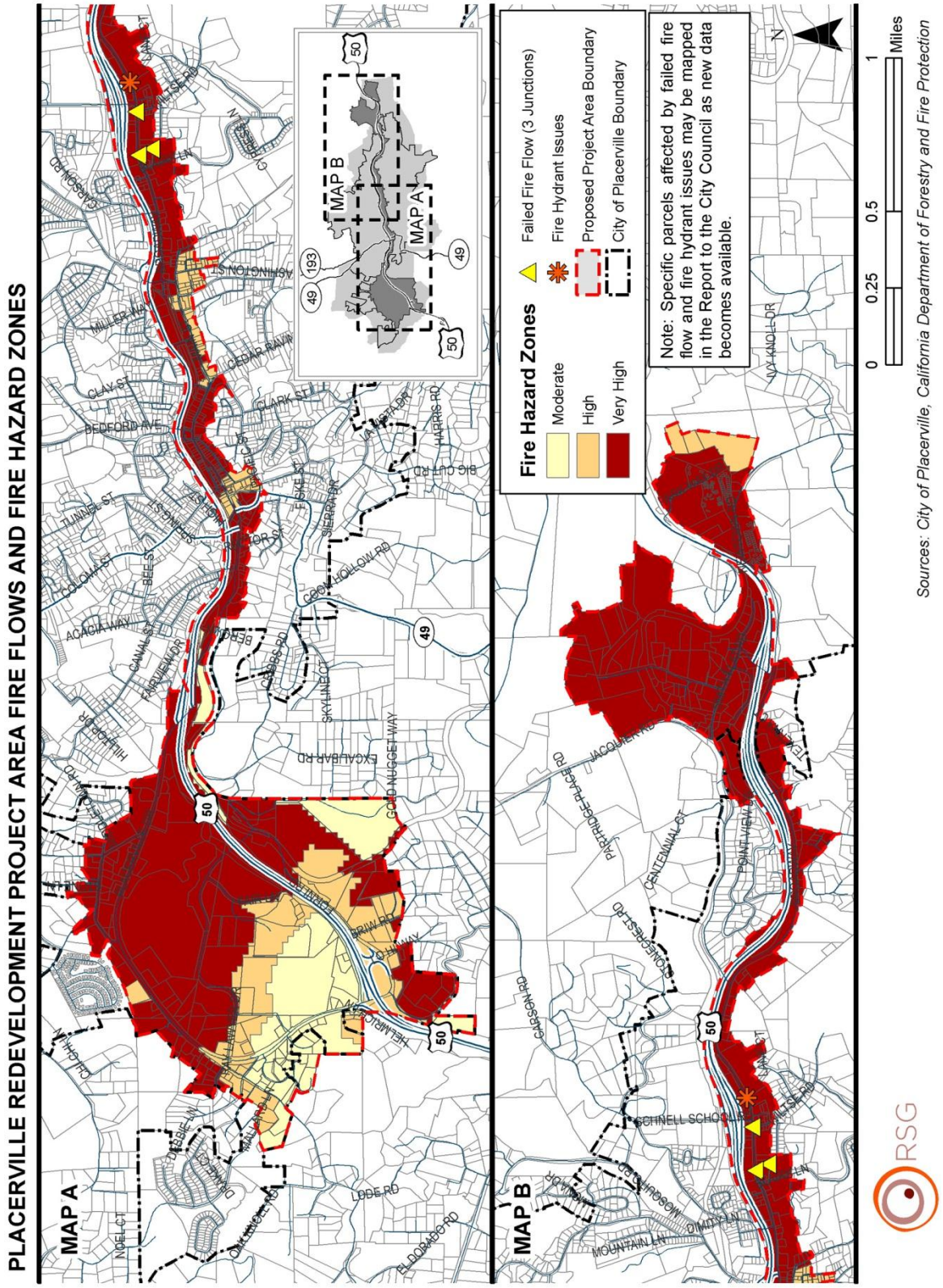
State

Office of Emergency Services

The Governor's Office of Emergency Services (State OES) coordinates overall state agency response to major disasters in support of local government. The State OES is responsible for assuring the state's readiness to respond to and recover from natural, manmade, and war-caused emergencies, and for assisting local governments in their emergency preparedness, response, and recovery efforts. State OES is the "grantee" for federal disaster assistance, principally from the Federal Emergency Management Agency (FEMA). During the recovery phase of a disaster, State OES helps local governments assess damages and assists them with federal and state grant and loan applications to repair damaged public property.

[4] California Department of Forestry and Fire Protection, "Questions about Fire Hazard Severity Zones," http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_faqs.php#desig15

[5] El Dorado LAFCO, Countywide Fire Suppression and Emergency Services, Municipal Services Review, Adopted: August 23, 2006.



Source: Preliminary Report, 2010

FIGURE 6.8-1
FIRE HAZARD ZONES

Local

City of Placerville General Plan

Public Services and Facilities Element

Goal E To ensure that at least the current levels of public police and fire services are maintained as new development occurs.

Policies:

2. The City shall endeavor to maintain adequate staffing for fire prevention, subject to fiscal limitations.
3. The City shall encourage the Placerville Fire District endeavor to achieve and maintain a fire insurance (ISO) rating of 4 or better within the Placerville city limits.
4. The City shall support the Placerville Fire District in establishing additional fire stations where needed in order to maintain maximum coverage and minimum response times throughout its service area.
5. The City shall attempt to offset the need for new fire department staff and equipment and to improve fire safety by requiring built-in fire protection equipment in new development.

Land Use Element

Goal G To provide for a land use pattern that minimizes the exposure of residents and development to hazardous conditions and nuisances, such as geologic hazards, flooding, wildland fires, hazardous materials, and noise.

Health and Safety Element

Goal D To prevent loss of lives, injuries, and property damage due to wildland and urban fires.

Policies:

1. Areas of high and extreme fire hazards shall be the subject of special review, and building and higher intensity uses shall be limited unless the hazards are mitigated to a point acceptable by the Fire Department.
2. All new development in areas of high and extreme fire hazards [as shown in Figure VIII-3 in the Background Report] shall be constructed with fire retardant roof coverings.
3. The City shall require the installation of an approved interior sprinkler system in all new combustible wood frame commercial buildings of 5,000 square feet or more.
4. All new development in areas of high and extreme fire hazards [as shown in Figure VIII-3 in the Background Report] shall provide for clearance around the structures and the use of fire-resistant groundcover.
7. All new development shall be required to meet the minimum fire flow rates and other standards specified by the City's Fire Code.
8. Future roadway systems and networks shall be designed with at least one means of egress other than the access in all developing areas.

PUBLIC SAFETY

The Placerville Police Department (PPD) is charged with the City's general law enforcement services, and is the first responder for incorporated areas of the Project Area and the Smith Flat area.[6] The El Dorado County Sheriff's Office (EDSO) provides service to the remaining unincorporated areas of the Project Area. Both agencies provide secondary response for each other to incidents that occur near the City limits, and the CHP provides secondary response to all areas outside the City.

PLACERVILLE POLICE DEPARTMENT

The PPD is broken into six divisions/programs: Administration, Patrol, Investigations, Support Services, Special Response Team, Community Services, and Staffing. The Patrol Division is the main part of the PPD. The Patrol Division is charged with providing the City its general law enforcement. At any given time there are at least two officers and one sergeant on duty. The officers assigned to patrol are the first responders to calls for service. These officers' complete reports on crimes that occur in the City and complete any necessary follow up on cases that are not referred to Investigations. The Patrol Division provides many services to community members including; civil standby's, attempt contacts, welfare checks, extra patrol, and traffic control. The PPD provides Special Weapons And Tactics (SWAT) team services outside the City, under a Memorandum of Understanding (MOU) with the City of Auburn and the EDSO.

The PPD Station is located at 730 Main Street in Placerville. According to the 2007/2008 Capital Improvement Program (CIP) budget, the PPD has outgrown its current facility and needs to either relocate to an existing building, build a new facility, or substantially remodel its current facility. The City is considering an impact fee assessment to help cover the cost of providing needed municipal facilities.

Since 2005 the average response time for a priority one call has ranged from 2:53 minutes to 3:30 minutes.

EL DORADO COUNTY SHERIFF

EDSO provides service to the unincorporated areas of the County with a staff of 383 people, including 185 sworn officers. EDSO strives for an 8-minute response time to 80% of the population it serves, and attempts to maintain a minimum of one deputy per 1,000 residents in the unincorporated area. The existing staffing ratio provides a higher level of service with approximately 1.25 deputies per 1,000 residents.

EDSO operates an office in Placerville at 300 Fair Lane in the Project Area, as well as a jail facility. The Placerville Jail currently houses 160 inmates and has capacity for a total of 240 inmates.

A variety of special programs are operated by EDSO, including the Special Emergency Response Team (SERT), Crisis Negotiation Team, and an extensive neighborhood watch program partly composed of a senior citizen volunteer program called the Sheriff's Team of Active Retirees (STAR). The Drug Abuse Resistance Education (DARE) program is fully active with four assigned officers.

[6] El Dorado LAFCo, February 2008 Final Municipal Service Review, p. 2.4-2

PUBLIC SAFETY ISSUES IN THE PROJECT AREA

In order to determine public safety issues in the Project Area, the blight analysis analyzed the rate of Part I crimes in the Project Area, City, and comparison areas. Part I crimes consist of violent crimes against the person, and property crimes that pose a serious threat to public safety and welfare. These include homicide, non-negligent manslaughter, robbery, forcible rape, aggravated assault, burglary, larceny/theft, motor vehicle theft, and arson. The analysis determined that the Project Area has a significantly higher rate of Part I crimes per capita compared to the City as a whole.[7]

Based on data from the PPD, the Project Area's Part I crime rate per capita was over seven times higher than the City in 2009 and over five times higher in 2010. Although the Project Area only contains 7% of the City's population and 35% of the City's land area, it was the site of 75% of the City's crimes in 2009 and 55% of the City's crimes in 2010. The PPD occasionally responds to calls for service in portions of the Project Area that are unincorporated County territory. Thus, the data may include some incidents that took place in unincorporated portions of the Project Area but does not include additional incidents that were addressed by the EDSO.[8]

REGULATORY SETTING

Local

City of Placerville General Plan

Public Services and Facilities Element

Goal E To ensure that at least the current levels of public police and fire services are maintained as new development occurs.

Policies:

The City shall endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response times for emergency calls. The City's response time goals shall be three minutes for emergency calls, seven minutes for priority calls, and ten minutes for routine calls.

Health and Safety Element

Goal E To minimize crime and promote the personal security of Placerville residents.

Policies:

1. The Placerville Police Department shall continue to promote neighborhood security programs and provide crime prevention training for neighborhood groups and associations.
2. Residential areas shall be designed to ensure the provision of adequate police services and to promote self-policing of individual communities.

[7] Draft Preliminary Report, RSG, November 2010.

[8] The El Dorado County Sheriff has a crime database available; however, it cautions that a report of a crime in its Crime Report Archives does not mean that a crime occurred. The report may have been declared unfounded or filed falsely. A report may have also been taken at the location on record, but the crime occurred at another location. Therefore, the County's crime data was not included in this analysis. In contrast, the PPD data consists of actual crimes that were reported to the Federal Bureau of Investigation's (FBI) Uniform Crime Reporting (UCR).

3. The City shall promote the design of new development and the installation of security equipment aimed at crime prevention. To this end, the Police Department shall review proposed subdivisions, medium and high density projects, and commercial and industrial projects to ensure that these features are considered in the design of the projects.

PUBLIC SCHOOLS

The Project Area is served by three K-8 school districts. The Placerville Union School District and Mother Lode Union School District serve different portions of the project area. The El Dorado Union High School District, Los Rios Community College District, and El Dorado County Office of Education serve the entire Project Area.

LOCAL SCHOOL DISTRICTS

Placerville Union School District

Placerville Union School District (PUSD) is comprised of four schools. Sierra School (K-5) with approximately 450 students, Louisiana Schnell School (K-5) with 390 students, and Edwin Markham Middle School (6-8) with 380 students. PUSD also operates one Community Day School (2-5) with approximately 4-5 students. Community day schools are operated by school districts and county offices of education. These schools serve mandatory and other expelled students, students referred by a School Attendance Review Board, and other high-risk youths.

These schools currently serve an estimated 96 students residing in the Project Area.

The Mother Lode Union School District

The Mother Lode Union School District (MLUSD) is comprised of two schools: Indian Creek School (K-4) with 685 students and Herbert Green Middle School (5-8) with 625 students. Charles Brown Elementary School was reconfigured beginning with the 2010 - 2011 school year, but will remain the property of the MLUSD. Presently it is being occupied and maintained by other educational agencies until such time as enrollment increases and the district finds the need to reoccupy the facility.

Due to declining enrollment, students (depending on grade level) were moved to either Indian Creek Elementary School or Herbert Green Middle School. These schools currently serve an estimated 9 students residing in the Project Area.

The El Dorado Union High School District

The El Dorado Union High School District (EDUHSD) serves 7,050 students who enter high school from 12 feeder elementary districts; Union Mine High School currently serves 72 students within the Project Area. Currently, most Project Area students are located in the El Dorado High School attendance area; El Dorado High School is located at 561 Canal Street. A small portion of the project, south of United States Highway 50 (US-50) east of Lo Hi Way would currently be located in the Union Mine High School attendance area, located at 6530 Koki Lane in the County, south of the Project Area near Patterson Lake. Neither school is currently impacted.

LOS RIOS COMMUNITY COLLEGE DISTRICT

The Los Rios Community College District provided a formula for estimating community college attendance based on the number of adults in the population. They currently serve 1 in 12 adults in the greater Sacramento attendance area.

REGULATORY SETTING

State

Leroy F. Greene School Facilities Act of 1998

The Leroy F. Greene School Facilities Act of 1998, also known as Senate Bill (SB) 50, changed methods of school construction financing in California, in part by regulating a school district's authority to levy impact fees. Government Code Section 65995, as amended by SB 50, establishes the dollar amount school districts may impose on new development. These amounts are adjusted for inflation every two years. The PUSD has historically used these fees to lease portables. It currently uses the fees to construct new classrooms when the need presents itself.

California Government Code Section 65995(e) states that a city does not have the ability to condition any land use approval, whether legislative or adjudicative, on the need for school facilities. In addition, Government Code Section 65995(f) prohibits a city or county from imposing a requirement to participate in a Community Facilities District (CFD), also known as a Mello-Roos district. Government Code Section 65995(g) (1) further states that a developer's refusal to participate in a CFD cannot be a factor in considering a legislative or adjudicative act. However, Government Code Section 65995(g) (2) says that a person can voluntarily elect to pay a fee through a CFD.

Government Code Section 65995(h) states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to provisions of SB 50 and Section 17620 of the Education Code is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act related to the provision of adequate school facilities. Section 65996(b) states that, notwithstanding Section 65858, the provisions of California Environmental Quality Act (CEQA) or any other provision of state or local law, a state or local agency may not deny or refuse to approve a legislative or adjudicative act on the basis that school facilities are inadequate.

Local

City of Placerville General Plan

Public Services and Facilities Element

Goal F To provide for the educational needs of Placerville residents

Policies:

1. The City shall assist the Placerville Unified Elementary School District in locating and acquiring appropriate sites for new elementary schools as they are needed.
2. The City shall cooperate with the Placerville Unified Elementary School District and the El Dorado Union High School District in collecting school impact fees.
3. The City shall encourage the location of a permanent campus for Cosumnes River College within the city of Placerville.

IMPACTS AND MITIGATION MEASURES

METHODOLOGY

Redevelopment would remove barriers to planned development within the Project Area, which would generate demands on public services and utilities consistent with the adopted City General Plan. However, redevelopment also directly funds infrastructure improvements to serve existing and projected development within the Project Area. The adequacy of existing plans, policies, and ordinances to provide for public services and utilities within the Project Area was assessed in reference to redevelopment objectives and projects.

SIGNIFICANCE CRITERIA

The Redevelopment Plan would have a significant impact on the environment related to public services and utilities if they would:

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

PROJECT COMPONENTS

Redevelopment would assist in financing the public improvements necessary for development according to the adopted City General Plan and to eliminate current infrastructure deficiencies. Commercial development and economic revitalization activities may assist with new development or the expansion of existing development, the assembly of small, underutilized, and/or poorly configured parcels into sites suitable for new development, and preparation activities such as demolition, site clearance, and site preparation. Infrastructure improvements cover a variety of public works projects including correcting water, sewer, and drainage utilities such as upgrading and rehabilitating the Trunk Sewer Line, and circulation improvements. The Redevelopment Agency of the City of Placerville (Agency) may fund community-based projects focused on the need for new or improved community facilities such as fire stations, police stations, parks, community centers, libraries, and cultural facilities. The Agency would also be required to assist in a variety of programs to develop affordable housing, both inside the Project Area and City-wide, including new housing, rehabilitation, and affordability assistance.

FISCAL EFFECTS NOT DISCUSSED

This EIR does not discuss the fiscal effects of the proposed Redevelopment Plan. CEQA does not require an evaluation of economic or social effects unless they are related to a physical change. As described in Chapter 3.0, Project Description, adoption of the proposed Redevelopment Plan will authorize the Agency to finance improvements and programs through tax increment financing in the Project Area. Tax increment financing reallocates a portion of the future growth in property tax revenue to the Agency instead of other taxing entities. To mitigate any potential fiscal burden or detriment on those taxing entities, the California Community Redevelopment Law (CRL) requires the Agency to make certain mandatory payments to the taxing entities throughout the life of the Redevelopment Plan and for as long as the Agency receives tax increment revenues. In enacting the mandatory payment requirement, the Legislature declared that a redevelopment agency shall not be required, as a measure to mitigate a significant environmental effect or

otherwise, to make any other payments to, or pay for any facilities that will be owned by, an affected taxing entity (CRL Section 33607.5(f)).

The fiscal effects of the proposed Redevelopment Plan will be evaluated in two separate reports that will be prepared by the Agency as part of the process leading to adoption of the proposed Redevelopment Plan. The first report is a Preliminary Report to the Affected Taxing Entities pursuant to CRL Section 33344.5. The Preliminary Report will be transmitted to the affected taxing entities on or before January 12, 2011, and the Agency will then consult with each affected taxing entity concerning the financial and other effects of the Redevelopment Plan as provided in CRL Section 33328. The second report is a Report to the City Council pursuant to CRL Section 33352. The Report to the City Council, which will incorporate this EIR by reference, serves as the major evidentiary document supporting the proposed adoption of the Redevelopment Plan. It is anticipated that the Report to the City Council will be made available for public review in February or March 2011, and that a joint public hearing of the Agency and City Council to consider the proposed Redevelopment Plan will be held in April 2011.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact 6.8-1 Redevelopment-engendered development could increase general population demands on fire services, resulting in a need for new facilities. This would be a less-than-significant impact.

The proposed Redevelopment Plan would result in the elimination of barriers to General Plan development, and thus could allow a planned increase in Project Area population over existing conditions. The current population in the Project Area is 930, and the population is expected to grow to 2,228 over the life of the Redevelopment Plan.[9]

The National Fire Protection Association (NFPA) nationally recognized average fire district staffing level is 1.5 firefighters per 1,000 population in a rural area and 3 firefighters per 1,000 in an urban area. Urban is defined as a minimum density of 100 persons per square mile; the Project Area is considered an urban area under these criteria. However, because the EDCFD serves both rural and urban areas, the overall firefighter goal is mixed, and depends on the level of staffing within the Project Area. In 2006, the EDCFD maintained a ratio of 1.9 firefighters per 1,000 residents with 68.3 firefighters; they currently provide 103 firefighters, and have improved their ISO rating from 6/9 to 5. It is anticipated that additional staff will be required and added as population increases, consistent with levels identified in the General Plan.

Redevelopment tools would allow for private assistance and public improvements to eliminate existing blight and structural deficiencies that lead to higher fire risks and health and safety problems. Redevelopment may assist with the construction of fire facilities, and in the construction of water conveyance infrastructure to improve fire flows.

Any proposed new development in the Project Area will be required to incorporate design features identified in the Uniform Building Code (UBC) and the Uniform Fire Code, and the EDCFD is given the opportunity to review and comment on the design of any redevelopment project within the Project Area that could affect fire or public safety. Additionally, due to existing inadequate water infrastructure, portions of the Project Area are unable to mitigate potential hazards with adequate fire suppression efforts, due to low fire flows. With the proposed Redevelopment Plan, the Agency would have the power, authority, and capital to

[9] Redevelopment Agency of the City of Placerville, Health and Safety Code Section 33328.1(B) School Facilities Report for the Proposed Placerville Redevelopment Project Area, October 1, 2010.

invest in the water system and fund CIP such as the inadequacies related to fire flow, for the benefit of Project Area residents, employees, business owners, and patrons.

The incorporation of safety measures required by the UBC, the Uniform Fire Code, City permitting requirements, compliance with General Plan policies and implementation measures, and redevelopment assistance with facility and fire flow needs are expected to ensure any physical fire safety impacts associated with redevelopment projects are ***less than significant***.

Mitigation

None required

Impact 6.8-2 Redevelopment-engendered development could increase general population demands on public safety services, resulting in a need for new facilities. This would be a less-than-significant impact.

As noted above, the proposed Redevelopment Plan would result in the elimination of barriers to General Plan development, and thus could allow a planned increase in Project Area population over existing conditions. The current population in the Project Area is 930, and the population is expected to grow to 2,228 over the life of the Redevelopment Plan.[10]

The PPD is implementing short-term projects to improve their current facility while they investigate a new public services facility. The current facility is inadequate for the PPD's needs, and this problem will be compounded as the City population increases. EDSO facilities are adequate to accommodate future needs in the Project Area unincorporated areas.

The proposed Redevelopment Plan would authorize tools for private assistance and public improvements to eliminate existing blight and structural deficiencies that lead to higher public safety problems. Redevelopment may directly assist with the construction of police facilities for the benefit of the Project Area, as well as the construction of street lighting and other utilities that improve public safety. In addition, studies have shown that areas experiencing economic downturns are more likely to encounter higher rates of criminal activity.[11] Redevelopment is intended to eliminate the economic and physical blight that currently affects the Project Area. The proposed Redevelopment Plan would therefore be a positive tool for combating crime and reducing demand on police services, since it will primarily provide the financial resources necessary for rehabilitating and redeveloping areas where crime is more likely to continue taking place. Redevelopment is intended to steer the economy of the Project Area in a positive direction, ultimately revitalizing an area for an active commercial sector.

Any proposed new development in the Project Area will be required to incorporate design features identified in the UBC and the City zoning code, and the PPD and EDSO are given the opportunity to review and comment on the design of any redevelopment project within the Project Area that could affect public safety. With the proposed Redevelopment Plan, the Agency would have the power, authority, and capital to invest in the public infrastructure and fund capital improvement projects, such as new police facilities and street lighting. The incorporation of safety measures required by the UBC, City permitting requirements, compliance with General Plan policies and implementation measures, and redevelopment

[10] Redevelopment Agency of the City of Placerville, Health and Safety Code Section 33328.1(B) School Facilities Report for the Proposed Placerville Redevelopment Project Area, October 1, 2010.

[11] The Economy-Crime Rate Connection and Its Effects on DPA Caseloads: Does Crime Pay When the Market Doesn't? Bruce H. Amburgey, March 2002.

assistance with facility and infrastructure needs are expected to ensure any physical public safety impacts associated with redevelopment projects are ***less than significant***.

Mitigation

None required

Impact 6.8-3 Redevelopment-engendered development could increase general population demands for school facilities. This would be a less-than-significant impact.

The proposed Redevelopment Plan may result in an increase in infill housing construction in the Project Area. Such increases could result in an increase in student demand on Project Area schools.

As a part of the Redevelopment Plan, the Agency is required to provide the Department of Finance (DOF) with a report which includes a projection by each school district, county office of education, and community college district within the Project Area of any change in the need for school facilities within the Project Area for the duration of the Redevelopment Plan. The estimated student growth in the Project Area over the 30-year duration of the Redevelopment Plan is 387 net new school age children by 2041.[12] This includes 211 new students within the PUSD boundaries, 32 within the MLUSD boundaries, and 144 within the EDUHSD boundaries. Assuming the Redevelopment Plan removes barriers to General Plan buildout in the Project Area, PUSD has determined this will result in the need for 3 additional regular education and 1 special education classrooms at Schnell Elementary School, 2 additional regular education classrooms and 1 special education at the Markham Middle School, as well as additional bathrooms at each school, permanent locker facilities at Markham Middle School, and kitchen facilities at Schnell Elementary School. Both MLUSD and EDUHSD determined that their facilities are adequate to accommodate the additional students.

Any new residential development must be consistent with the City's General Plan, and could eventually develop in the Project Area in the absence of the Redevelopment Plan. The districts require that developers pay school impact fees to offset the addition of any new students into the district. In addition, under AB 1290, which amended the CRL, the State recognized the potential adverse impact on schools from redevelopment, and mitigated the effect by specifically providing a net increase in funding for school capital improvements. The legislature specifically found in Article 16.5, Section 31, amending Section 33607.5 (g)(2) of the Health and Safety Code, that (n)otwithstanding any other provision of law, a redevelopment agency shall not be required, either directly or indirectly, as a measure to mitigate a significant environmental effect or as part of any settlement agreement or judgment brought in any action to contest the validity of a redevelopment plan pursuant to Section 33501, to make any other payments to affected taxing entities, or to pay for public facilities that will be owned or leased to an affected taxing entity. Whereas potential new students in the Project Area were anticipated in the General Plan, and AB 1290 provides for a net increase in funding for school capital improvements in a redevelopment area, the Redevelopment Plan would have a ***less-than-significant impact*** on school facilities.

Mitigation
None required

[12] Redevelopment Agency of the City of Placerville, Health and Safety Code Section 33328.1(B) School Facilities Report for the Proposed Placerville Redevelopment Project Area, October 1, 2010.

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6.9

PUBLIC UTILITIES

Draft Environmental Impact Report
Placerville Redevelopment Plan

CHAPTER 6
ENVIRONMENTAL ANALYSIS

6.9 PUBLIC UTILITIES

The issues addressed in this subchapter of the Environmental Impact Report (EIR) – for the proposed adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan) – include:

- Wastewater
- Stormwater and drainage
- Water
- Solid waste disposal

The existing and regulatory setting for each topic area is discussed first, followed by the analysis of potential impacts and mitigation measures. Information for this section was developed from the City of Placerville General Plan (City General Plan; 2004), El Dorado County General Plan EIR, El Dorado County Local Area Formation Commission (LAFCo) Municipal Service Reviews (MSR), various City of Placerville (City) master plan documents, and the draft Preliminary Report for the Placerville Redevelopment Plan (December 2010).

No comment letters were received regarding public utilities during circulation of the Notice of Preparation (NOP).

WASTEWATER

Sanitary sewer services are provided to most of the Placerville Redevelopment Project Area (Project Area) by the City, with the remaining area served by individual septic systems. The City's sewer service area includes the Sphere of Influence (SOI), although existing infrastructure is limited to the current service areas within the city limits (Figure 6.9-1). Although the remaining areas are within the El Dorado Irrigation District (EID) wastewater service area, EID maintains no wastewater collection facilities in this area.[1]

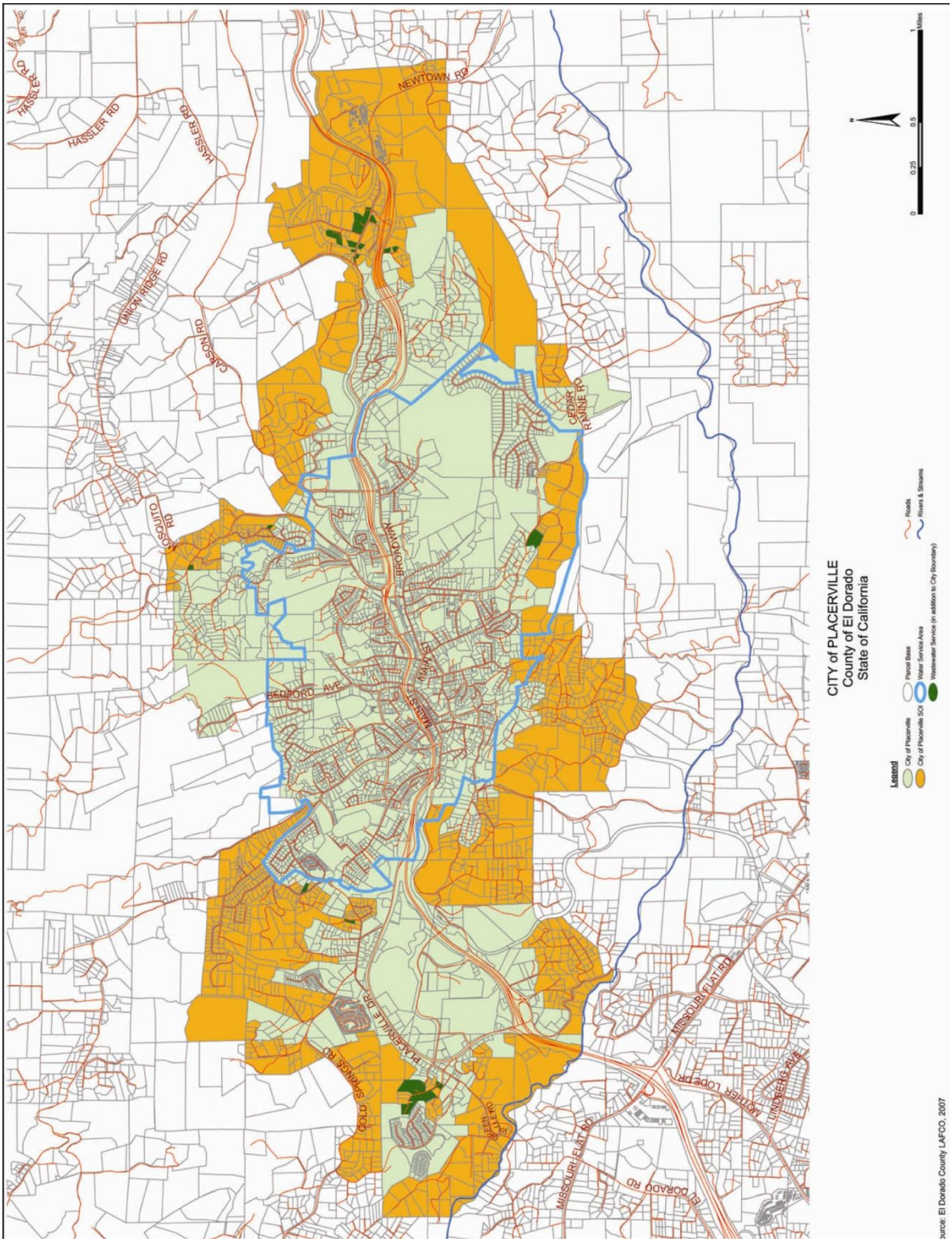
HANGTOWN CREEK WATER RECLAMATION FACILITY

The City's wastewater infrastructure system consists of wastewater collection pipelines, trunk line, a treatment plant, and discharge facilities. The City operates the Hangtown Creek Water Reclamation Facility (WRF), located off Cool Water Creek Road approximately 3 miles northwest of the Project Area. This tertiary treatment facility includes secondary biological treatment, tertiary pressure filtration, chlorination, dechlorination, as well as effluent cooling process and ultraviolet (UV) light disinfection.[2] The WRF currently discharges treated wastewater to Hangtown Creek (Creek) per the City's National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R5-2001-0045-AO1). Hangtown Creek is a tributary to Weber Creek and to the South Fork American River.

The WRF has been recently upgraded, and now has a dry weather capacity of 2.3 million gallons per day (mgd); this is adequate to meet estimated wastewater flows of 1.6 mgd under buildout conditions. High flows during wet weather will be handled through the use of the flow equalization basin. The plant is in compliance with most discharge requirements; however, final effluent limitations for copper and zinc became effective on 18 May 2010.

Cease and Desist Order No. R5-2008-0054 was amended to provide a compliance schedule for copper and zinc final effluent limitations that extend the 18 May 2010 compliance date in the NPDES permit to a 1 March 2015 compliance date.[3]

[1] El Dorado LAFCO: Water, Wastewater and Power Municipal Services Review, January 2008 – Final Report
[2] RWQCB, Consideration of NPDES Permit Renewal and Cease and Desist Order, 2008.
[3] RWQCB, Consideration of NPDES Permit Renewal and Cease and Desist Order, 18 March 2010.



Source: LAFCo Water, Wastewater and Power MSR, 2008

FIGURE 6.9-1
PLACERVILLE REDEVELOPMENT PROJECT AREA
WASTEWATER AND WATER SERVICE AREAS

PLACERVILLE WASTEWATER COLLECTION SYSTEM

Within the Project Area, the City's main trunk sewer utilities are located along Hangtown Creek, which runs parallel to United States Highway 50 (US-50) through much of the Project Area. The Smith Flat unincorporated area is served by a City 10-inch sewer main. The sewer main has capacity to serve the full development of the Smith Flat area.

Historically, the Creek was a source of water and the location of placer mining in the area. As the City grew, Hangtown Creek was utilized primarily as a sanitary sewer and a storm drain. Many of the historic buildings on Main Street are built up to and in some cases straddle the Creek. In the late 1800s, construction of the Southern Pacific Railroad corridor adjacent to the Creek channel further constrained the Creek along its northerly bank. Pipe sewers in the 1900s were constructed using Hangtown Creek as the primary route for the above ground pipelines to convey sewage to first treatment plant, and the Creek still serves today as the primary sewer main route to the current treatment plant.

Because Hangtown Creek is now constrained to a small area, large storm events are extremely amplified, placing the sewer utilities at risk of rupture and failure due to trees and debris falling into the creek. Approximately 4,200 feet of the sewer collection system had previously been relocated out of the creek channel. However, an excess of over 6,000 feet of trunk sewer lines still remain above-ground within the Creek.[4]

The City has completed a Phase I Summary Report as part of the Sewer System Master Plan (Summary Report). The Summary Report serves the purpose of assessing the overall status of the City's Trunk Sewer System and to recommend future work to improve the sewer system. The results from the system-wide hydraulic capacity analysis of the City's sewer collection system showed that large segments of the main trunk line and some of trunk laterals do not have sufficient capacity to serve the City's estimated buildout population during intense storms. The analysis also indicated that a significant fraction of the estimated sewer system flow is due to inflow and infiltration related to rainfall events (i.e. storm related inflow and infiltration). The impact of storm related inflow and infiltration can potentially be reduced by rehabilitating the sewer system (e.g., disconnecting stormwater cross connections, sealing defects in manholes and sewer lines. sealing sewer line joints, etc.).[5]

The existing sewer system has sufficient capacity to serve the existing land uses within the City limits under 20-year design storm flow conditions. However, as the community continues to grow and the sewer system's service area expands, more of the available sewer capacity will be used to carry wastewater and the potential for sanitary sewer overflows (SSOs) during severe storms will increase. As the City reaches buildout conditions, based on the existing system, nine locations are predicted to experience SSOs. When the City's sewer service is extended to the SOI boundary, three locations would experience SSOs during a 5-year storm, 13 locations during a 10-year storm event, and 41 locations during a 20-year storm. SSOs could release pathogens, bacteria, harmful chemicals, and toxic pollutants, impacting large portions of the Project Area. The analysis showed the primary conveyance restriction is the main trunk sewer system between Canal Street and the wastewater treatment plant, in the western portion of the Project Area. This portion of the trunk sewer system is located downstream from the new sewer line that was installed as part of the Caltrans US-50 realignment project.

[4] Randy Pesses, Director of Public Works, *Ongoing Efforts Towards Comprehensive Watershed Improvement for the Hangtown Creek Watershed and Its Tributaries Within the City of Placerville*, 2008

[5] Sewer System Master Plan Phase I, 2006, Infiltration and Inflow Reduction Analysis

To avoid SSO events in the existing system, the Summary Report suggests upsizing about 2,500 linear feet (lf) of the Trunk Sewer System. As the City extends its service to the SOI, the Summary Report states that approximately 16,000 lf of the Trunk Sewer Line would need to be upsized, rehabilitated and/or replaced. In addition, the City has identified the need to relocate the remaining trunk sewer lines out of Hangtown Creek. Until these improvements are made, the City of Placerville Public Works Department has been imposing conditions of approval on development projects since 2004. The conditions of approval required new developments to incorporate storm water detention facilities into the development for the purpose of mitigating increased runoff from impervious surfaces on the development site.

REGULATORY SETTING

Federal

Clean Water Act

In 1972, the Clean Water Act (CWA) was adopted to protect the waters of the nation. The Environmental Protection Agency (EPA) and corresponding state agencies regulate public wastewater systems to ensure compliance with the CWA. To implement the CWA regulatory standards, the NPDES Permit Program was instituted.

The CWA requires that all point sources discharging pollutants into waters of the United States (US) must obtain a NPDES permit. By point sources, EPA means discrete conveyances such as pipes or man-made ditches. Although individual households do not need permits, facilities must obtain permits if their discharges go directly to surface waters. Some pollutants that may threaten public health and the nation's waters are: human wastes, ground-up food from sink disposals, laundry and bath waters, toxic chemicals, oil and grease, metals, and pesticides.

National Pollutant Discharge Elimination System Permit

Discharge of treated wastewater to surface water(s) of the US, including wetlands, requires a NPDES Permit. In California, the Regional Water Quality Control Boards (RWQCB) administers the issuance of these Federal Permits. Obtaining an NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Whether or not a permit may be issued and the conditions of a permit are subject to many factors such as Basin Plan water quality objectives, impaired water body status of the receiving water, historical flow rates of the receiving water, effluent quality and flow, the State Implementation Plan (SIP) and the California Toxics Rule (CTR), and established Total Maximum Daily Loading (TMDL) rates for various pollutants. These factors are highly specific to the potential discharge point.

State

State Water Resources Control Board – Basin Plan for the Central Valley Region

The Basin Plan for the Central Valley Region (Basin Plan) covers the entire area of the Sacramento (which is bounded by the Sierra Nevada to the east) and San Joaquin River drainage basins, which includes the Mokelumne River basin. The Basin Plan defines beneficial uses for both surface waters and ground waters in this region. Water quality objectives are established to protect those beneficial uses. The land application of recycled water must be compatible with the beneficial uses and water quality objectives detailed in the Basin Plan.

In May 2006, the State Water Resources Control Board (SWRCB) issued statewide general Waste Discharge Requirements (WDRs) (Order No. 2006-0003-DWQ) for all publicly owned sanitary sewer systems greater than one mile in length. With the adoption of new WDRs, municipalities are now required to document system capacities and maintenance procedures to minimize overflows and failures. A key element of the WDRs is the completion of a Sewer System Management Plan (SSMP). Within the SSMP, municipalities are required to complete a System Evaluation and Capacity Assurance Plan (SECAP). The SECAP determines where hydraulic deficiencies exist and outlines a capital improvement program (CIP) to ensure adequate capacity for dry and wet weather flow conditions. The City's Wastewater Collection System Master Plan, when completed, will provide the City with a plan that is consistent with the General Plan – and fulfills the SECAP requirements of the SSMP.

Local

Placerville General Plan

Public Facilities and Services Element

Goal B To maintain an adequate level of service in the City's sewage collection and disposal system to meet the needs of existing and projected development.

Policies:

2. New sewer service shall not be extended to areas outside the city limits prior to annexation unless owners of property connecting to the sewer system agree to annex to the City at some future date. Existing commitments for sewer service outside the city limits shall continue to be honored.
3. Development of individual septic systems shall be allowed only where the City makes a finding that it cannot feasibly provide public sewer service, and such systems shall be used only until such time as City sewer service becomes available.
5. The City shall continue its program of upgrading sewer lines to minimize inflow and infiltration problems and increase capacity.

STORMWATER AND DRAINAGE

The slope of the terrain in the Project Area varies from gently sloping (0 to 5%) in the downtown area to steep slopes (5 to +50%) on the adjacent hills. The Project Area is located in the center of the nine-square-mile drainage basin of Hangtown Creek, and includes drainage facilities managed by either the City or the El Dorado County (County). The drainage system in the Project Area consists mostly of a series of open ditches and drainages to convey stormwater from developed and undeveloped areas. Many of the ditches and drainages are remnants of former natural streams and creeks that conveyed runoff from the surrounding foothills to the American River downstream. Runoff in the Project Area is conveyed to the northwest via these ephemeral drainages that are tributaries of Hangtown Creek. The drainages follow the natural topography of the area.

The primary drainage in the Project Area is Hangtown Creek; this creek generally follows Broadway until it drains into Weber Creek about 3 miles northwest of the City. The creek has been channelized along most of its reach, is diverted to underground pipelines and through culverts, and is lined with concrete in some areas where development required

modifications to the natural drainage. Areas of flooding are common along Hangtown Creek and its tributaries (see subchapter 6.6, Hydrology and Water Quality).

CITY OF PLACERVILLE

The City maintains a storm drain system separate from the sewer system, and is regulated by the EPA. Urban runoff from areas located within the City limits is primarily discharged to Hangtown Creek.

The City maintains a Storm Water Management Plan (SWMP), as required by the EPA. The SWMP includes Best Management Practices (BMPs) and the use of technology to protect water quality to the Maximum Extent Practicable (MEP). The City's SWMP has been approved by the SWRCB, which requires actions to be carried out by the City on an ongoing basis.

The City has been specifically designated by the RWQCB as the owner and operator of a Small MS4. In California, the federal storm water regulations for Small MS4s are being implemented through Water Quality Order No. 2003-01005-DWQ NPDES General Permit No. CAS000004 Waste Discharge Requirements for Storm Water Discharges from Small MS4s Systems (General Small MS4 Permit), which was adopted on April 30, 2003, by the SWRCB. The program is designed to protect water quality from urban runoff pollution. According to the SWMP, protecting water quality from pollution "is accomplished by addressing various ways storm water quality can be impacted by public, municipal activities, development, and redevelopment." By identifying the source of pollution, steps can be taken to slow, stop, and remediate pollution which harms water quality.

EL DORADO COUNTY[6]

The County has also been specifically designated by the RWQCB as the owner and operator of a Small MS4. The County has therefore also prepared a SWMP describing the minimum procedures and practices the County uses to reduce the discharge of pollutants in effluent from storm drainage systems owned or operated by the County. Urban runoff from areas located within the unincorporated County is primarily discharged to unnamed creeks and drainages that flow to Hangtown Creek (see subchapter 6.6, Hydrology and Water Quality).

The SWMP includes BMPs and the use of technology to protect water quality to the MEP. The County's SWMP has been approved by the SWRCB, which requires actions to be carried out by the County on an ongoing basis. Elements of the SWMP include Public Education and Outreach, Public Participation and Involvement, Illicit Discharge Detection and Elimination, Construction Runoff Control, Post Construction Runoff Control, and Pollution Prevention/Good Housekeeping.

REGULATORY SETTING

Federal

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

The EPA has established a two-phased program to address stormwater discharges from MS4s, industrial, and construction activities to surface waters such as creeks. The Phase II regulations are applicable to Placerville, and require that storm water management

[6] Western El Dorado County ES-1, Storm Water Management Plan, Proposed Final, August 2004, retrieved 11/19, 2010 from http://www.co.el-dorado.ca.us/Government/DOT/swmp.aspx.

programs be developed and implemented by Small MS4s (serving populations of less that 100,000) and construction activities disturbing one acre or more, as discussed in the previous section. In California, the federal storm water regulations for Small MS4s are being implemented through Water Quality Order No. 2003-01005-DWQ NPDES General Permit No. CAS000004 Waste Discharge Requirements for Storm Water Discharges from Small MS4s Systems (General Small MS4 Permit), which was adopted on April 30, 2003, by the SWRCB.

State

California Department of Transportation

The California Department of Transportation (Caltrans) owns, operates, and maintains the segments of State Route 50 that passes through the proposed Project Area. As such, Caltrans retains jurisdiction over drainage facilities associated with this segment.

Local

City of Placerville Grading, Erosion, and Sediment Control Ordinance

The Grading, Erosion, and Sediment Control Ordinance (GESC Ordinance; Chapter 7 of the City Code) establishes provisions for public safety and environmental protection associated with grading activities on private property within the incorporated area of the City. Section 8-7-55 of the GESC Ordinance specifies that all drainage facilities shall be designed to carry surface and subsurface waters to the nearest adequate street, storm drain, natural watercourse or other juncture, and shall be subject to the approval of the city engineer.

City of Placerville General Plan Public Facilities and Services Element

Goal C: To maintain an adequate level of service in the City's drainage system to accommodate runoff from existing and projected development and to prevent property damage due to flooding.

WATER SERVICE

The City's water service area encompasses a majority of its incorporated area (3.4 square miles) and some parcels outside City boundaries, such as the Smith Flat area. The EID serves the remainder of the City and surrounding areas. The City receives its water supply from EID. EID conveys treated water to the periphery of the City's water service area, and the City then distributes it through a system owned and operated by the City.[7] A map of the City and EID water service areas are shown in previous Figure 6.9-1 (page 6.9-2).

El Dorado Irrigation District

EID provides potable and recycled water to most of the County, including more than 100,000 residents. EID's water supply system consists of 1,200 miles of pipeline, 40 miles of ditches, six treatment plants, 33 storage reservoirs, and 21 pumping stations. As defined in Section 15155(a)(2) of the California Environmental Quality Act (CEQA) Guidelines, EID is the public water system serving the Project Area.

EID's 2007 Water Resources and Service Reliability Report states that there is adequate supply to meet projected demands for existing service connections, and there are no infrastructure limitations for delivering the water supply. The supply-based yield of 36,000

[7] El Dorado LAFCO: Water, Wastewater and Power Municipal Services Review. January 2008 - Final Report.

acre-feet (ac-ft) consists of 15,080 ac-ft from Project 184 and 20,920 ac-ft from Jenkinson Lake. In a critical dry year, annual supply from Jenkinson Lake may be reduced.

Water supply reliability is further demonstrated in EID's 2005 Urban Water Management Plan (UWMP). EID's water supply exceeds projected demands for its entire service area through 2030 under normal, single dry year, and multiple dry year conditions. However, demand could be within 96% of available water supplies in multiple dry years, and water supply shortages could occur. EID's UWMP anticipates an additional 20,000 acre feet of water supply starting in 2020 through a future agreement that would allow EID to store water in the Sacramento Municipal Utility District (SMUD) reservoirs. With this additional supply, EID would have adequate water supply to meet service demands based on estimated supply reductions of 10% in single dry years and 28% in multiple dry years. No demand reductions are expected in a single dry year, while 20% demand reductions are factored in for the multiple dry year scenario. EID has a four-stage water shortage contingency plan that triggers a first stage alert when there is a probability that water supplies will not meet demands.

Jenkinson Lake is the main storage project for EID, and it is monitored monthly to determine when conservation measures should be implemented to reduce water demand. El Dorado County Water Agency's (EDCWA's) Water Resources and Development Management Plan (November 2007) includes water demand projections for EID of 76,237 acre-feet/year (af/yr) in 2025 and 101,155 af/yr at buildout based on land uses within the El Dorado County General Plan (County General Plan; 2004), growth allocations based on Sacramento Area Council of Governments' (SACOG's) Traffic Analysis Zones (TAZ), and agricultural demand projections based on slope and soils. When additional demand considerations are factored in, the projected water demand increases to 83,082 af/yr (79,057 af/yr with conservation) in 2025, and to 124,816 af/yr at buildout. The 2025 projection is very close to EID's projection of 81,030 af/yr. The Water Resources and Development Management Plan concludes that with implementation of a combination of various water supply options, EID will have adequate water supply to meet projected buildout demand.

CITY OF PLACERVILLE

The City receives its water supply from EID, which conveys treated potable and recycled water through ten bulk flow meters and four small service meters located on the periphery of the City's water service area. The City then distributes it through a system owned and operated by the City. The City is considered a municipal user and is not subject to any deficiency in water service greater than all other EID customers.

The City is within EID's Eastern Service Area and currently receives treated water from EID's Jenkinson Lake at Sly Park, approximately 13 miles east of Placerville. Water is distributed through the City via 37 miles of 4-inch to 8-inch pipelines and an additional 2 miles of small (less than 4-inch) diameter pipes, maintained by the City.

The City of Placerville Water Master Plan summarizes the results of the City Water Model Report[8] and cites deficiencies in the City's water system. The two service zones that supply water to the majority of the Project Area are the Main Service Zone, which services the Project Area along Main Street and Broadway between Schnell School Road and Placerville Drive, and the Schnell School Service Zone, which services the Project Area East of Schnell School Road.

[8] Kennedy/Jenks Consultants, "City of Placerville Water Model Report," December 13, 2005

Several improvements were recommended to improve the distribution system in the near-term. The Water Master Plan suggests merging the lower pressure zone of the Schnell School Zone within the Project Area, generally serving the Grocery Outlet and surrounding retail, and the Main Service Zone to improve pressures during high-demand periods. Also, near-term pipeline improvements include replacing a 4-inch diameter pipe that crosses US-50 at Coloma Street within the Project Area, which has been shut down due to excessive leaking and is inadequately sized. The Water Master Plan suggests increasing the 4-inch pipeline size to at least 8-inches. Additional improvements which impact the Project Area include construction of a new storage system to meet short-term high-demand time periods and decrease the City's dependence on the EID water supply and storage facilities.

In the Smith Flat Area, there is an 8-inch water service entitlement to the former lumber mill site. This service is considered adequate to serve the City's General Plan land use and prezoning for the area. The former lumber mill represents a majority of the undeveloped land in the Smith Flat area. Existing development is currently served by the EID and there is an existing 6-inch water line in School Street.

Fire Flows

The California Code of Regulations (CCR), Title 22, regarding Water Works Standards, provides figures for the minimum operating pressure during peak hour demand during an average day and peak hour demand plus fire flow demand. According to the City of Placerville Water Master Plan[9], the City fails to meet the peak hour plus fire flow demand in several locations that serve the Project Area.

The primary concern raised in the Water Master Plan regards inadequate fire flows. Title 3, Chapter 10 of the City Code provides specific requirements for fire hydrant locations and specifications. In summary, there must be adequate fire flow capacity for a prescribed duration, whether it is achieved by having multiple hydrants within a close proximity or increased fire flow capacity. It is expected that required and available fire flows will vary throughout the City. As directed by Mike Pott, the El Dorado County Fire District (EDCFD) Fire Prevention Specialist, some commercial areas in the City require higher fire flows than others.

According to the Water Master Plan, "the existing distribution system generally cannot convey required fire flows at sufficient pressure to some areas of the Main Service Zone." The Project Area has three junctions in the Main Service Zone that have inadequate fire flow capacity. A commercial area at 1323 Broadway, which includes the Carriage Trade Shopping Center and Save Mart, contains two junctions that fail to meet adequate fire flow standards. The third junction that fails to meet fire flow standards is at the intersection of Schnell School Road and Broadway. This area generally serves several small restaurants and commercial strip centers. The lack of an adequate fire flow at these locations puts structures and lives at risk due to the EDCFD's inability to extinguish potential fires.

Further east on Broadway, the Schnell School Service Zone provides water to the Grocery Outlet center at 1426 Broadway, among other retail and residential buildings. While the fire flow around the Grocery Outlet is adequately high, there are an inadequate number of fire hydrants. The one fire hydrant near the Grocery Outlet cannot alone provide adequate fire flow protection. The lack of adequate fire hydrants in the Grocery Outlet center places structures and lives at risk insufficient water availability during a potential fire. Figure 6.8-1 in previous subchapter 6.8 (Public Services) shows locations with inadequate fire flow and fire hydrant issues.

[9] Kennedy/Jenks Consultants, "City of Placerville Water Master Plan," December 13, 2005

REGULATORY SETTING

Federal

U.S. Bureau of Reclamation

The United States Bureau of Reclamation (USBR) is part of the U.S. Department of the Interior and is responsible for the development and conservation of much of the water resources in the western US. While the original purpose of USBR was to provide for the reclamation of arid and semiarid lands in the west, the current mission of the USBR covers a wider range of interrelated functions. These functions include providing municipal and industrial water supplies; generating hydroelectric power; providing irrigation water for agriculture; improving water quality, flood control, and river navigation; providing river regulation and control; fish and wildlife enhancement; offering water-based recreation opportunities; and conducting research on a variety of water-related topics. USBR owns and operates Folsom Reservoir and owns Jenkinson Lake, which is operated by EID. USBR holds many of the water rights for the water stored in Folsom. EID has a current contract to draw water from Folsom Reservoir. As authorized by Public Law (PL) 101-514, related to the Central Valley Project (CVP), EID has an opportunity to obtain up to an additional 15,000 ac-ft of water from USBR in the future.

State

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund (SRF) and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for MTBE and other oxygenates.

California Code of Regulations

CCR Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations, and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided. The City prepared its most recent Consumer Confidence Report for the year 2009, which determined that water delivered by the City continues to exceed all water quality standards. The EID prepared its most recent Consumer Confidence Report for the year 2009, which determined that water delivered by EID meets or exceeds all state and federal drinking water standards.

State Water Resources Control Board

The SWRCB was established in 1967 to administer State of California (State) water rights and water quality functions. The SWRCB and its nine RWQCBs administer water rights and enforce pollution control standards throughout the State. The SWRCB is responsible for the granting of water rights through an appropriation process following public hearings and

appropriate environmental review by applicants and responsible agencies. In granting water rights permits, the SWRCB must consider all beneficial uses, including water for downstream human and environmental needs. In addition to granting the water rights needed to operate new water supply projects, the SWRCB also issues water quality-related certifications to developers of water projects under Section 401 of the CWA.

California Department of Water Resources

The California Department of Water Resources (DWR) is responsible for the preparation of the California Water Plan, management of the State Water Project (an extensive water storage and conveyance project that is found in other parts of California), protection and restoration of the Sacramento-San Joaquin River Delta (Delta), regulation of dams, provision of flood protection, and other functions related to surface water and groundwater resources. These other functions include helping water agencies prepare their UWMPs and reviewing such plans to ensure they comply with the related Urban Water Management Planning Act.

Urban Water Management Planning Act

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required to prepare and adopt an UWMP. An "urban water supplier" is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 ac-ft of water annually. The plan must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier's water demand management measures. The urban water supplier should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The DWR must receive a copy of an adopted UWMP.

Senate Bill 610 and Assembly Bill 901

The State Legislature passed Senate Bill (SB) 610 and Assembly Bill (AB) 901 in 2001. Both measures modified the Urban Water Management Planning Act. SB 610 requires additional information in an UWMP if groundwater is identified as a source of water available to an urban water supplier. It also requires that the UWMP include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The water supply assessment must include, among other information, an identification of existing water supply entitlements, water rights – or water service contracts relevant to the identified water supply for the proposed project – and water received in prior years pursuant to these entitlements, rights and contracts.

AB 901 requires an UWMP to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. The bill requires an UWMP to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

Senate Bill 221

SB 221 adds Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by a city or county. It also adds Government Code Section 66473.7, establishing detailed requirements for establishing whether a "sufficient water supply" exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement.

When approving a qualifying subdivision tentative map, a city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.

Local

City of Placerville General Plan

Public Facilities and Services Element

Goal A To maintain an adequate level of service in the City's water system to meet the needs of existing and projected development.

Policies

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

SOLID WASTE

Solid waste includes household garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, appliances, manure, vegetable or animal solid and semisolid wastes, and other discarded materials, including household hazardous waste. Solid waste is generated by industrial, commercial, institutional, residential, and other types of land uses.

Solid waste disposal for the Project Area is provided by Waste Connections, an integrated solid waste services company that provides solid waste collection, transfer, disposal, and recycling services under a franchise arrangement with the City. The solid waste generated in the Project Area is currently disposed of in the Lockwood Landfill, which is located near Reno, Nevada. The Lockwood Landfill, operated by Refuse, Inc., is located on a 1,535-acre property, most of which may be used for landfill operations. Currently, 550 acres of the property are used as an active disposal unit. Another 1,000 acres are currently entitled by Storey County, Nevada, for use as a landfill in the future. The existing 550-acre disposal unit is permitted for a total capacity of approximately 43.7 compacted million tons, based on the permit received from Washoe County, Nevada, in 2009. The remaining capacity for the 550-acre disposal unit is approximately 33.8 million tons.

The existing permit does not restrict the maximum daily and yearly tonnage that may be received by the 550-acre disposal unit; instead, it sets the closure year for the existing 550-

acre disposal unit at 2025. Currently, the Lockwood Landfill receives an average of 2,200 tons per working day, or 0.76 million tons per year, which would provide another 44 years of remaining capacity at current disposal rates. Based on the tonnage of solid waste generated in the County in 2000, the County's solid wastes account for 5.8% of the solid waste received by the Lockwood Landfill.

REGULATORY SETTING

State

Integrated Waste Management Act – Assembly Bill 939

In 1989, AB 939, known as the Integrated Waste Management Act, was passed because of the increase in waste stream and the decrease in landfill capacity. As a result, the current California Integrated Waste Management Board (CIWMB) was established. A disposal reporting system with CIWMB oversight was established, and facility and program planning was required. AB 939 mandates a reduction of waste being disposed: jurisdictions were required to meet diversion goals of 25% by 1995 and 50% by the year 2000. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

Local

El Dorado Countywide Integrated Waste Management Plan

AB 939 requires counties to prepare a Countywide Integrated Waste Management Plan (CIWMP). The CIWMP includes the following:

- Siting Element for the County - A document which provides a description of the areas to be used for development of adequate transformation of disposal capacity.
- Summary Plan for the County - A document which provides the following: goals and objectives, county profile and plan administration, a description of current solid waste management practices, summaries of Source Reduction and Recycling Elements (SRREs), Household Hazardous Waste Elements (HHWEs) and Nondisposal Facility Elements (NDFEs), and CIWMP financing.
- SRREs - The SRREs include a waste generation study and the following components: source reduction, recycling, composting, disposal facility capacity, education and public information, funding, special waste, and integration. This includes a City and the West Slope SRRE (1993).
- NDFEs - The NDFEs identify the nondisposal facilities to be used to assist in reaching the diversion mandates of AB 939. A "nondisposal facility" includes material recovery facilities, transfer stations, large-scale composting facilities, and other waste processing or recycling facilities which require a solid waste facility permit. This includes a NDFE for the City (1994).
- HHWEs - Initially, household hazardous waste (HHW) was a component of the SRRE. But in 1979, HHW was recognized as more significant to the waste stream. HHWEs are used to identify components used to assist in reaching the diversion mandates of AB 939. This includes the HHWE for the City and the West Slope (1993).

Local

City of Placerville City Code

City Code Title 7, Chapter 1A for solid waste handling within the city limits. The code provides for the mandatory collection, disposal and processing of solid waste and recyclable materials.

IMPACTS AND MITIGATION MEASURES

METHODOLOGY

Redevelopment would remove barriers to planned development within the Project Area, which would generate demands on public services and utilities consistent with the adopted City General Plan. However, redevelopment also directly funds infrastructure improvements to serve existing and projected development within the Project Area. The adequacy of existing plans, policies, and ordinances to provide for public utilities within the Project Area was assessed in reference to redevelopment objectives and projects.

SIGNIFICANCE CRITERIA

The Redevelopment Plan would have a significant impact on the environment related to public utilities if they would:

- 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
- Have insufficient water supplies available to serve the project from existing entitlements and resources, such that new or expanded entitlements were needed
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to project demand in addition to the provider's existing commitments
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs

PROJECT COMPONENTS

Redevelopment could assist in encouraging private development and financing public improvements necessary for development pursuant to the City's General Plan. The commercial development and economic revitalization activities may assist with new development or the expansion of existing development, the assembly of small, underutilized, and/or poorly configured parcels into sites suitable for new development, and preparation activities such as demolition, site clearance, and site preparation. Infrastructure improvements cover a variety of public works projects including correcting water, sewer, and drainage utilities such as upgrading and rehabilitating the Trunk Sewer Line, and traffic/circulation improvements such as roadway, landscape, streetscape, transit, and intersection improvements, bridges, parking, utility undergrounding, and trails. The Redevelopment Agency of the City of Placerville (Agency) may fund community-based projects focused on the need for new or improved community facilities such as fire stations, police stations, parks, community centers, libraries, and cultural facilities. The Agency would also be required to assist in a variety of programs to develop affordable housing, both inside the Project Area and City-wide, including new housing, rehabilitation, and affordability assistance.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact 6.9-1 Redevelopment-engendered development could increase general population demands on wastewater collection and treatment. This would be a less-than-significant impact.

The City provides wastewater treatment and sewer service to more than 3,000 residential and commercial customers in the city limits. Development within the Project Area would increase the volume of wastewater being conveyed to the WRF. The WRF has been recently upgraded, and now has a dry weather capacity of 2.3 mgd; this is adequate to meet estimated wastewater flows of 1.6 mgd under buildout conditions.

The primary concern in the Project Area involves the inadequacies of the wastewater conveyance system. Because 6,000 linear feet of the Trunk Sewer Line remains in the Hangtown Creek channel, it represents a potentially significant threat to health and safety of the residents, employees, tenants and patrons of the Project Area and beyond, including the greater American River watershed. In the event of a major storm flood, damage to the Trunk Sewer Line could occur due to trees and other debris in the floodway, impacting people living within and depending upon the American River watershed water for agriculture, business, and municipal water supplies.

The proposed Redevelopment Plan would not intensify land uses beyond those planned for in the City's General Plan. WWTP capacity is planned to accommodate General Plan growth as the Project Area develops. Existing customers pay for their portion of their respective relief projects via their monthly user charges. Future customers will pay for their portions through impact fees (most relief projects are allocated to both existing and future customers).

With the proposed Redevelopment Plan, the Agency would have the power, authority, and capital to invest in the public infrastructure and fund capital improvement projects, such as relocating and/or upgrading the Trunk Sewer Line. Redevelopment funds may be used to assist in the design and development of upgraded sewer systems, new and replaced sewer pipelines, sewer parallels, monitoring systems, wastewater and sewer pump and treatment facilities to serve the Project Area. Therefore, the proposed Redevelopment Plan would have a ***less-than-significant*** and potentially beneficial impact on wastewater collection and treatment.

Mitigation

None required

Impact 6.9-2 Redevelopment-engendered development and infrastructure projects could affect stormwater and drainage systems. This would be a less-than-significant impact.

The City and County manage a system of roadway drainage, ditches, storm drains, retention and detention basins, natural and human-made or altered watercourses, drainage channels, and other drainage structures to provide drainage throughout the Project Area. Redevelopment funds may be used to assist in the design and development of new drainage infrastructure and improvement of existing drainage systems to improve service in the Project Area. This would have a beneficial impact on the Project Area's drainage infrastructure.

The proposed Redevelopment Plan would not intensify land uses beyond those planned for in the City's General Plan. New development must adhere to existing stormwater drainage

design standards, as defined in the City drainage ordinances, and must pay drainage impact fees to help pay for system-wide improvements. Drainage fees from redevelopment-engendered development and redevelopment infrastructure improvements would improve stormwater and drainage facilities and service throughout the Project Area.

With the proposed Redevelopment Plan, the Agency would have the power, authority, and capital to invest in the public infrastructure and fund capital improvement projects, including upgraded drainage systems, new and replaced drainage pipelines, monitoring systems, and flood control systems. The Redevelopment Plan is anticipated to help fund the needed drainage infrastructure improvements identified as needed within the Project Area, and would therefore have a ***less-than-significant*** impact on stormwater and drainage.

Mitigation

None required

Impact 6.9-3 Redevelopment-engendered development could increase general population demands on water supply and delivery. This would be a less-than-significant impact.

The proposed Redevelopment Plan would remove barriers to General Plan development, and could result in infill housing and commercial/industrial development in the Project Area. The current population in the Project Area is 930, and the population is expected to grow to 2,228 over the life of the Redevelopment Plan.[10] All these land uses would require additional water supplies, and additional water infrastructure may be necessary. The EID water supply can meet the anticipated General Plan buildout demand. However, the existing water delivery system does not have reliable supply capacity to meet the maximum day and fire flow scenario simultaneously.

Water supply, treatment, storage, pumping, and distribution improvements have been identified to meet future water demands and to correct existing deficiencies within the current system. With the proposed Redevelopment Plan, the Agency would have the power, authority, and capital to invest in the public infrastructure and fund capital improvement projects identified in the Water Master Plan, such as improved water storage and distribution facilities, and improved pressure control equipment. Redevelopment funds may be used to assist in the design and development of such projects to serve the Project Area. In addition, new construction would be required under existing City requirements to ensure an adequate water supply prior to permit approvals and to meet water conservation objectives. Planned development engendered by the Redevelopment Plan would therefore have a ***less-than-significant*** impact on water service.

Mitigation

None required

Impact 6.9-4 Redevelopment-engendered development could increase general population demands on landfill capacity. This would be a less-than-significant impact.

The proposed Redevelopment Plan would remove barriers to General Plan development, and could result in infill housing and commercial/industrial development in the Project Area. Recycling of properties may involve demolition, and rehabilitation and new development

[10] Redevelopment Agency of the City of Placerville, Health and Safety Code Section 33328.1(B) School Facilities Report for the Proposed Placerville Redevelopment Project Area, October 1, 2010.

could result in construction debris going to the landfill. New residential, commercial, and industrial uses would generate a range of solid wastes.

The City has adopted a solid waste ordinance and recycling programs to minimize the waste stream, and has met the State AB 939 requirements to cut its waste flow by at least 50%. Solid waste generated in the Project Area would be transported to the Lockwood Landfill near Reno, Nevada, which has sufficient capacity to accommodate their current average daily tonnage through the duration of the Redevelopment Plan (2041). Therefore, development engendered by the Redevelopment Plan would have a ***less-than-significant*** impact on solid waste and landfill capacity.

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6.10

TRANSPORTATION

Draft Environmental Impact Report
Placerville Redevelopment Plan

6.10 TRANSPORTATION

INTRODUCTION

This subchapter of the Environmental Impact Report (EIR) describes the transportation and circulation setting of the proposed Placerville Redevelopment Project Area (Project Area). The analysis focuses on the segments of the transportation networks that serve as direct or key indirect linkages to the Project Area. The proposed adoption and implementation of the Placerville Redevelopment Plan (proposed project or Redevelopment Plan) does not directly propose new development, but would encourage development consistent with the City of Placerville (City) General Plan by funding incentives, programs, and public improvements in the Project Area. This subchapter provides a qualitative and programmatic assessment of transportation issues anticipated over the life of the Redevelopment Plan. Therefore, this subchapter provides a programmatic assessment of transportation issues assuming redevelopment removes barriers to full buildout of General Plan land uses.

One comment on the Notice of Preparation (NOP) was received from the California Department of Transportation (Caltrans). Caltrans requested that the Redevelopment Agency of the City of Placerville (Agency) conduct a Traffic Impact Study for any impacts to United States Route 50 (US-50) and State Route 49 (SR-49), and advised that an encroachment permit will be required for any work conducted in the State's right-of-way (ROW).

ENVIRONMENTAL SETTING

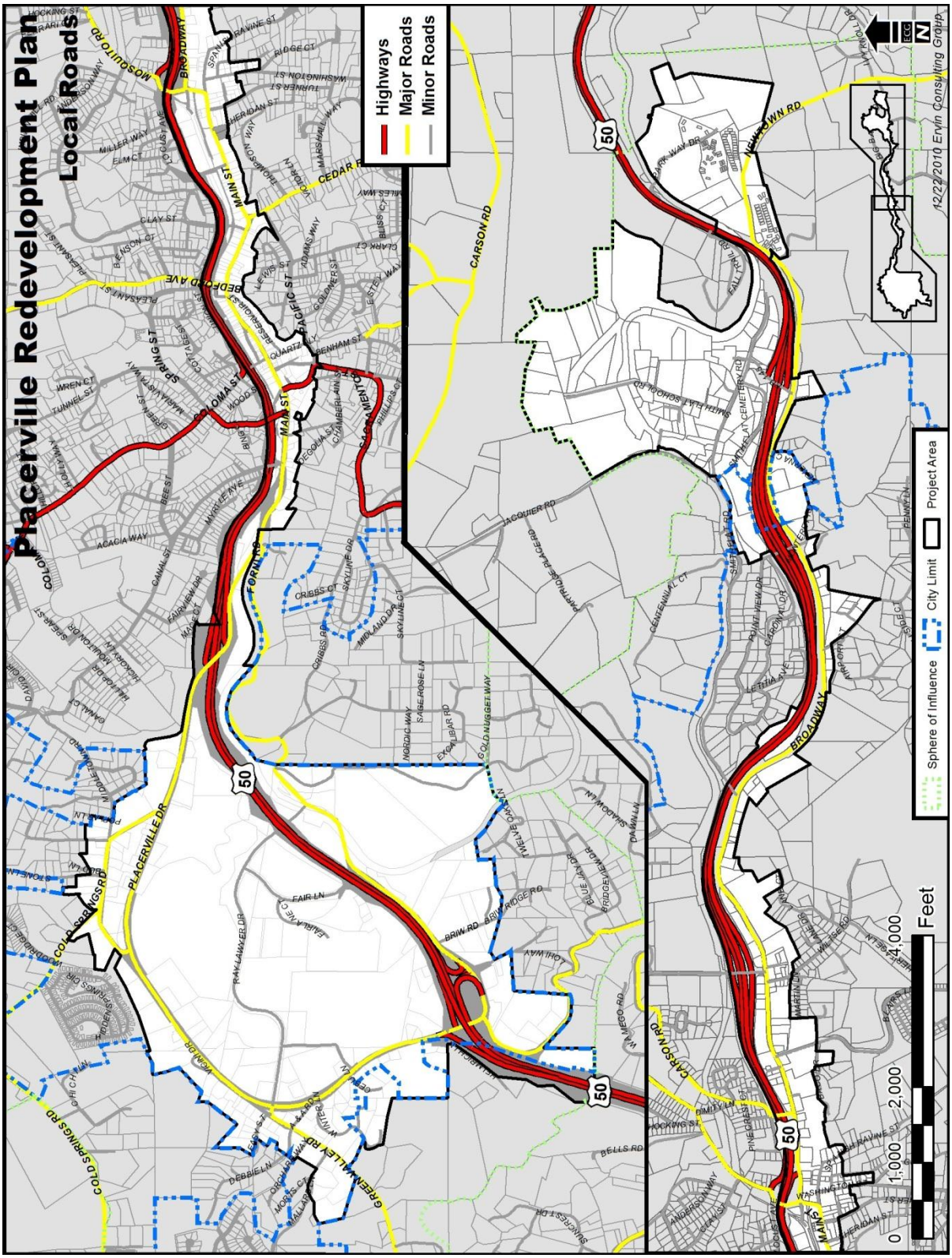
Roadways are the primary existing transportation facilities within the proposed Project Area. The existing roadway network consists of highways, collectors, and local streets. Existing bicycle, pedestrian, and transit facilities are also present in the Project Area, although these facilities are currently limited. A description of the major transportation facilities and current bicycle/pedestrian and transit facilities are summarized.

Major roadways in the proposed Project Area are identified below. These roadways are identified on Figure 6.10-1. With the exception of US-50, all the roadways in the Project Area have two travel lanes

REGIONAL ACCESS

Regional vehicular access to the Project Area is provided by US-50 and SR-49.

US-50 is a four-lane highway which traverses and bisects the Project Area on an east-west alignment, providing a connection from the San Francisco Bay and Sacramento areas across Echo Summit in the Sierra Nevada to the Lake Tahoe region and points east. In the Downtown area, US-50 is an expressway with signalized at-grade intersections; most north-south Project Area streets cross US-50 via under- or over-passes. Caltrans recently completed improvements consisting of a grade separation providing a two-way connector between Placerville Drive and Main Street, and improvements to US-50 including and between the intersections at Canal Street, Spring Street, and Bedford Avenue. These improvements included a 3.6-meter wide auxiliary/acceleration lane from Bedford Avenue to the Clay Street Undercrossing.



Source: Ervin Consulting Group, 2010

FIGURE 6.10-1
PROJECT AREA STREET NETWORK

SR-49 is a two-lane highway which runs generally north-south through the center of the Project Area via local streets. SR-49 crosses US-50 at Spring Street and zigzags making a left turn on Main and immediate right turn to proceed south to Sacramento Street as it winds its way to the City's southern limits.

LOCAL ROADWAYS

The Project Area is for the most part long and narrow, widening at both ends. The local street system is composed of three primary east-west connectors; from west to east, these include Placerville Drive, to Main Street, to Broadway. A network of collector roads and local service roadways branch off these roads to connect to other parts of the City and County. Primary roadways in the Project Area are described below.

Broadway is the main east-west route through the Project Area to the east of Downtown, traveling east as an arterial from Mosquito Road. It is a two-lane facility; some portions have a two-way left-turn lane. Near Downtown, Broadway has low speeds and numerous access locations to local stores and driveways. To the west, it connects with Main Street at Mosquito Road. As Broadway extends to the east of downtown, vehicle speeds increase and surrounding areas become more rural. In Motor City, it transitions into Newtown Road as it exits the Project Area.

Main Street is the primary east-west route through the Downtown area of the Project Area, traveling west through Downtown as an arterial from Mosquito Road. It is a two-lane facility; some portions have a two-way left-turn lane.

Placerville Drive is a two-lane collector that loops through the western portion of the Project Area from US-50 back over US-50 to Forni Road. The roadway is mostly improved with center turn lanes, but has large gaps in sidewalks.

Several north-south collectors provide access across US-50 through the Project Area. From west to east, these include:

- Placerville Drive – freeway exit and overpass
- Ray Lawyer Drive – overpass
- Canal Street – signalized intersection
- Spring Street – signalized intersection
- Bedford Avenue – signalized intersection
- Clay Street – underpass
- Locust Avenue – underpass
- Mosquito Road – underpass
- Carson Road – overpass
- Schnell School Road – interchange with underpass
- Smith Flat Road – underpass
- Point View Drive – underpass
- Broadway / Smith Flat Road – overpass

PUBLIC TRANSPORTATION

El Dorado Transit provides transit service within the Project Area, including fixed-route, dial-a-ride, and complimentary Americans with Disabilities Act (ADA) compliant paratransit. Dial-a-ride service is available to senior and disabled passengers only. Route PL East provides service by request to destinations along Broadway. Commuter bus service to downtown Sacramento is provided from the Placerville park-and-ride lot. This includes formal carpools and vanpools organized by the State of California and VPSI. Six state vanpools are available to transport state employees residing in El Dorado Hills, Shingle Springs, Placerville, Pollock Pines, and Rescue to their jobs in Sacramento. Five of these vanpools

travel to Downtown Sacramento, while one travels to the Franchise Tax Board in Rancho Cordova.

Amtrak provides its Thruway Service (bus service) to customers in Placerville and South Lake Tahoe. To use this service, customers make reservations with Amtrak to provide bus service to an Amtrak Station.

PEDESTRIAN AND BICYCLE ACCESS

The city core was originally built for travel by foot, horseback, and stagecoach, and as a result the core infrastructure still lends itself to walking for transportation. As the automobile became the primary form of transportation, the quality of the pedestrian environment in the Project Area has declined. Walking has become more challenging as sidewalk conditions have deteriorated and the number and speeds of automobiles have increased. However, pedestrian travel remains an important element to the Project Area's transportation system, and is a focus of numerous plans and policies, as further discussed below.

El Dorado County Bicycle Transportation Plan

The El Dorado County Bicycle Transportation Plan[1] provides a blueprint for the development of a bicycle transportation system on the western slope of the County. The plan updates the currently adopted El Dorado County Bicycle Master Plan, which was adopted in May 1979. Several updates were written between 1979 and the present, but none were formally adopted. The plan was developed with the overall goal of providing a safe, efficient, and convenient network of bicycle facilities that establish alternative transportation as a viable option in the County and neighboring regions.

The proposed bikeway system is slightly over 200 miles in length, and includes a strategy for development of Class I Bike Path along the entire Sacramento-Placerville Transportation Corridor (SPTC), also known as The El Dorado Trail, as further discussed below.

Officially designated bicycle facilities are classified as follows:

- ***Class I***
  Off-street bike trails or paths which are physically separated from streets or roads used by motorized vehicles.
- ***Class II***
  On-street bike lanes with signs, striped lane markings, and pavement legends.
- ***Class III***
  On-street bike routes marked by signs and shared with motor vehicles and pedestrians. Optional four-inch edge lines painted on the pavement.

The El Dorado Trail [2]

The El Dorado Trail (Trail) is a multi-modal transportation corridor planned to extend from the eastern border of the County to South Lake Tahoe. The current alignment of the Trail includes two railroad ROWs: the Michigan-California railroad ROW and the Sacramento Placerville Transportation Corridor (SPTC). Some segments are already completed with Class I Bike Paths, other segments are currently in development, open for use as a natural trail, or are proposed for improvement.

[1] El Dorado County Transportation website November 19, 2010 http://www.edctc.org/_eldoradotrail.htm
[2] Retrieved from El Dorado County Transportation website November 19, 2010 http://www.edctc.org/_eldoradotrail.htm

The El Dorado Trail Corridor currently extends from the western County line to the Camino area just east of Placerville. The ultimate vision is for it to extend all the way to Lake Tahoe, but an alignment east of Camino is yet to be determined. The County and City have developed segments of the trail from Clay Street in the Project Area to Los Trampos Road near Camino, including the overpass of US-50.

Currently, the Trail ends on the east side of Clay Street, north of Hangtown Creek. The proposed trail corridor between Clay Street and Bedford Avenue was cleared and leveled for use as a staging area for the US-50 Operational Improvements Project. An extension of the paved Trail would be constructed in this leveled area as a part of the planned Clay Street/Cedar Ravine Realignment Project. This new Trail segment will provide handicapped accessible viewing opportunities of the creek corridor.

City of Placerville Non-Motorized Transportation Plan[3]

The Non-Motorized Transportation Plan (NMTP) provides a blueprint for the development of a bikeway system throughout the City. Caltrans guidelines require Bicycle Transportation Plans to be updated every three to five years. The August 2010 update includes the following components:

- The NMTP will comply with the California Streets and Highways Code – California Bicycle Transportation Act, Section 891.2, A - K.
- The primary emphasis of the NMTP will be on planning for the facilities used by the "Bicycle Commuter" (as defined in the Streets and Highways Code Section 890.3).
- The plan will be more than just a Bicycle Transportation Plan – so that it may be adopted as part of the City's General Plan Circulation Element.
- The plan will include an inventory of the existing sidewalks in the City to the following extent the sidewalk or pathway provides a significant transportation benefit for either pedestrian or bicycle travel and provides connectivity between activity centers; i.e. schools, commerce, parks, or employment centers.

City of Placerville Pedestrian Circulation Plan

The City's Pedestrian Circulation Plan (Ped Plan; 2007) expanded the sidewalk inventory of the NMTP to include all areas of the City. The Ped Plan provides prioritized project proposals and options for funding a subsequent "Pedestrian Circulation Improvement Program" for the construction and maintenance of an extensive sidewalk network throughout the City.

The Ped Plan provides project priorities and options for funding a subsequent Pedestrian Circulation Improvement Program for the construction of an extensive sidewalk network throughout the City. The plan includes the following goals:

- Promote convenient and safe pedestrian circulation (per City General Plan)
- Repair and upgrade the existing system of sidewalks
- Close gaps to increase the connectivity and viability of the existing system
- Expand the system to provide greater opportunities to pedestrians

With the exception of the central Downtown area, the existing sidewalk system in the City is rapidly deteriorating. Many sidewalks are cracked, eroded, uneven, or obstructed by

[3] City of Placerville, Department of Public Works Memorandum, retrieved November 19, 2010 from http://ci.placerville.ca.us

foliage. In many cases, sidewalks are elevated above the roadway and lack fence or railing to prevent falls. The average sidewalk width for many of the original sidewalks in the City is four feet. The Ped Plan identifies planned sidewalk construction at numerous locations that serve the Project Area.[4]

EXISTING CONDITIONS

The operation of roadway facilities is described with the term "level of service" (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, freedom to maneuver, traffic volume, and roadway capacity. LOS ranges from LOS A (the least congested operating conditions) to LOS F (the most congested operating conditions). LOS E represents "at-capacity" operations. When volumes exceed capacity, stop-and-go conditions result, and operations are designated as LOS F.

It should be noted that there are no arterials in the County portion of the Project Area, and the City's General Plan makes no attempt to prescribe a mandatory LOS, but rather takes a more practical approach. The General Plan states that the City shall "strive to attain the highest possible traffic level of service consistent with financial resources available and within the limits of technical feasibility."

Since the General Plan does not include a specific minimum LOS, the City has historically established the appropriate LOS threshold for identifying significant project impacts on a case-by-case basis. A review of the historical determinations, however, has led the City to conclude that a LOS D has been found to be the appropriate minimum LOS below which further study and mitigation is merited. Further, it is recognized that LOS D may not be achievable in every circumstance given available financial resources and the limits of technical feasibility. For example, Main Street cannot be widened to maintain LOS D without removing a substantial number of homes and businesses.

US-50 has recently been improved in the Project Area, and maintains satisfactory LOS except during seasonal special events.

CURRENT TRAFFIC OPERATIONS

Traffic studies have been completed for three projects in the vicinity within the last six years. The Lumsden Ranch EIR (2009) analyzed 14 intersections within the central and eastern portions of the Project Area, the Clay Street/Cedar Ravine Realignment Project (2009) assessed operations at the Clay Street/Main Street intersection, and the Western Placerville Interchanges Project Traffic Report (2004) assessed conditions on roadways in the western portion of the Project Area. Under the modeled intersections, all Project Area highways, roadways, and intersections operate at LOS C or better except the following:

- Clay Street/Main Street intersection – LOS F (PM)
- Placerville Drive, US-50 to US-50 – LOS D
- US-50 Eastbound Ramps/Broadway – LOS E (AM), LOS F (PM)
- Placerville Drive/Fair Lane/Westbound US-50 ramps intersection (2010 conditions) – LOS F (PM)
- Placerville Drive/Forni Road unsignalized intersection – LOS F (PM)

[4] City of Placerville Pedestrian Circulation Plan – Plan and maps available at http://www.edctc.org/_Pvle_Ped_Plan.htm

PLANNED IMPROVEMENTS

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is a 28-year plan for transportation improvements in the region based on projections for growth in population, housing, and jobs. The Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) responsible for developing the state and federally required MTP every four years in coordination with the 22 cities and six counties in the greater Sacramento region. Under memoranda of understanding (MOU), long-range transportation plans in El Dorado and Placer counties are also incorporated into the MTP.

The current MTP 2035 identifies the following projects within the Project Area for funding:

- Realign 4-way roundabout at Main Street/Cedar Ravine; reconstruct Clay Street Bridge and Ivy House parking lot
- Bridge reconstruction at Clay Street over Hangtown Creek, 150 feet north of Main Street Replace 1-lane bridge with 2-lane bridge
- Purchase ROW and install improvements for El Dorado Trail Western Extension, a Class I bikeway/trail from approximately Canal and Main Street to Ray Lawyer Drive and Forni Road
- Widen Hangtown Creek Bridge at Placerville Drive - add shoulders, bike lanes, and sidewalks; improve bridge.
- Rehabilitation of various locations in Placerville – rehabilitate roads, arterials, collectors, and transit routes.
- Extend 2 lanes from Broadway to Smith Flat Road
- Western Placerville Interchanges: Reconstruct at Forni Road/Placerville Drive; New Interchange at Ray Lawyer Drive; New east bound and west bound auxiliary lanes between Ray Lawyer and Placerville drives
- Widen and realign: Washington Street to Turner Street from Cedar Ravine Road to Main Street. At a minimum, add curb, gutter, bike lanes, turn pockets, and a widened travel way
- Interchange improvements: Phase 1B: reconfiguration of interchange to a 4-lane tight diamond, construction of auxiliary lanes between interchange and Forni Road/Western Placerville Drive Interchange; and widening and seismic retrofitting of the Weber Creek bridges on US-50
- Bridge reconstruction: Blairs Lane, over Hangtown Creek, 150 feet south of Broadway. Replace 1-lane bridge with 2-lane bridge.
- Phase II Placerville Station 2 - Construct 50 additional parking spaces in lot adjacent to existing facility with lighting, landscaping, and a portion of the El Dorado Trail facility.

Clay Street/Cedar Ravine Realignment Project[5]

The recently approved Clay Street/Cedar Ravine Realignment Project is an implementation project of the 2006 Placerville Streetscape Design Development Plan. The project includes:

- Realign Clay Street to intersect Main Street at a four-legged intersection with Cedar Ravine Road, and to construct a roundabout at the intersection of Main Street/Clay Street/Cedar Ravine Road
- Replace the functionally obsolete existing bridge on Clay Street crossing over Hangtown Creek
- Extend the El Dorado Trail from its existing terminus point at Clay Street to the newly constructed Bedford Avenue pedestrian over-crossing at US-50

PROJECTED CUMULATIVE TRAFFIC CONDITIONS

A traffic analysis of projected conditions in the year 2025 revealed that the Clay Street/Main Street intersection would further deteriorate to LOS F in the AM peak hour, and the Main Street/Cedar Ravine Road intersection would deteriorate to LOS F in the PM peak hour if the intersections are not improved (Fehr & Peers 2009). However, the planned and funded reconfiguration of the existing Clay Street/Main Street and Main Street/Cedar Ravine Road intersections into a single 4-way roundabout will reduce traffic congestion and improve LOS. The projected 2025 analysis of the proposed 4-way roundabout indicates that the project would improve the intersection to LOS B in the AM peak hour and LOS C in the PM peak hour (Fehr & Peers 2009).

A traffic analysis of projected conditions in the year 2025 for the Lumsden Ranch project revealed that the proposed and related projects would unacceptably degrade traffic operations at the:

- Point View Drive/US-50 westbound ramps intersection
- Bedford Avenue/US-50 intersection
- US-50 eastbound ramps/Broadway intersection
- Cedar Ravine Road/Main Street intersection
- Mosquito Road/Broadway intersection
- Schnell School Road/Broadway/Wiltse Road/US-50 ramps roadway system
- Schnell School Road/US-50 eastbound ramps intersection
- Schnell School Road/US-50 westbound ramps intersection
- US-50 eastbound ramps/Broadway intersection near Mosquito Road

All intersections would operate acceptably with construction of the identified mitigation measures, although mitigation of the Schnell School Road/Broadway, eastbound US-50 ramps/Broadway, and Bedford Avenue/US-50 intersections are problematic due to ROW and cost issues. Coordination and approval from Caltrans is required for these improvements.

[5] City of Placerville, Department of Public Works Memorandum, Retrieved November 19, 2010 from http://ci.placerville.ca.us.

REGULATORY CONTEXT

STATE

California Department of Transportation

Caltrans is responsible for planning, designing, building, operating, and maintaining the State Highway System (SHS). US-50 and SR-49, which traverse the Project Area, are part of the SHS maintained by Caltrans. The Project Area is located within Caltrans District 3, with offices in Marysville. Caltrans' Transportation Planning Division is responsible for developing statewide, long-range plans for transportation improvements, while the Transportation Programming Division sets priorities for various State and federal transportation funding programs.

The State Route 50 Transportation Concept Report (Caltrans 1998) identifies the 20-year concept (through 2018) for the corridor as a six-lane freeway with two general-purpose lanes and one high-occupancy vehicle lane (HOV) lane in each direction from the county line to the future Silva Valley interchange. The ultimate facility concept (beyond 2018) for the corridor is an eight-lane freeway with three general-purpose lanes and one HOV lane in each direction from the county line to west of Placerville. Through the City, the 20-year concept will add a third eastbound lane and provide other associated operational improvements such as right-turn lanes and extended left-turn pockets. Ultimately, this section of the corridor is identified as a four-lane expressway. East of Placerville, the concept and ultimate facility are proposed to remain the same as the current configuration due to topographical and environmental constraints except for the addition of passing lanes in some sections. Caltrans has established a concept LOS of E from the El Dorado County line to Ice House Road east of the Project Area.

The Route Concept Report, State Route 49 (Caltrans 2000) contains the 20-year improvement concept for SR-49. The route concept recognizes the unique nature of SR-49 in terms of historical and topographic constraints, which preclude the possibility of significantly improving the highway on its existing alignment. As such, SR-49 would remain a two-lane conventional highway through the County. Some improvements, such as widening to the Caltrans 40-foot pavement standard, are identified to achieve the full concept facility. The concept LOS is F south of the community of El Dorado and through the City. Ultimately, some segments would require widening to four lanes or spot improvements (i.e., passing lanes or improvements for bicycle and pedestrian travel).

California Transportation Commission

The California Transportation Commission was established in 1978 out of a growing concern for a single, unified California transportation policy. The California Transportation Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout California. The fund programming and allocation is done primarily through the State Transportation Improvement Program (STIP) process. The California Transportation Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the State Legislature in formulating and evaluating state policies and plans for California's transportation programs.

REGIONAL

Sacramento Area Council of Governments

As previously noted, SACOG is the MPO responsible for developing the state and federally required MTP every four years in coordination with the 22 cities and six counties in the greater Sacramento region. Long-range transportation plans in El Dorado and Placer Counties are also incorporated into the MTP.

The MTP2035 is the first MTP for the Sacramento region to pro-actively link land use, air quality, and transportation needs. The MTP2035 outlines the region's transportation needs, sets principles and policies, and proposes specific strategies. It is a program of related actions designed to coordinate and manage future transportation improvements among the various jurisdictions and agencies operating within the region. The MTP covers a wide range of transportation issues, including how the land use pattern affects travel behavior, development of multiple modes of transportation, rush-hour congestion, special needs of people with limited mobility, goods movement, long-distance travel between the SACOG region and other areas, and the environmental impacts related to travel. The MTP2035 is designed to guide future transportation investment decisions in a balanced manner, sufficient to make needed improvements in all modes of surface transportation, within the limits of resources.

Since the adoption of the Blueprint Vision by the SACOG Board of Directors in December 2004, a number of jurisdictions in the region have begun implementing the Blueprint smart growth principles into their planning processes. The general plan and specific plan development activities occurring in the region by the local jurisdictions are reflected in the 2035 land use assumptions that accompany the population, housing, and employment forecasts for the MTP2035.

SACOG adopted the MTP in 2008, and has initiated an update as required by federal law. Since the 2008 MTP, California adopted Senate Bill (SB) 375, which requires a Sustainable Communities Strategy (SCS), similar to the Sacramento region's smart land use Blueprint project, to be added to transportation plans across the state. The downturn in the economy has also resulted in less money for transportation, especially at the local level. SACOG will be factoring these changes into the next update of the MTP2035.

LOCAL

El Dorado County Transportation Commission

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) for El Dorado County. EDCTC has the responsibility for the development and adoption of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program for El Dorado County. SACOG has the responsibility for the development and adoption of the MTP and the Metropolitan Transportation Improvement Plan (MTIP). EDCTC prepared the El Dorado County Regional Transportation Plan 2010-2030, which is the El Dorado County portion of the MTP2035. The RTP was developed by the EDCTC to document the policy direction, actions and funding recommendations intended to meet El Dorado County's short and long range transportation needs over the next twenty years.

Placerville General Plan

The Transportation Element of the City's General Plan has policies that provide guidance for, and promote the development of, a circulation system that is beneficial for all modes of transportation, correlated with the planned land use pattern in the City, and facilitates easy access through and within the City of Placerville.

Goal A To provide a circulation system that is correlated and adequate to support existing and proposed land uses, thereby providing for the efficient movement of goods and services within and through Placerville.

Policies:

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 Public Works Director that safe and adequate public access and circulation are preserved by such deviations.
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 Street 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.
5. The City shall ensure that all newly-developing areas are served by at least two means of access.
6. The City shall discourage the creation of long dead-end roads and cul-de-sac streets by providing for connections between such streets and secondary access to areas served by such streets.
7. The City shall prohibit the development of private streets in new residential projects, except in extraordinary circumstances. In such cases, the private streets shall be developed to City street standards.
10. The City recognizes that there is a relationship between transportation planning in the county and transportation planning in the city. It is the policy of the City to work closely with the transportation agencies of the County and the City to solve transportation problems that affect all levels of government.

Goal B To promote the development of a circulation system that preserves the historic nature and character of neighborhoods and districts, reinforces neighborhood identity and integrity, and minimizes adverse impacts on hillsides and vegetation.

Goal C To minimize traffic accidents and hazards.

Policies:

1. The City shall discourage the creation or continuance of traffic hazards in new development and other proposals requiring the City to exercise its discretionary authority.

2. In the development of new projects, the City shall give special attention to maintaining adequate corner-sight distances at city street intersections and at intersections of city streets and private access drives and roadways.
3. The City shall identify and remove, as feasible, obstacles limiting corner-sight distances at city street corners.

Goal D To ensure the adequate provision of both on-street and off-street parking.

Policies:

1. If future growth in traffic volumes necessitates removal of on-street parking places to provide additional traffic lanes, the lost on-street spaces should be replaced with an equal number of off-street spaces within the same vicinity.
2. The City shall require all new development to provide an adequate number of off-street parking spaces to accommodate the typical parking demands of the type of development proposed for the site. In the downtown area, new developments may, at the City's discretion, pay in-lieu parking fees.
4. The City shall research the ability to use redevelopment financing to provide parking downtown. The City shall ensure that a majority of property owners are in favor of this program prior to implementation.

Goal E To provide a safe and secure bicycle route system.

Policies:

2. Wherever possible, bicycle facilities should be separate from roadways and walkways.
3. The City shall limit on-street bicycle routes to those streets where the available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.
4. The City shall promote the development of bicycle routes that follow the contours of the land and are compatible with the terrain.
5. The City shall promote the development of bicycle routes in major development areas and along railroad rights-of-way.
6. The City shall promote development of bicycle routes and/or trails that connect parks and schools, that link the Ray Lawyer Drive/Placerville Drive area with downtown, and that link the Apple Hill area with Placerville.
8. Any future development adjacent to a bike trail shall be required to analyze impacts of the development on the bike trail and mitigate to the greatest extent possible identified impacts.

Goal F To promote convenient and safe pedestrian circulation.

Policies:

1. Pedestrian circulation needs and convenience in the downtown shall be given priority over the needs of through-traffic.
2. The City shall continue to enforce its program requiring adjoining property owners to repair and replace sidewalks in older neighborhoods to increase pedestrian safety and convenience.

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.
4. Where deemed necessary and appropriate, the City shall undertake construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
5. The City shall require all developments with a density of R1-2,000 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.
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.
7. The City shall promote the construction of pedestrian overpasses along US-50 in conjunction with future highway construction.

Goal G To maintain coordinated, efficient bus service that provides an effective alternative to private automobile use.

Goal I To provide for safe pedestrian access for Placerville residents, with emphasis on routes to and from school.

City of Placerville Street Infrastructure Planning

The City has several infrastructure master plans and transportation plans that are in various stages of implementation. These plans and documents are summarized below:

Main Street Streetscape Design Development Plan – July 2005

The Main Street Streetscape Design Development Plan (July 2005) covers the historic Main Street Downtown area. The primary objectives of the Main Street Streetscape Design Development Plan are to:

- Preserve and enhance the historical character and assets of Downtown
- Improve the pedestrian shopping experience and thus bolster Downtown's retail economic viability
- Develop a plan that is aesthetically cohesive and economically viable, a plan that can be implemented through a multi-phase and multi- year effort

The major elements in the proposed improvements consist of the conversion of the area adjacent to the existing Bell Tower into a public plaza with significant public transit oriented facilities; accessibility improvements at the street intersections; widening of pedestrian walkways; addition of planting areas and accent planters; pavement textures at the crosswalks and other significant pedestrian spaces along Main Street; monument signs, new street lights, benches, and other character appropriate street furniture; areas for outdoor dining; and a roundabout at the intersection of Main and Clay streets.

Broadway Village Corridor Multi-Modal Implementation Plan

The Broadway Village Corridor Multi-Modal Implementation Plan (Broadway Plan; February 2010) covers an area of Broadway from Main Street to Smith Flat Road. It is intended to address four primary themes, which:

- Include proposals for improved non-motorized transportation facilities and improved landscape, streetscape, and transit facilities that encourage transit, bicycle, and pedestrian travel
- Develop a strategic short-, mid-, long-range and future vision for improved transportation and land use throughout the Broadway Village Corridor
- Propose safety, mobility, and operational improvements to improve safety and vehicular circulation along the Broadway Corridor through intersection improvements and improved access to businesses along the Broadway Corridor
- Help take the previous planning efforts from concept to implementation

The Broadway Plan includes proposals for improved non-motorized transportation facilities and improved landscape, streetscape, and transit facilities that encourage transit use and bicycle or pedestrian travel. The Broadway Plan also proposes safety, mobility, and operational improvements to improve vehicular circulation along the Broadway Corridor through improved access management to the roadway and adjoining businesses. Implementation of the Broadway Plan recommendations will:

- Improve safety, access, and mobility for pedestrians.
- Improve safety, access, and mobility for bicyclists.
- Promote the use of public transportation by providing efficient, accessible transit facilities and links to commercial businesses.
- Improve safety and efficiency for automobiles through infrastructure improvements.
- Reduce traffic congestion and greenhouse gas (GHG) emissions through infrastructure improvements.
- Create an environment conducive to multi-modal transportation.

Placerville Drive Multi-Modal Corridor Mobility Study – January 2009

The Placerville Drive Multi-Modal Corridor Mobility Study (January 2009) is a community-based transportation study that focuses on Placerville Drive between the limits of the Placerville Drive/Forni Road interchange on the west and the Placerville Drive/US-50 interchange on the east.

The recommended/adopted roadway concept consists of changing the existing 2-lane and 3-lane roadway – which has no median control or landscaping and serves as a "regional/commuter" facility – into a "destination/downscaled" roadway. The new roadway will have a landscaped median, controlled left-turns at select locations and intersections, and will include sidewalks, bicycle lanes, and room for transit service needs. In addition, the Hangtown Creek Bridge will be reconstructed and is envisioned as widened for 4-lanes, yet utilized as a 2-lane facility – until the additional capacity is required for traffic service. The adopted cross-sections consist of the following components:

- At the US-50/Forni Road/Placerville Drive, implementation of the proposed interchange redesign as previously adopted by the City of Placerville.
- Between US-50/Forni Road/Placerville Drive interchange to Ray Lawyer Drive, implementation of a 4-lane cross-section, plus bike lanes and medians.

- Between Ray Lawyer Drive and Cold Springs Road, a wider than required 2-lane cross-section, plus bike lanes and medians. This roadway section is "convertible" to a 4-lane cross-section, plus bike lanes and medians. The conversion is slated to occur if and when necessary as dictated by traffic volumes. Improvements elsewhere in the corridor may provide alternate opportunities for regional travel.
- Between Cold Springs Road and the US-50/Main Street/Placerville Drive interchange, a 2-lane cross-section, plus bike lanes and medians.

Placerville Drive Development and Implementation Plan - Final Preferred Vision Plan

This Final Preferred Vision Plan (March 2009) proposes an intensification and mix of land uses in order to attract more businesses and patrons to the area. It includes more public open spaces, new lane configurations for Placerville Drive, continuous sidewalks and bike lanes, as well as a multi-modal transportation facility. The Plan also describes the streetscape beautification program to enhance the attractiveness and safety of the corridor for pedestrians, bikes, and vehicles alike. The three aspects of the streetscape discussed in the report include:

- Broader circulation changes
- Future travel lane configuration changes
- Character and amenities to be provided such as landscaping and furnishings

ENVIRONMENTAL IMPACTS

METHODOLOGY

The effect of redevelopment activities on existing and planned traffic, pedestrian, and transit services is analyzed at a programmatic level, based on the City's General Plan. Since the Redevelopment Plan does not propose to intensify land uses beyond those planned for in the City's General Plan, and does not identify specific traffic generating projects in the Project Area, a quantitative analysis of intersection-specific traffic impacts due to Redevelopment Plan implementation in the context of this programmatic EIR was not warranted.

THRESHOLDS OF SIGNIFICANCE

Impacts to the transportation system are considered significant, if redevelopment activities would result in:

- A significant increase in projected traffic volumes over current conditions or beyond those anticipated in the City's General Plan.
- A deterioration of transit or pedestrian services and/or infrastructure

PROJECT COMPONENTS

Improvements to Project Area public infrastructure are intended to alleviate traffic congestion and improve public safety, remove costly impediments to development, and upgrade infrastructure to contemporary standards to stimulate private development. The proposed traffic/circulation improvement projects may include, but are not limited to roadways, landscape, street lights, decorative and handicapped accessible crosswalks and intersections, transit improvements, interchanges, curbs, gutters, sidewalks, bridges, parking, traffic signals, bicycle paths, streetscape improvements, street medians, street furniture, utility undergrounding, and trails.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact 6.10-1 Redevelopment activities could remove barriers to development, resulting in increased traffic in the Project Area. This would be a less-than-significant impact.

The Project Area encompasses the older, built-out areas of the City and the City General Plan Sphere of Influence (SOI). Assuming buildout of the City's General Plan, the Project Area will add approximately 251 residential units, 1,203,047 square feet commercial space (Public and Private), and 1,274,718 square feet industrial space over the 30 year duration of the Redevelopment Plan. By comparison, under the Sacramento Region Blueprint Preferred Scenario, Placerville is anticipated to add approximately 5,422 housing units between 2000 and 2050; the anticipated growth in the Project Area represents a 4.7% increase in dwelling units. Infill development within the Project Area therefore only represents a small portion of the anticipated cumulative traffic resulting from buildout of the Placerville area.

The Redevelopment Plan is intended to remove existing barriers to planned development and revitalization within the older part of the City and SOI, and provide infrastructure improvements to accommodate such planned development. The traffic increases that would occur as a direct result of infill development within the Project Area would be minor in comparison to anticipated growth in the surrounding City and SOI.

Adopted projects, plans, and policies have identified the feasible transportation improvements necessary to accommodate traffic resulting from General Plan buildout. The Redevelopment Plan may provide funding assistance for the implementation of such projects where they are located in the Project Area, which could move up their priority for regional funding. In addition, the Redevelopment Plan may fund streetscape and pedestrian enhancements, sidewalk repair and construction, and encourage economic development in the local commercial sector, to provide better non-vehicular access and more opportunities locally to avoid driving. Such activities are consistent with General Plan policies to enhance non-vehicular transportation modes and enhance community preservation and design.

The Redevelopment Plan must be consistent with the City's General Plan. As development proceeds in the Project Area, localized circulation impacts would be addressed on a project-specific level, and any decreases in LOS related to specific developments will be required to be mitigated consistent with City policy, based on conditions at the time a project is proposed.

The City monitors roadway conditions and determines when improvements are warranted per applicable City standards and criteria, and include such improvements in their Capital Improvements Programs (CIP) as appropriate. As site-specific development proposals are identified and submitted to the City for permits, the City has procedures and requirements in place to analyze operational impacts and impose mitigation measures as required. The Redevelopment Plan would provide tax increment funding for infrastructure projects that would minimize the impact of planned development within the Project Area, consistent with adopted plans. Therefore, the Redevelopment Plan would have a ***less-than-significant impact*** on traffic and circulation.

Mitigation

None required

Impact 6.10-2 Redevelopment activities could remove barriers to development, resulting in increased demands on pedestrian and transit access and operations. This would be a less-than-significant impact.

Many of the parcels in the Project Area are affected by blighted streets – including unpaved or deteriorated roadways or sidewalks, or a lack of curb, sidewalk, or gutter. Several streets in the Project Area will also need to be widened to accommodate General Plan buildout, and provide safe bicycle access as traffic increases. As development occurs in the Project Area, there would be an increased demand for transit and bicycle facilities.

The Redevelopment Plan is an implementing tool for the General Plan and adopted plans such as the Ped Plan, Broadway Plan, Main Street Streetscape Plan, and Placerville Drive Development and Implementation Plan. City General Plan Policies E, F, G, and I promote safety for both motorists and non-motorists by promoting design features that reduce traffic speeds and increase pedestrian and bicycle safety. Redevelopment can provide the tools and funding to implement such policies and plans.

The Project Area is currently served by sidewalks and on-street bike lanes. The Redevelopment Plan includes projects and programs that would improve roads by providing curbs, gutters, sidewalks, bike routes, and streetscape improvements to enhance pedestrian access and cyclist safety. All new commercial, industrial, and multi-family development in the Project Area will be required to undergo review by the City to ensure compliance with local zoning and design criteria, and that adequate parking, transit, and bicycle facilities are provided. The Redevelopment Plan is projected to have a beneficial impact on bicycle and pedestrian facilities within the Project Area by assisting in the construction of the bikeway and pedestrian enhancements, improve street safety, and by supporting transit improvements. The Redevelopment Plan would therefore have a ***less-than-significant impact*** on pedestrian/cyclist safety and access to transit facilities.

Mitigation

None required

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Impact 6.10-3 Redevelopment activities could remove barriers to development, resulting in cumulative increases in traffic in the Project Area. This would be less than cumulatively considerable.

As noted above, the Project Area encompasses most of the older, built-out areas of the Placerville area. The duration of the Redevelopment Plan extends 30 years, and therefore analysis of impacts assumes cumulative buildout of the General Plan. The Redevelopment Plan is intended to remove existing barriers to planned development and revitalization within the older part of the City, and provide infrastructure improvements to accommodate such planned development, as well as cumulative traffic increases impacting the Project Area, as the surrounding City and SOI develop.

The City's master plans have identified the transportation improvements necessary to accommodate cumulative traffic resulting from General Plan buildout. All cumulative traffic has been identified and the necessary traffic improvements to ensure the City maintains acceptable LOS have been identified as feasible, although funding has been identified as problematic. The Redevelopment Plan may provide funding assistance for the implementation of such projects where they are located in the Project Area.

The City monitors roadway conditions and determines when improvements are warranted per City standards and criteria, and include such improvements in their CIPs as appropriate. The Redevelopment Plan would provide tax increment funding for infrastructure projects that have been identified to address the impact of cumulative development, consistent with adopted plans. Therefore, the Redevelopment Plan would have a ***less-than-significant impact*** on cumulative traffic and circulation.

Mitigation
None required

7.0

CEQA CONSIDERATIONS

Draft Environmental Impact Report
Placerville Redevelopment Plan

7.0 CEQA CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires that each Environmental Impact Report (EIR) discuss the growth-inducing impacts of a proposed project, the significant cumulative impacts associated with development and operation of the proposed project, and identify impacts that could not be eliminated or reduced to a less-than-significant level by mitigation measures, as part of the project, or other mitigation measures that could be implemented. This chapter discusses and summarizes the growth-inducing, cumulative, and significant and unavoidable impacts that could result from adoption and implementation of the proposed Placerville Redevelopment Plan (proposed project or Redevelopment Plan).

GROWTH-INDUCING IMPACTS

Section 15126.2(g) of the CEQA Guidelines requires that an EIR discuss the growth-inducing impacts of the proposed project. Specifically, CEQA states that an EIR shall:

> Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristic of some projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth-inducing impacts can result from development that directly or indirectly induces additional growth pressures that are more intense than what is currently planned for in general and community plans. An example of this would be the re-designation of property planned for agricultural uses to urban uses. The growth inducement that may result, in this example, would be the development of services and facilities that may encourage the transition of additional land in the vicinity to more intense urban uses than those identified in current land use designations. Another example would be the extension of urban services to a site, which may encourage conversion of non-urban lands to urban lands.

SETTING AND POTENTIAL GROWTH-INDUCTING IMPACTS

Redevelopment is being considered as a tool to assist the City of Placerville (City) in addressing the needs in the older developed portions of the Project Area. Although new development will bring additional property tax revenues into the City and El Dorado County (County), the increased revenues are not anticipated to be sufficient to improve the existing conditions in the older core of the area included in the Placerville Redevelopment Project Area (Project Area). In addition, new housing will create the need for additional services (public safety, fire, planning and administrative services, etc.

The primary reason for the selection of the proposed Project Area is to eliminate and prevent the recurrence of the conditions of blight affecting the Project Area, as defined by the California Community Redevelopment Law (CRL). The blighting conditions identified within the Project Area include but are not limited to:

- Unsafe and unhealthy buildings for persons to live or work, caused by serious building code violations, serious dilapidation and deterioration from long-term neglect, unreinforced masonry buildings, buildings vulnerable to flooding, and faulty or inadequate water and sewer utilities (such as water utilities that are inadequate for fire hazards and antiquated water and sewer lines that need to be relocated)
- Conditions hindering viable use such as excessive dampness and flooding, inadequate parking, and inadequate loading facilities
- Depreciated or stagnant property values
- Impaired property values due to hazardous wastes
- Abnormally low lease rates
- A high crime rate that constitutes a serious threat to the public safety and welfare

The Smith Flat and Motor City areas are outside the current City boundaries but within the City of Placerville General Plan Sphere of Influence (SOI) and are, or can be, served by City services. The Smith Flat area contains a former lumber mill site, and the Motor City area contains a few mobile home parks and industrial uses.

The Redevelopment Plan would neither require extension or expansion of services to an area where none is provided nor involve substantial improvements to existing facilities – except where those facilities are upgraded to accommodate planned land uses or remediate existing problems such as substandard utilities. The current capacity of most services is sufficient to accommodate planned growth within the Project Area. Upgrades to utilities to meet planned growth in the Project Area are considered improved technology/rehabilitation efforts, not a growth-inducing activity.

Redevelopment activities must be consistent with the planned land uses in the Project Area as designated in the City's General Plan and Zoning Ordinance. Implementation of the Redevelopment Plan would meet the objectives of the City, since it must be consistent with growth forecasts and land uses as they have been planned in the City General Plan.

Because of new employees transferring within the City, County, and/or to the region, localized secondary impacts may also occur related to an increased demand for housing, public services, and utilities. Increases in the need for electricity, gas, water, sanitary sewer, public safety, and other services may create the need for service and maintenance employees. These potential secondary demands are consistent with growth forecasts and land uses, and were considered in the General Plan. The implementation of the Redevelopment Plan would not result in substantial new demands that were not previously anticipated in adopted plans.

Although implementation of the Redevelopment Plan would remove impediments to development, buildout of the Project Area would not exceed planned growth rates, and would not result in substantial regional demands on public services and infrastructure. No growth inducing impacts are anticipated due to implementation of the Redevelopment Plan. This area is targeted to intensify land uses to the levels allowed by zoning, specifically to encourage greater use of existing infrastructure and reduce growth impacts in outlying areas of the City and County, consistent with the Sacramento Region Blueprint. Growth-inducing impacts would be ***less than significant***.

CUMULATIVE IMPACTS

According to CEQA Guidelines Section 15355, "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15130(a) requires that cumulative impacts are discussed when the project's incremental effect is cumulatively considerable, as defined in Section 15065(c). "Cumulatively considerable" means that the incremental effects of an individual 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. Section 15130 of the CEQA Guidelines states that "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone."

CUMULATIVE ENVIRONMENT

The CEQA Guidelines provide that a lead agency may describe the cumulative environment by either a listing of pending, proposed, or reasonably anticipated projects, or a summary of projections contained in an adopted general plan or a related planning document that describes area-wide or regional cumulative conditions.

For the purposes of this EIR, a projection of cumulative buildout based on the adopted City General Plan land uses is used. Cumulative impacts resulting from General Plan buildout in the Project Area were previously analyzed and anticipated by the El Dorado County 2025 General Plan EIR (2004), and the Placerville General Plan (2004). Cumulative growth impacts on public services and utilities, for example, have been anticipated and planned for through policies, implementation measures, and master plan documents. Potential cumulative effects identified in this EIR include the following:

Impact 6.1-4 Redevelopment-engendered project construction activities would contribute to cumulative increases in ozone precursors. This would be less than cumulatively considerable.

Impact 6.2-1 Redevelopment activities and redevelopment-engendered development could result in a cumulative loss of special status species. This would be less than cumulatively considerable.

Impact 6.3-3 The Redevelopment Plan would engender redevelopment of the Project Area that could contribute to global climate change. This would be less than cumulatively considerable.

Impact 6.4-4 Redevelopment projects and redevelopment-engendered development could contribute to the cumulative degradation or loss of paleontological, archaeological, or historic resources, including human remains. This would be ***cumulatively considerable***.

Impact 6.5-3 Redevelopment of the proposed Project Area would contribute to cumulative increases in the use of hazardous substances during construction and occupancy. This would be less than cumulatively considerable.

Impact 6.6-4 Stormwater and operational runoff as a result of redevelopment would contribute to cumulative increases in discharge of urban pollutants to the Weber Creek watershed. This would be less than cumulatively considerable.

Impact 6.7-2 Redevelopment-engendered development could result in an increase in cumulative community noise impacts. This would be less than cumulatively considerable.

Impact 6.10-3 Redevelopment activities could remove barriers to development, resulting in cumulative increases in traffic in the Project Area. This would be less than cumulatively considerable.

The only cumulatively considerable significant and unavoidable impact is Impact 6.4-4, regarding the potential loss of historic resources.

SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the identification of impacts that could not be eliminated or reduced to less-than-significant levels by mitigation measures, as part of the project, or other mitigation measures that could be implemented. The significant and unavoidable impacts that would result from implementation of the Redevelopment Plan include the potential loss of cultural resources, as outlined below and discussed in the Cultural Resources chapter.

PROJECT-SPECIFIC SIGNIFICANT AND UNAVOIDABLE IMPACTS

The project-specific significant and unavoidable environmental impacts of the proposed project identified in Chapter 6 (Environmental Analysis) include:

Impact 6.8-1 Redevelopment-engendered development and infrastructure projects could result in construction noise at sensitive receptors. This would be a potentially significant and unavoidable impact.

CUMULATIVE SIGNIFICANT AND UNAVOIDABLE IMPACTS

The cumulative significant and unavoidable environmental impacts of the cumulative environment, as identified and discussed in Chapter 6 (Environmental Analysis), include:

Impact 6.4-4 Redevelopment projects and redevelopment-engendered development could contribute to the cumulative degradation or loss of paleontological, archaeological, or historic resources, including human remains. This would be cumulatively considerable.

8.0

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CHAPTER 8
REFERENCES

8.0 REFERENCES

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9.0

REPORT PREPARATION

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CHAPTER 9
REPORT PREPARATION

9.0 REPORT PREPARATION

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10.0

ACRONYMS AND ABBREVIATIONS

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CHAPTER 10
ACRONYMS AND ABBREVIATIONS

10.0 ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Description
AAQS	Ambient Air Quality (concentration) Standards
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
Administrator	Administrator of the United States Environmental Protection Agency
ADMP	Asbestos Dust Mitigation Plan
af/yr	Acre-feet per feet
Agency	Redevelopment Agency of the City of Placerville
AHERA	Asbestos Emergency Response Act
ALUC	Foothill Airport Land Use Commission
APS	alternative planning strategy
AQMD	local air quality management districts
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
Basin Plan	Basin Plan for the Central Valley Region
BAT	best available technology economically achievable
BCT	best conventional pollutant control technology
Blueprint Project	Sacramento Region Blueprint Project
BMP	Best Management Practice
Board of Supervisors	El Dorado County Board of Supervisors
Broadway Plan	Broadway Village Corridor Multi-Modal Implementation Plan
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal Fire	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCTS	Central California Taxonomic System

Acronym/Abbreviation	Description
CDBG	Community Development Block Grant
CDF	California Department of Forestry and Fire Protection
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response and Liability Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act Guidelines for Carcinogens and Biohazards
CERCLIS	National database and management system that the EPA uses to track activities of hazardous waste sites considered for cleanup under the Comprehensive Environmental Response and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFD or Mello-Roos district	Community Facilities District
CFR	Code of Federal Regulations
CH_4	methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System's
CIP	Capital Improvements Programs
City	City of Placerville
City Council	Placerville City Council
City General Plan	City of Placerville General Plan
City Zoning Ordinance	City of Placerville Zoning Ordinance
CIWMB	California Integrated Waste Management Board
CIWMP	Countywide Integrated Waste Management Plan
CLUP	Placerville Airport Comprehensive Land Use Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately 5 decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. to account for people's increased sensitivity to nighttime noise.
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
Committee	Sacramento Area Council of Governments' Climate Change & Air Quality Committee
County	El Dorado County
County General Plan	El Dorado County General Plan

Acronym/Abbreviation	Description
Creek	Hangtown Creek
CRHR, California Register	California Register of Historic Resources
CRL	California Community Redevelopment Law
CRLF	California Red-legged Frog
CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CVP	Central Valley Project
CVSWRCB	Central Valley State Water Resources Control Board
CWA	Clean Water Act
DARE	Drug Abuse Resistance Education
dBA	A-Weighted Decibels
DBH	diameter at breast height
DDA	Disposition and Development Agreement
DDT	Dichlorodiphenyltrichloroethan
Decibel, dB	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
DEIR or Draft EIR	Draft Environmental Impact Report
Delta	Sacramento-San Joaquin River Delta
DOF	Department of Finance
DOT	U.S. Department of Transportation
DPM	diesel particulate matter
DPR	California State Department of Parks and Recreation
DTSC	Department of Toxic Substance Control
DWR	California Department of Water Resources
EDCAQMD	El Dorado County Air Quality Management District
EDCFD	El Dorado County Fire District
EDCOES	El Dorado County Office of Emergency Services
EDCWA	El Dorado County Water Agency
EDSO	El Dorado County Sheriff's Office
EDUHSD	El Dorado Union High School District
EID	El Dorado Irrigation District
EIR	Environmental Impact Report
EMD	El Dorado County Environmental Management Department
EMS	Emergency Medical Services
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment

Acronym/Abbreviation	Description
FBI's UCR	Federal Bureau of Investigation's Uniform Crime Reporting
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
Final EIR or FEIR	Responses to comments, together with the Draft EIR and any changes to the Draft EIR therein specified
FIRM	Flood Insurance Rate Map
FRM	Federal Reference Method
GESC Ordinance	Grading, Erosion, and Sediment Control Ordinance
GHG	greenhouse gas
GIS	Geographic Information System
Grading Ordinance	Grading, Erosion, and Sediment Control Ordinance
GWP	global warming potential
H_2O	Water vapor
HABS/HAER	Historic American Building Survey/Historic American Engineering Record
HAPs	Hazardous Air Pollutants
HCP	Habitat Conservation Plan
HEC	Historic Environment Consultants
HFCs	Hydrofluorocarbons
HHW	household hazardous waste
HHWEs	Household Hazardous Waste Elements
HOV	high-occupancy vehicle lane
HRA	Health risk assessment
HSWA	Hazardous and Solid Waste Act
HUD	US Department of Housing and Urban Development
HVAC	heating, ventilating, and air conditioning
HWCL	Hazardous Waste Control Law
HWMP	Hazardous Waste Management Program
IBC	Important Biological Corridor
INRMP	El Dorado County Integrated Natural Resources Management Plan
IPCC	Intergovernmental Panel on Climate Change
IRF	Intermediate Regional Flood
IS	Initial Study
ISO	Insurance Services Office
JPA	Joint Powers Authority
L_{50}	A-weighted noise level that is equaled or exceeded 50 percent of the stated time period

Acronym/Abbreviation	Description
LAFCo	El Dorado County Local Area Formation Commission
L_{dn}	Day-Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
Lead Agency	The agency with primary responsibility over the approval of the project – Redevelopment Agency of the City of Placerville
L_{eq}	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1-hour, 8-hour, and 24-hour sample periods.
lf	linear feet
L_{max}	The A-weighted maximum noise level for a given period of time.
LOS	Level of Service; system of values used to designate the service provided to the public
LRA	Local Responsibility Area
LS	Less-Than-Significant Impact
LUST	Leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
mgd	million gallons per day
MHFEOP	Multi-Hazard Functional Emergency Operations Plan
MLUSD	Mother Lode Union School District
MMP	Mitigation Monitoring Plan
$MMTCO_2e$	millions of metric tons of carbon monoxide (CO_2) equivalent
MOU	memoranda of understanding
MPO	Metropolitan Planning Organization
MSR	Municipal Service Reviews
MTBE	methyl tertiary butyl ether
MTP	Sacramento Area Council of Governments Metropolitan Transportation Plan
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NCIC	North Central Information Center located at California State University, Sacramento
NDFEs	Nondisposal Facility Elements
NEPA	National Environmental Policy Act of 1969
NESHAPS	National Emissions Standards for Hazardous Air Pollutants
NEST	El Dorado County Office of Emergency Services' Neighborhood Emergency Services Team

Acronym/Abbreviation	Description
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NIH	National Institutes of Health
NMTP	Non-Motorized Transportation Plan
NO_2	nitrogen dioxide
NOA	naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRC	Nuclear Regulatory Commission
NRHP, National Register	National Register of Historic Places
NWPT	Northwestern Pond Turtle
O_3	ozone
OES	Office of Emergency Services
OHP	California State Office of Historic Preservation
OPA	Owner Participation Agreement
OPR	State Office of Planning and Research
OSHA	Federal Occupational Safety and Health Administration
Pb	lead
PBO	Programmatic Biological Opinion
PCB	Polychlorinated biphenyl
Ped Plan	City of Placerville Pedestrian Circulation Plan
PFCs	perfluorocarbons
PG&E	Pacific Gas and Electric
PL	Public Law
PM	particulate matter
PM_{10}	suspended particulate matter under 10 microns
$PM_{2.5}$	suspended particulate matter under 2.5 microns
ppb	parts per billion
PPD	Placerville Police Department
ppm	parts per million
ppt	parts per thousand
PRC	Public Resources Code

Acronym/Abbreviation	Description
Project Area	Placerville Redevelopment Project Area
proposed project	Placerville Redevelopment Plan
PS	Potentially Significant Impact
PSD	Class III Prevention of Significant Deterioration
PUSD	Placerville Union School District
RACT	Reasonably Available Control Technology
RCRA	Resource Conservation and Recovery Act
Redevelopment Agency	Redevelopment Agency of the City of Placerville
Redevelopment Plan	Placerville Redevelopment Plan
ROG	reactive organic gases
ROW	right-of-way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
S	Significant Impact
SAA	Streambed Alteration Agreement
SACOG	Sacramento Area Council of Governments
SARA	Superfund Amendments and Reauthorization Act, Title III
SB	Senate Bill
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SECAP	System Evaluation and Capacity Assurance Plan
Secretary's Standards	*Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*
SERT	Special Emergency Response Team
SF_6	sulfur hexafluoride
SHS	State Highway System
SIP	State Implementation Plan
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations, and Cleanups
SMUD	Sacramento Municipal Utility District
SNFA	Sacramento Area Nonattainment Area
SO_2	sulfur dioxide
SOI	City of Placerville General Plan Sphere of Influence
SPRR	Southern Pacific Railroad
SPTC or The El Dorado Trail	Sacramento-Placerville Transportation Corridor

Acronym/Abbreviation	Description
SR-49	State Route 49
SRA	State Responsibility Area
SRF	State Revolving Fund
SRREs	Source Reduction and Recycling Elements
SRWQCB	State Regional Water Quality Control Board
SSMP	Sewer System Management Plan
SSO	sanitary sewer overflow
STAR	Sheriff's Team of Active Retirees
State	State of California
State OES	Governor's Office of Emergency Services
STIP	State Transportation Improvement Program
SU	Significant and Unavoidable Impact
Summary Report	Phase I Summary Report as part of the Sewer System Master Plan
SVP	Society of Vertebrate Paleontology
SWAT	Special Weapons And Tactics team
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAZ	Traffic Analysis Zones
Tg	teragram
Tg CO_2 Eq.	One teragram of carbon dioxide equivalent
TMDL	Total Maximum Daily Loading
Trail	The El Dorado Trail
TSCA	Toxic Substances Control Act
UBC	Uniform Building Code
UN	United Nations
UNFCCC	United Nations Framework Convention on Climate Change
US	United States
US-50	United States Route 50
USACE	United States Army Corps of Engineers
USBR	United States Bureau of Reclamation
USC	United States Code
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USPS	United States Postal Service

Acronym/Abbreviation	Description
UST	underground storage tank
UV	ultraviolet
UWMP	Urban Water Management Plan
VELB	valley elderberry longhorn beetle
VOC	volatile organic compound
WDRs	Waste Discharge Requirements
WRF	Hangtown Creek Water Reclamation Facility
WWTP	Waste Water Treatment Plant

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Appendix A

Notice of Preparation & Initial Study

Draft Environmental Impact Report
Placerville Redevelopment Plan

NOTICE OF PREPARATION

FROM: Redevelopment Agency of the City of Placerville
City Hall, Second Floor
3101 Center Street
Placerville, CA 95667

CONTACT: John Driscoll, City Manager / City Attorney

DATE: October 14, 2010

SUBJECT: **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PLACERVILLE REDEVELOPMENT PLAN ADOPTION**

The Redevelopment Agency of the City of Placerville (Agency) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of interested persons as to the scope and content of the environmental information to be included in the EIR. Agencies should comment on the scope and content of the environmental information, which is germane to the agencies' statutory responsibilities in connection with the project.

The project description, location, and the probable environmental effects are contained in the attached Initial Study. This Initial Study, also available for public review at the above address, will be used to focus the EIR on only those issues that may potentially result in a significant adverse impact. The No Project Alternative and at least one other alternative will be considered in the EIR.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to John Driscoll at the address shown above. We will need the name for a contact person in your agency.

PROJECT TITLE: PLACERVILLE REDEVELOPMENT PLAN ADOPTION

PROJECT LOCATION: PLACERVILLE (City (nearest)) EL DORADO (County)

John Driscoll
City Manager / City Attorney (Responsible Entity Official-Name and Title) _____ (Signature) 10/14/2010 (Date)

PLACERVILLE REDEVELOPMENT PLAN ADOPTION

INITIAL STUDY

Redevelopment Agency of the City of Placerville

Prepared for:
Redevelopment Agency of the City of Placerville
City Hall, Second Floor, 3101 Center Street
Placerville, CA 95667

Contact: John Driscoll, City Manager / City Attorney
City of Placerville
jdriscoll@cityofplacerville.org
530-642-5200

Prepared By:
THE ERVIN CONSULTING GROUP
8561 Almond Bluff Court
Orangevale, California 95662
916-989-0269

Date: October 14, 2010

PLACERVILLE REDEVELOPMENT PLAN ADOPTION
INITIAL STUDY

This Initial Study has been required and prepared for the Placerville Redevelopment Agency (Agency), City Hall, Second Floor, 3101 Center Street, Placerville, CA 95667, pursuant to Title 14, Section 15060 et seq. of the California Code of Regulations.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I – PROJECT INFORMATION: Page 3 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II – EXECUTIVE SUMMARY: Page 5 - Includes a Summary of the Project Description and environmental analysis.

SECTION III - PROJECT DESCRIPTION: Page 7 - Includes a detailed description of the Proposed Project.

SECTION IV - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 17 - Contains the Environmental Checklist Form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) Potentially Significant Impacts, which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis, in an Environmental Impact Report (EIR), 2) Potentially Significant Impacts Unless Mitigated, which identifies impacts that could be mitigated to have a less-than-significant impact with implementation of mitigation measures, and 3) Less-than-significant Impacts, which identifies impacts that would be less-than-significant and do not require the implementation of mitigation measures.

SECTION V - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 61 - Identifies which environmental factors were determined to have either a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, as indicated in the Environmental Checklist.

SECTION VI - DETERMINATION: Page 63 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, added environmental documentation may be required.

SECTION VII - REFERENCES: Page 65

SECTION I - PROJECT INFORMATION

Project Name:	Placerville Redevelopment Plan Adoption
Project Applicant:	Redevelopment Agency of the City of Placerville City Hall, Second Floor 3101 Center Street Placerville, CA 95667
Project Manager:	John Driscoll City Manager / City Attorney City of Placerville City Hall, Second Floor 3101 Center Street Placerville, CA 95667 Phone: 530-642-52002 jdriscoll@cityofplacerville.org
Redevelopment Consultant:	Jim Simon, Principal RSG, Inc. 309 W 4th Street Santa Ana, CA 92701 Phone: (714) 541-4585 Fax: (714) 541-1175 jimsimon@webrsg.com
Environmental Consultant:	The Ervin Consulting Group 8561 Almond Bluff Court Orangevale, California 95662 Phone (916) 989-0269 Fax (916) 200-1371 info@ervincg.com
Initial Study Completed:	October 14, 2010

SECTION II – EXECUTIVE SUMMARY

Placerville is located in El Dorado County (County) on the western slope of the Central Sierra Nevada at the junction of U.S. Route 50 (US 50) and State Route 49 (SR-49). Placerville occupies approximately five square miles at the bottom and up the slopes of a ravine bisected by Hangtown Creek and Highway 50.

The Proposed Project entails the adoption of a Redevelopment Plan for a 1,077-acre Redevelopment Project Area (Project Area) within the jurisdiction of the City of Placerville (City) and adjacent County unincorporated areas. The proposed Redevelopment Plan would authorize the use of redevelopment tools to remove blight within the project area over a 30-year period, following adoption of the Redevelopment Plan in mid-2011.

The proposed Project Area includes most of the City's commercial areas, including the Placerville Drive, Downtown, and Broadway areas. Additionally the Project Area contains properties on the west and east perimeters of the existing City limits in the unincorporated County, including the areas known as Smith Flat and Motor City. Adoption of the Redevelopment Plan with respect to these unincorporated areas would also be subject to approval by the El Dorado County Board of Supervisors.

The Redevelopment Plan is a programmatic document, which empowers the Placerville Redevelopment Agency (Agency) to implement a variety of tools to revitalize the Project Area consistent with the California Community Redevelopment Law (CRL; Health and Safety Code Section 33000 et seq). The Redevelopment Plan provides that land use policies shall be those established by the City and County General Plans, as applicable, as such policies exist today, or may be hereafter amended. Consistent with the respective City and County General Plans, implementation actions may include:

- Improvements to public infrastructure and facilities serving the Project Area
- Repairs, rehabilitation, and reconstruction of Project Area properties
- Removing impediments to economic development
- Increasing, improving, and preserving the community's supply of affordable housing

The Redevelopment Plan would authorize the Redevelopment Agency to collect tax increment revenue, generated from increases in the assessed value of the Project Area, to finance the cost of these activities. Specific actions would be implemented gradually over the duration of the Redevelopment Plan, in accordance with the annual budget and five year implementation plan of the Redevelopment Agency. Such specific actions may require additional environmental analysis at a future date. The Redevelopment Plan would also authorize the Redevelopment Agency to use eminent domain on property that is not occupied as a residence.

SECTION III - PROJECT DESCRIPTION

PROJECT LOCATION

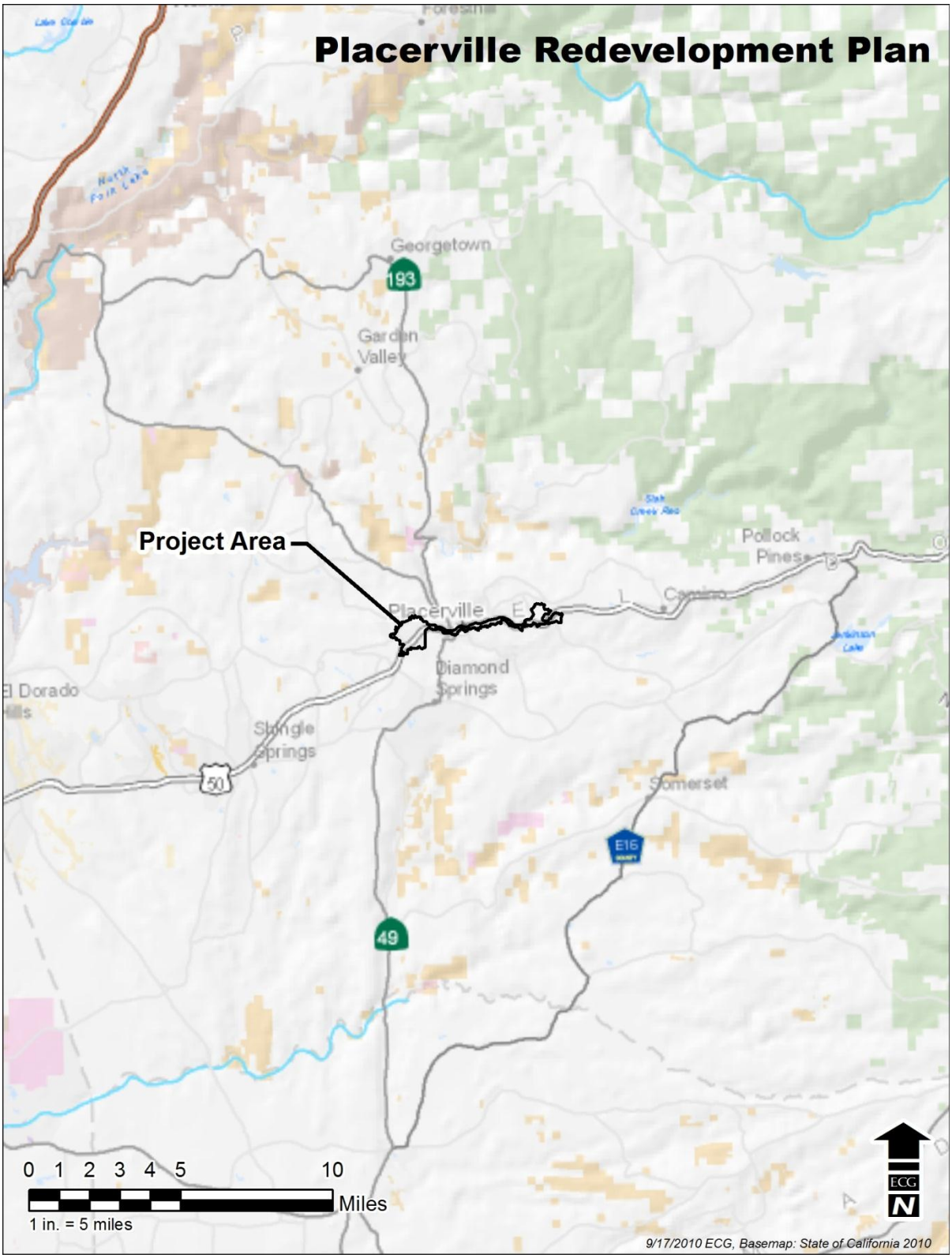
Placerville is located in El Dorado County (County) on the western slope of the Central Sierra Nevada at the junction of US 50 and SR-49. Situated approximately midway between Sacramento and Lake Tahoe, Placerville lies about 25 miles east of Folsom, which marks the eastern edge of the intense urban development of the Sacramento Metropolitan area. The rural residential communities of El Dorado Hills and Shingle Springs lie just to the west of Placerville along Highway 50, and the City of South Lake Tahoe is approximately 60 miles to the east along Highway 50. Auburn lies approximately 25 miles north of Placerville on Highway 49 and Jackson is approximately 34 miles to the south on Highway 49.

The City of Placerville (City) occupies approximately six square miles at the bottom and up the slopes of a ravine bisected by Hangtown Creek and Highway 50. (Figure 1, page 8).

The proposed Redevelopment Project Area (Project Area) encompasses approximately 1,077 acres (including public right-of-way) and includes properties within the City and adjacent unincorporated portions of the County. The Project Area can generally be described in four distinct subareas:

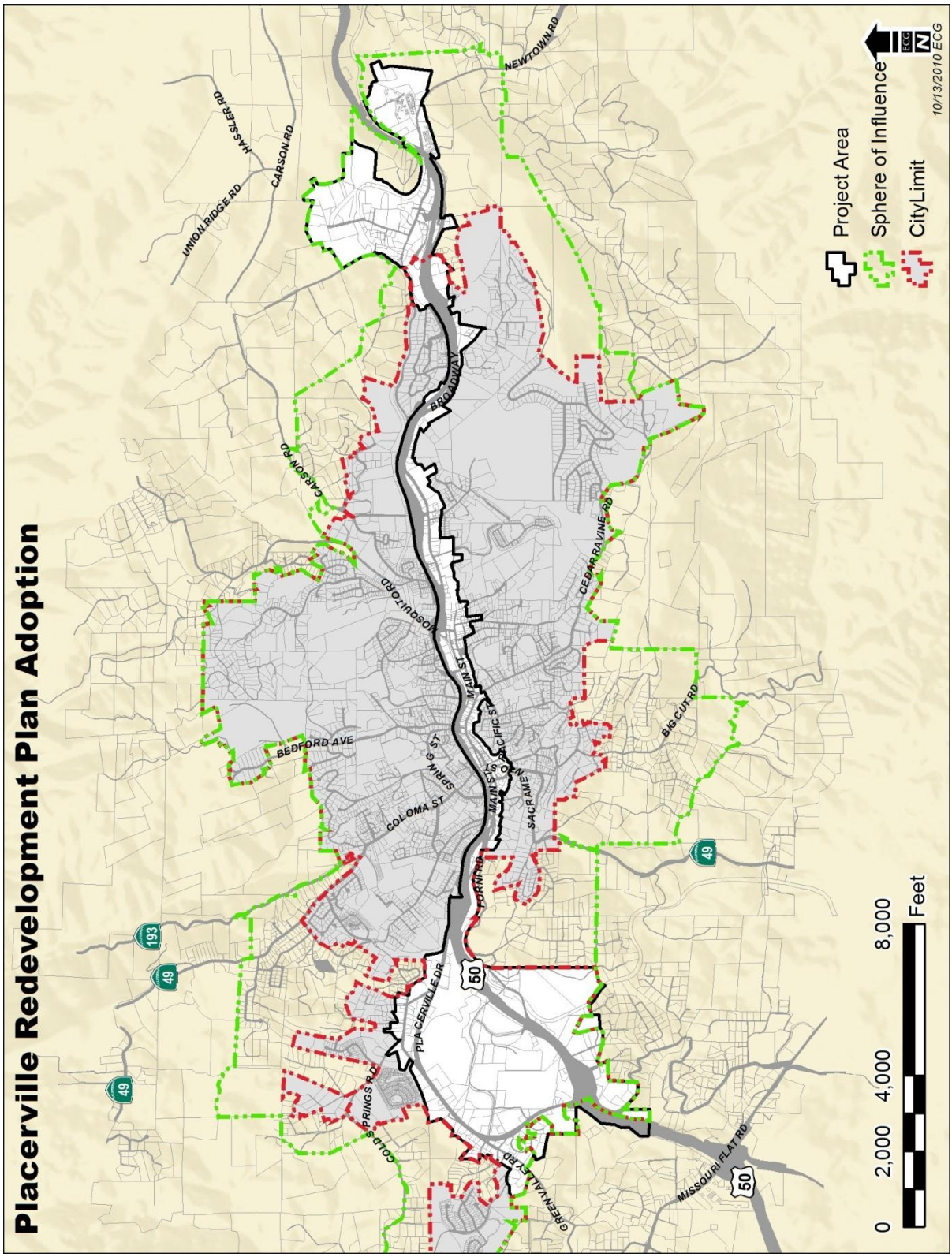
- Downtown – The Downtown area is one of the most defined districts in the City by virtue of the clarity of its character. The Main Street segment of the downtown has an unusually rich complement of historic buildings. There are many buildings built in the 1850s and 1860s as well as a number of buildings representative of the early 1900s, 1920s, and 1930s. These buildings define the overall character of the downtown area, bounded on the north by Highway 50, on the south by Miner's Ridge, on the east by Cedar Ravine, and on the west by Sacramento Street.
- Placerville Drive – The Placerville Drive area, by virtue of its geographic location, is a distinctly separate area within the City. Its entry and exit points are at each end of the length of Placerville Drive where it intersects Highway 50. Placerville Drive is dominated by strip commercial uses, and also includes the El Dorado County Fairgrounds, and many El Dorado County offices and buildings.
- Broadway – The Broadway area runs in an east-west direction between Mosquito Road and Newtown Road. It parallels Highway 50 to the north. Although Broadway is a single street, it is frequently perceived as two sections, upper and lower, due to its different identities. Lower Broadway is largely a linear commercial strip characterized by fast food restaurants, gas stations, and small cluster shopping centers. Upper Broadway includes scattered commercial enterprises including a few motels and other mixed professional and retail uses.
- Smith Flat/Motor City – The Smith Flat and Motor City areas are located within the unincorporated area of El Dorado County, within the City of Placerville's sphere of influence. Smith Flat is located generally to the north of Highway 50, immediately east of the City boundaries and includes commercial and single family residential uses. The former lumber mill is also located within the Smith Flat area. Motor City is separated from Smith Flat by Highway 50 and is located generally to the southeast of Highway 50. Mobile home parks are the primary uses in the Motor City area.

Major streets that traverse the Project Area include US 50, Placerville Drive, and Broadway. The Project Area boundaries are shown on Figure 2 (page 9).



Source: The Ervin Consulting Group, 2010
Basemap: State of California, 2010

FIGURE 1
PROJECT VICINITY



Source: The Ervin Consulting Group, 2010

FIGURE 2
PROJECT AREA BOUNDARIES

PROJECT BACKGROUND

A Feasibility Study for a Potential Redevelopment Plan (Feasibility Study) completed in January 2010 recommended that the City and the Redevelopment Agency of the City of Placerville (Agency) proceed with formation of the City's first redevelopment plan and project area encompassing the Placerville Drive, Downtown and Broadway commercial districts, as well as adjacent unincorporated areas. The Feasibility Study indicated that these portions of the City and County suffered from conditions of blight as defined by the California Community Redevelopment Law (CRL; Health and Safety Code Section 33000 et seq.). In May 2010, the City Council initiated the process to prepare a redevelopment plan for certain areas of the City and County that suffer from physical and economic blight.

A preliminary blight survey was conducted in August 2010 that analyzed portions of the community to determine whether certain territory might qualify for inclusion in a redevelopment project area under the CRL. This analysis was used to aid in the selection of the final boundaries for the proposed Project Area and preliminarily looked at existing physical and economic blighting conditions.

The preliminary blighting conditions within the Project Area include but are not limited to:

- Unsafe and unhealthy buildings, which include damaged and deteriorated building materials (including roofs, eaves, overhangs, and walls), inadequate building foundations, exposed electrical wiring, low fire flows, antiquated drainage, and faulty and inadequate water and sewer utilities.
- Conditions hindering viable use of buildings or lots including buildings of substandard design and inadequate facilities, and parcels of inadequate size.
- Depreciated or stagnant property values.
- Impaired property values due to hazardous wastes.
- Abnormally high business vacancies and abnormally low lease rates.
- A high crime rate that constitutes a serious threat to the public safety and welfare.

These preliminary findings will be subject to further research and analysis as the redevelopment plan adoption process goes forward.

PROPOSED PROJECT

Project Description

The Proposed Project entails the adoption of the Redevelopment Plan for the Placerville Redevelopment Project Area. The City Council is scheduled to consider adoption of a Redevelopment Plan for the 1,077-acre Project Area within the jurisdiction of the City and County. The proposed Redevelopment Plan would authorize the use of redevelopment tools to remove blight within the Project Area over a 30-year period, following adoption of the Redevelopment Plan in mid-2011.

The proposed Project Area includes most of the City's commercial areas, including the Placerville Drive, Downtown, and Broadway areas. Additionally the Project Area contains properties on the west and east perimeters of the existing City limits in the unincorporated County, including the areas known as Smith Flat and Motor City. Adoption of the Redevelopment Plan with respect to unincorporated areas would also be subject to approval by the El Dorado County Board of Supervisors (Board).

The Redevelopment Plan is a programmatic document, which empowers the Agency to implement a variety of tools to revitalize the Project Area consistent with the CRL. The

Redevelopment Plan provides that land use policies shall be those established by the City and County General Plans, as applicable, as such policies exist today, or may be hereafter amended. Consistent with the respective City and County General Plans, implementation actions may include:

- Improvements to public infrastructure and facilities serving the Project Area
- Repairs, rehabilitation, and reconstruction of Project Area properties
- Removing impediments to economic development
- Increasing, improving, and preserving the community's supply of affordable housing

The Redevelopment Plan would authorize the Redevelopment Agency to collect tax increment revenue, generated from increases in the assessed value of the Project Area, to finance the cost of these activities. Specific actions would be implemented gradually over the duration of the Redevelopment Plan, in accordance with the annual budget and five year implementation plan of the Agency. Such specific actions may require additional environmental analysis at a future date. The Redevelopment Plan would also authorize the Agency to use eminent domain on property that is not occupied as a residence.

Project Objectives

The purposes and objectives of the Redevelopment Plan are to eliminate the conditions of blight existing in the Project Area, as defined by CRL, and to prevent the recurrence of blighting conditions within the Project Area. The Agency proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to the Redevelopment Plan, for the planning, development, re-planning, redesign, redevelopment, reconstruction, and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accordance with the General Plan and other planning documents, as they may be adopted or amended from time to time. The Proposed Project will achieve the purposes of the CRL by:

- The provision of opportunities for the participation of owners and tenants in the revitalization of their properties
- The elimination or alleviation of blighting influences and environmental deficiencies
- The installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities, and utilities
- The development and rehabilitation of housing in the Project Area, the City of Placerville, and El Dorado County for low- or moderate-income persons and families
- The replanning, redesign, and development of undeveloped or underdeveloped areas which are stagnant or improperly utilized
- The encouragement of modern, integrated development with improved pedestrian and vehicular circulation

The foregoing redevelopment goals and objectives are to be pursued and accomplished, subject to and consistent with, the City and County General Plans, as amended from time to time.

Redevelopment Project Components

The proposed redevelopment programs in the proposed Project Area include the following:

- Public/Private Development Program
- Targeted Business Recruitment Program

- Infrastructure Improvements Program
- Community Facilities Program
- Community Business Revitalization Program
- Land Assembly and Relocation Program
- Affordable Housing Program

The proposed redevelopment programs, as described below, and implementing projects will address the existing blighting conditions and provide infrastructure for future development within the Project Area. It is believed that as blighting conditions are further reduced, that new private sector investment will occur in the Project Area and lead to further removal of blight. Therefore, the Agency's program of redevelopment will serve as a catalyst to remove blighting conditions and spur the creation of affordable housing.

1. Public/Private Development Program

Public/private coordination occurs when the Agency participates in significant private development projects. Through an Owner Participation Agreement (OPA) or Disposition and Development Agreement (DDA), the Agency may assist with new development or the expansion of existing facilities. The implementation of this program will improve the overall quality and aesthetics of the Project Area by improving existing buildings or by developing new contemporary facilities, which will alleviate related blighting conditions such as structural deterioration, obsolete design, and inadequate building size while increasing the overall value of the property.

2. Targeted Business Recruitment Program

This program would create incentives for the recruitment of specific types of businesses that would provide goods and services that are desired by the community. Types of incentives include land acquisition, land cost write-downs, and low-interest loans for commercial rehabilitation or other authorized activities. In addition, the Agency would like to attract businesses that will create well paying jobs in industries with strong future growth potential.

3. Infrastructure Improvements Program

Infrastructure improvements cover a variety of public works projects ranging from correcting utilities, traffic capacity projects, transit improvements, parking facilities, new streets, undergrounding overhead transmission lines, storm drainage and sanitary sewers, flood control improvements, sewer treatment facilities, and many other assorted capital projects. This may also include streetscape projects including new curbs, gutters, and sidewalks where they do not exist or where broken curbs, gutters, and sidewalks require replacement; installing street trees and shrubs; constructing both decorative and handicapped accessible crosswalks; constructing new medians with landscaping; installing street furniture, such as trash receptacles and newspaper racks; and improving area lighting by increasing the number of luminaries, increasing the wattage of individual streetlights, or adding pedestrian streetlights. The goal for these improvements is to increase desirability to invest and develop in the Project Area by improving the character of the Project Area and reducing infrastructure costs that would otherwise be borne by the private sector. This in turn should increase retail opportunities, jobs, and housing availability to the community and improve property values.

4. Community Facilities Program

Community facilities projects focus on the need for new or improved community facilities such as parks, community centers, libraries, and cultural facilities. Projects are anticipated

for development using Agency and/or other funds from the County, State, and Federal governments. These projects are intended to encourage further investment in their respective neighborhoods and make them more desirable places to visit and live.

5. Community Business Revitalization Program

The Community Business Revitalization Program could be developed to provide assistance to businesses in the Redevelopment Project Area to encourage restoring, modernizing, and improving the façades of commercial structures to enhance the attractiveness and visibility of the area.

By eliminating physical deterioration and improving the substandard (obsolete) appearance of the commercial buildings and surrounding sites, more patrons will be attracted which will improve retail sales.

6. Land Assembly and Relocation Program

The purpose of this program is to assemble small, underutilized, and/or poorly configured parcels of property into sites suitable for new development, and to thereafter sell and/or lease property for private development.

By expanding existing buildings, the Agency will help to reduce the number of inadequately sized buildings, which will in turn accommodate a wider variety of contemporary commercial uses. By assembling small parcels, the Agency will reduce the number of inadequately sized parcels and provide adequate space to develop contemporary facilities or expand existing buildings to accommodate a wider variety of uses.

Land assembly would likely take place in response to property owner, developer, or Agency initiated efforts to assemble the property needed for the expansion of existing uses or for the creation of sites capable of development for new uses. The Agency may also choose to participate in the acquisition of property for infrastructure or public facilities purposes, which would primarily benefit the Project Area. The program may also include site preparation activities such as demolition and clearance, and assistance for environmental remediation. The Agency will not have eminent domain authority to acquire real property that is occupied as a residence.

The Agency will provide relocation assistance as required by State or Federal laws and regulations. This will ensure that uniform, fair, and equitable treatment is afforded to displaced businesses and residents as a result of the Agency's land assembly program.

7. Affordable Housing Program

As required by state law, 20% of the gross tax increment funds received by the Agency must be deposited into a fund that would be used to assist in the production and preservation of low- and moderate-income housing. The Agency may assist in a variety of programs to increase, improve or preserve affordable housing such as the following:

a. Production

The Agency can make loans and grants from the Low and Moderate Income Housing Fund to non-profit and for-profit developers for the new construction or rehabilitation of affordable housing. Loans can be made on a deferred payment and/or below market interest rate basis.

The Agency can also participate in land acquisition, land cost write-down, developer recruitment, credit enhancement, and other participation to cause affordable housing to be developed. Such affordable housing could be rental or ownership housing.

b. Preservation

The Agency may offer low-interest or no-interest loans or grants to assist low- and moderate-income homeowners in making repairs to existing residences. Such repairs could consist of correcting health and safety violations, re-landscaping, and re-painting. This preserves the affordability of the housing and extends its lifespan, as well as improving the neighborhood. Additionally, such programs can be extended to owners of rental properties to make repairs to affordable rental housing. In either case, covenants must be recorded to keep these properties affordable for the time period required by CRL. Some of the objectives of the preservation program include:

- Conserve and improve existing housing and residential neighborhoods. Provide loan and/or grant assistance to eligible households demonstrating the inability to maintain the physical condition of their primary residences.
- Preserve the existing affordable housing stock. Work with existing providers of affordable housing to extend the terms of expiring affordable housing contracts.
- Require that all affordable multi-family and homeowner housing subsidized by Agency funding contains provisions that assure long-term affordability in compliance with CRL.

c. Affordability Assistance

These programs can involve direct subsidies to lower the cost of producing housing or first-time homebuyer programs to assist very low- to moderate-income families with mortgage assistance for the purchase of a home. The latter can take the form of a deferred loan with a low interest rate and equity sharing provisions. When the home is sold, the loan and equity share would be used to help another first-time homebuyer. Senior households in the low- to moderate-income category may also be targeted in such programs.

Requested Entitlements

The EIR will serve as the California Environmental Quality Act (CEQA) compliance document for the Placerville Redevelopment Plan adoption and for subsequent actions by the Agency in furtherance of the Redevelopment Plan.

The Redevelopment Agency of the City of Placerville, as Lead Agency, would take the following actions:

- Certify the Environmental Impact Report (EIR) and adopt Findings and a Mitigation Monitoring Plan

The City of Placerville, as Responsible Agency, would take the following actions for project approval:

- Adopt the Placerville Redevelopment Plan
- Adopt Findings and a Mitigation Monitoring Plan

The County of El Dorado, as Responsible Agency, would take the following actions:

- Adopt the Placerville Redevelopment Plan
- Adopt Findings and a Mitigation Monitoring Plan

The EIR will be used by the following public agencies and boards in the approval of implementation activities under the Redevelopment Plan:

- City Council of the City of Placerville

- Board of Supervisors of the County of El Dorado
- Board of the Redevelopment Agency of the City of Placerville
- Planning Commission of the City of Placerville
- All Departments of the City of Placerville who must approve implementation activities undertaken in accordance with the Redevelopment Plan
- All other public agencies that may approve implementation activities undertaken in accordance with the Redevelopment Plan

The EIR will be used in the adoption of and approval of any of the following redevelopment project implementation activities that may be necessary:

- Approval of Disposition and Development Agreements (DDA)
- Approval of Owner Participation Agreements (OPA)
- Approval and funding of public facilities and improvements projects
- Sale of tax increment and/or other bonds, certificates of participation and other forms of indebtedness
- Acquisition and demolition of property
- Rehabilitation of property
- Relocation of displaced occupants
- Approval of certificates of conformance
- Approval of development plans, including zoning and other variances and conditional use permits; including those for low- and moderate-income housing units
- Issuance of permits and other approvals necessary for implementation of the Redevelopment Plan

SECTION IV – ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. AESTHETICS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?			✘	
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✘	
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			✘	
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✘	

ENVIRONMENTAL SETTING

Placerville's visual setting is consistent with its location at 2,000 feet above mean sea level (msl) in the Sierra Nevada foothills. Views from any given location may include forested ridges, hillsides and canyons, creeks, homes, offices, businesses, and roads. From some areas of the City, the viewshed includes the high mountains of the Sierra Nevada crest 30 miles to the east.

The California State Scenic Highway Program is administered by Caltrans. The goal of the program is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of the adjacent land (California Streets and Highways Code, Section 260 et seq.). A scenic corridor is the land generally adjacent to and visible from the highway, and is identified using a motorist's line of vision (Caltrans 2007).

US 50 between the Government Center interchange in Placerville and South Lake Tahoe is an officially designated scenic highway, and was nominated by El Dorado County. The County has a General Plan policy directing staff to prepare an ordinance establishing standards for the protection of scenic highways, including US 50; the County has not yet adopted a scenic highway ordinance.

The City of Placerville General Plan (1989) identifies goals and policies that seek to preserve and enhance the City's existing community character and sense of place by developing projects that build upon positive design features.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- Have a substantial adverse effect on a scenic vista

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Adversely alter the existing visual character or quality of the Project Area
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

A major objective of the Redevelopment Plan is to eliminate blight and blighting influences within the Project Area that contribute to the disjointed and degraded visual quality of the Project Area. This could include building rehabilitation, historic preservation, new construction consistent with adopted plans and policies, streetscape improvements, and other public infrastructure improvements.

US 50 is a designated scenic highway within the Project Area. All redevelopment activities must be consistent with the General Plan, which identifies goals and policies that seek to preserve and enhance the City's existing community character and sense of place by developing projects that build upon positive design features. Therefore, future redevelopment projects are anticipated to preserve and enhance the scenic highway and the visual character and quality of the Project Area.

According to the blight survey, streets in the Project Area are generally in poor condition. Topography, moisture, temperature extremes (an average of 93 degrees in the summer; 33 degrees in the winter), and several other factors, including budget concerns, all contribute to the severe damage that was observed on most roads. The Redevelopment Plan could fund some improvements to the degraded and blighted roadways through redevelopment engendered development. Therefore, the Proposed Project would have a beneficial aesthetic impact on the Project Area.

Question D

Development engendered by redevelopment activities will result in increases in light and glare from domestic, commercial, and public lighting. Any development encouraged by redevelopment activities must install lighting and reduce glare in compliance with the City's City Code requirements in the Zoning Ordinance (Title 10, Chapter 4, Sec. 10-4-16), and County Code requirements (Title 17, Chapter 17.14, Sec. 17.14.170). The purpose of the City Code section is "to regulate lighting to balance the safety and security needs for lighting with the city's desire to preserve the nighttime skyscape…" and both the City and County codes are intended to ensure that light trespass and glare have a negligible impact on surrounding property, especially residential. Because the Project Area is already urbanized and affected by existing sources of light and glare, the incremental increase in light and glare associated with redevelopment activities, as regulated, will be less than significant.

FINDINGS

Impacts associated with aesthetics are ***less than significant*** and will not be further discussed in the EIR.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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 Agency, to non-agricultural use?				✘
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✘
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))?				✘
D) Result in the loss of forest land or conversion of forest land to non-forest use?				✘
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?				✘

ENVIRONMENTAL SETTING

The Project Area is located primarily within the City of Placerville with some contiguous portions of unincorporated County areas, and is developed with urban uses and land use designations. All unincorporated land within the Project Area is designated residential or commercial, and all incorporated land is designated for urban uses. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, for Farmland of Local Importance within the Project Area, or any forest or timberland maintained for timber production.

The Placerville City Code includes a Woodland and Forest Conservation ordinance (Chapter 13 of Title 8) intended to preserve and enhance urban forest lands within the City. The ordinance regulates tree removal by establishing minimum canopy retention standards for residential subdivisions that are used as thresholds of significance under CEQA. These standards identify the amount of canopy that should be retained during development. This amount is calculated by multiplying the appropriate rate by the percentage of existing canopy cover (i.e., for 50% existing cover, 0.80 x 50, or 40%, must be retained). The ordinance requires issuance of a Woodland Alteration Permit and preparation of a Woodland Alteration Plan before significantly altering any forest or woodland.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would conflict with adopted agricultural policies or zoning, or result in the loss of forestry land.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

As noted above, the Project Area is located primarily within the City of Placerville with some contiguous portions of unincorporated County areas, and is developed with urban uses and land use designations. All unincorporated land within the Project Area is designated residential or commercial, and all incorporated land is designated for urban uses. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance within the Project Area. There is also no forest or timberland maintained for timber production in the Project Area. Although pine forest habitat exists throughout the Project Area on slopes and in low density areas, the entire Project Area is designated for urban uses.

The proposed Redevelopment Plan would not convert prime agricultural land to non-agricultural use, would not conflict with agricultural zoning or a Williamson Act contract, nor would the Redevelopment Plan involve any other changes resulting in a conversion of Farmland. The proposed Redevelopment Plan would not result in a loss of forest lands or resources. Therefore, the proposed Redevelopment Plan would have no effect on agricultural resources.

FINDINGS

The proposed Redevelopment Plan would be consistent with adopted land use designations and policies for the Project Area, and would have ***no effect*** on agriculture or forestry resources and will not be further discussed in the EIR.

3. AIR QUALITY

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	✘			
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✘			
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?			✘	

ENVIRONMENTAL SETTING

The Project Area is located within the Mountain Counties Air Basin (MCAB) and is located within the El Dorado County Air Quality Management District (EDCAQMD). Air pollutant emissions within the Basin are generated by stationary and mobile sources, and mobile sources account for the majority of the air pollutant emissions.

From an air quality perspective, the topography and meteorology of the MCAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion.

Inversion layers, where warm air overlays cooler air, frequently occur and trap pollutants close to the ground. In the winter, these conditions can lead to carbon monoxide (CO) "hotspots" along heavily traveled roads and at busy intersections. During summer's longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions and energy for the photochemical reaction between reactive organic compounds (ROG) and oxides of nitrogen (NO_X) that results in the formation of ozone (O_3). Because of its long formation time, O_3 is a regional pollutant rather than a local hotspot problem.

In the summer, the strong upwind valley air flowing into the basin from the Central Valley to the west is an effective transport medium for O_3 precursors and O_3 generated in the Bay Area and the Sacramento and San Joaquin valleys. These transported pollutants predominate as the cause of O_3 in the MCAB and are largely responsible for the exceedances of the state and federal O_3 ambient air quality standards (AAQS) in the MCAB. The California Air Resources Board (ARB) has officially designated the MCAB as "ozone impacted" by transport from those areas (13 CCR sec. 70500).

The County is designated as non-attainment with federal and state O_3 standards. O_3 violations within the MCAB are primarily due to the transport of pollutants from the Bay Area, Sacramento Metropolitan area, and San Joaquin Valley, as well as from the use of internal combustion engine, wood-burning stoves, fireplaces, and occasionally due to smoke from nearby wild fires. The County is also in non-attainment for the state 24-hour and annual average PM_{10} (particulate matter under 10 microns in size) standards, unclassified for the federal PM_{10} standards and state annual $PM_{2.5}$ (particulate matter under 2.5 microns in size) standard, and unclassified/attainment with federal $PM_{2.5}$ standards.

STANDARDS OF SIGNIFICANCE

The following thresholds are based on the CEQA Guidelines, as amended. For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would result in any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- A cumulatively considerable net increase of any criteria pollutant for which the proposed project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors, including volatile organic compounds (VOCs) and NO_X)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

The proposed Project Area is located within the MCAB, which is considered a non-attainment area for selected pollutants. Vehicles associated with redevelopment activities would produce emissions that contribute to regional O_3 and the deterioration of AAQS. The net increases in regional emissions of O_3 precursors are significant environmental effects. In addition, air pollutants would be emitted by construction equipment, and fugitive dust (PM) would be generated during grading and site preparation. Traffic increases (discussed in Section 16, Transportation and Traffic) and short-term construction impacts associated with the redevelopment activities could contribute to significant adverse air quality impacts. These issues will be discussed in the EIR.

Question D

The Redevelopment Plan may expose sensitive receptors to substantial pollutant concentrations. This issue will be discussed in the EIR.

Question E

The Redevelopment Plan programs and implementing projects will address the existing blighting conditions and provide infrastructure for future development within the Project Area consistent with the General Plan. The Redevelopment Plan does not propose any change in land use to industrial uses that could create objectionable odors. Odor impacts would be *less than significant*.

FINDINGS

Redevelopment activities and redevelopment-engendered development could result in ***potentially significant*** violations of air quality standards or contribute to existing or projected air quality violations; these issues will be further discussed in the EIR. Impacts associated with odors are ***less than significant*** and will not be further discussed.

4. BIOLOGICAL RESOURCES

Would the proposal result in impacts to:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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 Service?	✘			
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?	✘			
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?	✘			
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?	✘			
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✘			
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?	✘			

ENVIRONMENTAL SETTING

The mild climate and variety of vegetative habitats in the Project Area support an abundance of wildlife species. Chaparral, oak woodland, open grasslands, and riparian plant associations can all be found. Although residential development has tended to displace many of the more sensitive animals, a number of larger mammal species, such as deer, have remained due to the amount of vacant and low density land throughout the Project Area.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- 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 (CDFG) or United States Fish and Wildlife Service (USFWS)

- 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 CDFG or USFWS
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA; including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- 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
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

ANSWERS TO CHECKLIST QUESTIONS

Questions A through Question E

Biological habitats and vegetation communities found in the Project Area include mixed oak forests, woodland, riparian, and potential wetlands. These habitats support a range of species that may include special status species that could be affected by redevelopment activities and development. Development engendered by the proposed Redevelopment Plan may therefore have an effect on biological resources; this issue will be discussed in the EIR.

Question F

The entire Project Area is located within a County Designated Community Region of the County Integrated Natural Resources Management Plan (INRMP). The INRMP is defined by County General Plan Policy 7.4.2.8 and is being prepared in accordance with applicable HCP and NCCP Guidelines. The status of the INRMP process and resources mapping will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment-engendered development could result in ***potentially significant*** impacts to biological resources; these issues will be further discussed in the EIR.

5. CULTURAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	✘			
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	✘			
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✘			
D) Disturb any human remains, including those interred outside of formal cemeteries?	✘			

ENVIRONMENTAL SETTING

Placerville is a "gold rush" town named after the placer gold deposits found in its river beds and hills in the late 1840s. The highly publicized discovery of gold in the tailrace section at Sutter's Mill in Coloma (only 10 miles from Placerville) in 1848 resulted in the migration of thousands of fortune-seekers to Northern California in the mid 1800s. The town of Placerville was named after the placer deposits found in the river bed between Spanish Ravine and the town plaza. During the gold rush, Placerville became an important supply center for the surrounding mining camps.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The Project Area is located in an existing urbanized area, which has been developed with both commercial and residential uses since the Gold Rush. Previously recorded prehistoric and historic sites have been inventoried within and in proximity to the Project Area. Redevelopment activities could adversely affect historic and cultural resources in the Project Area through both infrastructure and development activities - including construction, demolition, and rehabilitation. Although redevelopment funding is often used for historic preservation, inappropriate use of funding inconsistent with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for the Rehabilitating Historic Structures* could result in an adverse effect on listed structures.

Listed or eligible structures could be directly or indirectly impacted by redevelopment activities, or sub-surface archaeological deposits disturbed during construction. Cultural and historic resources will be discussed in the EIR.

Question C

Paleontology is defined as a science dealing with the life of past geological periods as known from fossil remains. Paleontological resources include fossil remains, as well as fossil localities and formations, which have produced fossil material in other nearby areas. This resource can be an important educational resource, and are classified as non-renewable scientific resources. Paleontological resources are protected by California Public Resources Code (PRC) Section 5097.5. A search of the University of California Museum of Paleontology (UCMP) collections database did not identify any evidence of significant paleontological resources in the Project Area. However, the possibility of a paleontological resource in the Project Area exists, and therefore will be discussed in the EIR.

Question D

Human remains encountered within the Project Area would likely come from archaeological or historical archaeological contexts. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in PRC Section 5097 and Sections 7050.5, 7051, and 7054 of the California Health and Safety Code (HSC). Because prehistoric or archaeological sites are present in the City's Planning Area, the presence of human remains is a possibility. If remains are encountered, disturbing these remains could violate PRC and HSC provisions, as well as destroy the resource. Therefore, this cultural resource issue will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment-engendered development could result in a ***potentially significant impact*** for paleontological, archaeological, and historic resources. These issues will be further discussed in the EIR.

6. GEOLOGY AND SOILS

Would the proposal result in or expose people to potential impacts involving:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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.			✘	
ii) Strong seismic ground shaking?			✘	
iii) Seismic-related ground failure, including liquefaction?			✘	
iv) Landslides?			✘	
B) Result in substantial soil erosion or the loss of topsoil?			✘	
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?			✘	
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?			✘	
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?				✘

ENVIRONMENTAL SETTING

Regional Geology

The County is located in the Sierra Nevada geomorphic province of California, which is east of the Great Valley province and west of the Range and Basin province. The Sierra Nevada province is characterized by steep-sided hills and narrow, rocky stream channels. This province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciation and additional volcanic activity are factors that led to the east-west orientation of stream channels. The southwestern foothills where the Project Area is located are composed of rocks of the Mariposa Formation that include amphibolite, serpentine, and pyroxenite.

Seismicity

Based on historical seismic activity and fault and seismic hazards mapping, The County is considered to have relatively low potential for seismic activity, and is located beyond the highly active fault zones of the coastal areas of California. According to the California Division of Mines and Geology, there are no active faults or major earthquake epicenters in the Placerville area. The inactive Melones Fault does, however, pass through town. Strong groundshaking poses a greater seismic threat than the possibility of a local ground rupture. The Project Area is not crossed by any fault in an Alquist-Priolo Earthquake Fault Zone. In addition, no portion of the County is located in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by the California Geological Survey (Department of Conservation, 2010). Lateral spreading is typically associated with areas experiencing liquefaction; because liquefaction hazards are not present in El Dorado County, it can be concluded that the Project Area is also not at risk from lateral spreading.

Landslides

The term landslide includes a wide range of ground movement, such as rockfalls, deep failure of slopes, and shallow debris flows (mudflows). There are many different types of landslides, including translational/rotational slide, earthflow, debris slide, debris flow/torrent track, debris slide/amphitheater slope, and inner gorge. Many factors influence the potential for landslide occurrences, such as geological conditions, drainage characteristics, slope gradient and configuration, vegetation, and removal of underlying support. Cuts and fills associated with road building activity are a major cause of slope instability. The County has been subject to landslide hazards in the past. The most notable recent landslide event occurred in 1997 along US 50 east of Placerville. The since-named Mill Creek landslide resulted in the closure of US 50 and significant direct and indirect economic losses. Since this landslide, United States Geological Survey (USGS), in cooperation with the El Dorado National Forest, has actively monitored landslide activity along this stretch of US 50.

Currently there are no statewide mapping programs for landslide hazards in California. Landslide hazard identification maps were produced from 1986 through 1995, but were discontinued when the Landslide Hazard Mapping Act was repealed. However, historical mapping efforts indicate that landslides can be expected to occur in the western third of the county along the Foothills Fault Zone because of the planes of weakness associated with faulting in the area.

Soils

Soils located on jurisdictional lands on the west slope of the County consist of well drained silt and gravelly loams divided into two physiographic regions, the Lower and Middle Foothills and the Mountainous Uplands. Four soil associations are found in the Project Area; a soil association represents a landscape that has a distinctive proportional pattern of soils. It normally consists of one or more major soils and at least one minor soil, and is named for the major soil. The Project Area contains Mariposa-Josephine, Boomer-Auburn, Cohasset-Aiken-McCarthy, and Holland-Musick-Chaix associations. Although there are no Serpentine-Delpiedra soils in the Project Area, there is vein of naturally occurring asbestos running through the project area (County General Plan EIR, 2003, Exhibit 5.8-2); this issue will be discussed in the hazards section of the EIR.

Expansive soils are soils that increase in volume when they absorb water and shrink when they dry out. When buildings are placed on expansive soils, foundations may rise during each wet season and fall during each dry season. This movement may result in cracking

foundations, distortion of structures, and warping of doors and windows, which may result in structural hazards. Generally, soils in western El Dorado County have a low to moderate shrink-swell potential, with only 0.01% have a high rating (National Resource Conservation Service (NRCS), 2002).

Erosion

Erosion is defined as a combination of processes in which the materials of the earth's surface are loosened, dissolved, or worn away, and transported from one place to another by natural agents. There are two types of soil erosion, wind erosion and water erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover.

The slope of the terrain in the Placerville area varies from gently sloping (0% to 5%) in the downtown area to steep slopes (5% to +50%) on the adjacent hills. Slope instability poses a greater hazard because of Placerville's very hilly surrounding topography, although this is reduced because the area's soil is generally composed of very stable material. In addition, foundation instability in the P Area can be caused by expansive soils and abandoned water wells. Development on slopes greater than 25% tends to require engineering applications that act to reduce development potential.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would allow a project to be built that will introduce either geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

Full build-out of the Project Area as adopted in the City and County General Plans will increase the exposure of people and structures to seismic and geologic hazards, particularly in areas of steeper slopes. However, the probability of major seismic events in the County is low. Landslides pose the greatest risk in the hill areas, while the potential collapse of older buildings and the disruption of public services and utilities pose the greatest risk in the existing developed area.

The City enforces the Grading, Erosion and Sediment Control (GESC) ordinance (City Code, Chapter 7), which outlines construction requirements for areas of excessive slope to minimize damage from slope instability. The City requires minimum parcel areas for parcels having a cross slope exceeding 10%, The City requires assurance that the land area – in which grading and for which habitable structures are proposed – is not subject to hazards of land slippage or significant settlement or erosion. The City also requires assurance that that the hazards of seismic activity or flooding can be eliminated or adequately reduced (Ord. 1523, 4-11-1995). In addition, the GESC Ordinance and the General Plan Policy Document also include policies and regulations to mitigate potentially adverse impacts with respect to seismic and geologic hazards, including requiring engineering geologic reports, soils and foundation engineering reports, and GESC plans for development.

Structural hazards refer to structures that may be unstable in the event of an earthquake. All new structural proposals are reviewed by the City Building Department for seismic loading through the building permit process; this review is based on California Uniform Building Code (UBC) requirements. There are older structures in the City that were developed before existing City building code requirements were enacted. Specifically, there are existing structures that were developed before the enactment of the Riley Act (1933), which prohibits new unreinforced masonry buildings, and the Field Act (1933), which places safety requirements on the construction of public schools. Redevelopment would provide a tool to assist such properties to conduct seismic retrofitting and other rehabilitation to improve structural stability.

The proposed project is designed to accommodate future population and job growth by removing barriers to General Plan build-out, thereby exposing future residents and workers to potential seismic events. However, the probability of major seismic events in the County is low, and therefore, the potential for public expose to seismic hazards is minimal. Adherence to the City's Building and Safety Code, as required by State and City law, and local ordinances would ensure maximum practicable protection available for users of the buildings and associated infrastructure in the Project Area during seismically induced groundshaking. Because all new development would be required to abide by City building standards, which incorporate standard seismic safety provisions, this impact is considered *less than significant*.

Question E

The City Public Works Department's Water and Sewer Lines Division provide wastewater disposal in the Project Area. The Water and Sewer Lines Division operates and maintains approximately 45 miles of water and sewer lines. Future development in the Project Area would connect to the existing wastewater system. Septic tanks or other alternative wastewater disposal systems are not used in the Project Area, thus adoption of the Redevelopment Plan would have *no impact* related to soil hazards for such systems.

FINDINGS

The proposed Redevelopment Plan would not expose people to substantial geologic or seismic hazards, and would not cause significant erosion or encourage future development on unstable soils or slopes without appropriate engineering and design. Therefore, the Redevelopment Plan adoption would result in ***less-than-significant*** impacts related to geology and soils. The potentially significant health hazards related to naturally occurring asbestos in the some of the Project Area soils will be discussed under Hazards and Hazardous Materials in the EIR.

7. GREENHOUSE GAS EMISSIONS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✘			
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✘			

ENVIRONMENTAL SETTING

This section provides a general discussion of global climate change and focuses on emissions from human activities that alter the chemical composition of the atmosphere. The discussion on global climate change and greenhouse gas (GHG) emissions is based upon the California Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32), the 2006 Climate Action Team (CAT) Report to Governor Schwarzenegger and the Legislature, and research, information and analysis completed by the Intergovernmental Panel on Climate Change (IPCC), the United States Environmental Protection Agency (EPA), California Air Resources Board (CARB), as well EDCAQMD guidance.

Global climate change refers to the change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. Projected climate changes will likely impact California's public health through changes in air quality, weather-related disasters, and a possible increase in infectious disease. If extreme precipitation and severe weather events become more frequent, and if sanitation and water-treatment facilities have inadequate capacity or are not maintained, increases in infectious diseases may result (CalEPA, 2007).

Greenhouse Gas Emissions

GHGs are gases that trap heat in the atmosphere, analogous to the way a greenhouse retains heat. Common GHGs include:

- carbon dioxide (CO_2)
- methane (CH_4)
- nitrous oxide (N_2O)
- ozone (O_3)
- sulfur hexafluoride (SF_6)
- chlorofluorocarbons (CFCs)
- hydrofluorocarbons (HFCs)
- perfluorocarbons (PFCs)
- aerosols

Global atmospheric concentrations of CO_2, methane, and N_2O have increased markedly as a result of human activities since 1750 and now far exceed pre-industrial values determined from ice cores spanning many thousands of years.

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the earth's surface would be about 34°C cooler (CAT, 2006). However, it is believed that emissions from human activities, specifically the

burning of fossil fuels for transportation and energy production, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Individual GHGs have varying global warming potential (GWP) and atmospheric lifetimes. The CO_2 equivalent (CO_2e) is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. The reference gas for GWP is CO_2 which has a GWP of one. By comparison, methane's GWP is 21. CO_2e is the mass emissions of an individual GHG multiplied by its GWP. Due to the scale of GHG calculations, one million metric tons (equal to one teragram [Tg]) of CO_2e is a common unit of measure, abbreviated $MMTCO_2e$ or $TgCO_2Eq$.

REGULATORY SETTING

Climate change in the Project Area is under the jurisdiction of several agencies including the EPA, the CARB, and the EDCAQMD. Each jurisdiction develops rules, regulations, policies, and/or goals to attain the goals or directives imposed upon them through legislation.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed Project Area is located within the MCAB, which is considered a non-attainment area for selected pollutants. The Redevelopment Plan would remove barriers to General Plan build-out, which could result in development patterns and building materials that could increase GHG emissions. General Plan build-out may also increase the number of people exposed to hazards resulting from climate change. This issue will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment-engendered development could result in ***potentially significant*** impacts to global climate change; these issues will be further discussed in the EIR.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the proposal involve:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✘	
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?	✘			
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	✘			
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?	✘			
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?			✘	
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?			✘	
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✘	
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?	✘			

ENVIRONMENTAL SETTING

The Project Area contains a mix of land uses that could contain hazardous materials, experience hazardous substance contamination, and/or generate hazardous waste. These include structures built before the late 1970s, commercial uses (such as gas stations, dry cleaners, and print shops), and industrial uses.

The Placerville Airport is located approximately 0.25 miles south of the westernmost tip of the Project Area, and is under the jurisdiction of and operated by the County. The airport provides general aviation services for the general public. The airport has a single paved runway. According to data from AirNav.com, approximately 52% of airport operations are for transient general aviation, while the remainder is mostly local general aviation. The

airport does not provide scheduled commercial passenger service. The nearest airport with this service is Sacramento International Airport.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would expose people (e.g., residents, pedestrians, construction workers) to:

- Existing contaminated soil during construction activities
- Asbestos-containing materials (ACM)
- Existing contaminated groundwater during dewatering activities

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Redevelopment Plan would remove barriers to development of a range of land uses within the Project Area. Many of these uses, particularly commercial and industrial, would involve the use, transport and/or storage of hazardous materials (e.g., gasoline fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides) during the construction and operation of such uses. As the redevelopment activities remove barriers to General Plan build-out in the Project Area, an increase in the use of hazardous materials would likely occur in the Project Area. This would increase the likelihood of local residents and employees coming into contact with such materials, as well as increase the potential risk of an accident that could cause serious injury or death.

The use, storage, and transport of hazardous materials during the course of future development are required to be in compliance with local, state, and federal regulations during project construction and operation. Risks associated with the transport of hazardous materials include accidents or spills that release these materials into the environment. The transportation of hazardous materials on area roadways is regulated by the California Highway Patrol (CHP), U.S. Department of Transportation (DOT), and the California Department of Transportation (Caltrans); the use of these materials is regulated by the Department of Toxic Substances Control (DTSC). The City requires users of hazardous materials to comply with applicable regulations related to the use and storage of hazardous materials, which are designed to reduce potential hazards. General Plan Health and Safety Element policies require the review and control of projects that propose the use and/or storage of hazardous materials.

The El Dorado County Department of Environmental Management, Hazardous Waste Division, is approved by Cal-EPA as the Certified Unified Program Agency (CUPA) for the County. El Dorado County's Environmental Management Department, Solid Waste & Hazardous Materials Division, protects the public health and the environment from the effects of improper handling of hazardous materials. The CUPA requires the submittal of a Hazardous Materials Business Plan when development projects meet established criteria, conducts education and outreach to County residents regarding hazardous materials, and maintains sufficient resources, contacts, and personnel to provide the public with emergency notification in the event of a hazardous materials spill or airborne release. Existing local, state, and federal regulations and requirements reduce or eliminate the potential hazards posed by the increased use, storage, and transport of hazardous materials resulting from future development. Therefore, adoption of the Redevelopment Plan would result in *less-*

than-significant increases in hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Questions B, and D

There are a number of constituents of concern that are common in existing urbanized areas due to former uses and previously used substances. These include asbestos, lead, heavy metals and solvents, polychlorinated biphenyls (PCBs), and hydrocarbon contamination of soil and groundwater from leaking underground storage tanks (LUSTs).

Asbestos, a naturally-occurring fibrous material, was used as a fireproofing and insulating agent in building construction, before such uses were terminated due to liability concerns in the late 1970s. Because it was widely used prior to the discovery of its health effects, asbestos may be found in a variety of building materials and components such as insulation, walls and ceilings, floor tiles, and pipe insulation. There is also a portion of the Project Area soils that contain asbestos which could be disturbed during construction activities. Friable (easily crumbled) materials are particularly hazardous because inhalation of airborne fibers is the primary mode of asbestos entry into the body. Non-friable asbestos is generally bound to other materials such that it does not become airborne under normal conditions. Non-friable asbestos and encapsulated friable asbestos do not pose substantial health risks.

Lead could also be present on the Project Area. Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with lead-based paint. Excessive exposure to lead (even low levels of lead) can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs.

Heavy metals can also be found in and around older structures. Old light tubes, thermostats, and other electrical equipment typically contain heavy metals such as mercury. Elemental mercury can also be found in many electrical switches. Due to accidental spills and historic disposal practices before the adoption of more stringent disposal regulations, it is possible elemental mercury may be present in the Project Area. Mercury liquid evaporates slowly if exposed to air, and, at certain levels of exposure, mercury vapors are toxic and can cause kidney and liver damage.

Another common contaminate found in older structures is PCB, an organic chemical, usually in the form of an oil that was historically used in electrical equipment. PCBs are most commonly associated with pole-mounted electrical transformers, but they were also used in insulators and capacitors in building electrical equipment. PCBs are highly persistent in the environment, and exposure to PCBs can cause serious liver, dermal, and reproductive system damage. PCBs are also a suspected human carcinogen. PCBs were not phased out until the late 1970s and into the 1980s; therefore, it is possible that older electrical equipment in buildings that may be rehabilitated or demolished as part of a redevelopment-engendered project could contain this contaminant.

Redevelopment activities often involve the rehabilitation or reuse of older properties that may result in the discovery of previously unidentified contaminated properties, or provide for reuse of identified, but not yet remediated sites. Historical uses which have created releases of hazardous substances or petroleum products may be masked by the present or recent uses of the property. Excavation for new development on recycled properties could damage unidentified underground storage tank (USTs) with some remaining petroleum products that could result in the exposure of construction workers and in the associated significant adverse health effects. In addition, construction activity could uncover unknown

sites of soil contamination that could result in the exposure of construction workers and in the associated significant adverse health effects. Therefore these hazardous materials issues will be discussed in the EIR.

Question C

Future projects engendered by the Proposed Project could release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school within the Project Area. This issue will be discussed in the EIR.

Question E and F

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport. The Comprehensive Land Use Plan (CLUP) for the Placerville Airport delineates flight safety zones. The safety zones are generally confined to the immediate area north and south of the main runway. However, the CLUP also delineates an overflight zone that encompasses much of the City.

The Placerville Airport could experience an increase in air traffic as a result of General Plan build-out. This may result from increased economic activity due to industrial development and more private aircraft. However, it is not expected that growth resulting from the General Plan build-out would provide an adequate market for scheduled passenger air service, which would be a major source of air traffic. Substantial expansion of the airport or its operations is not anticipated.

The Placerville Airport CLUP overflight zone encroaches upon the eastern portions of the Project Area. Schools, arenas, stadiums, spectator sport facilities, auditoriums, concert halls, outdoor amphitheaters, concert shells, and theaters are considered non-compatible uses within the overflight zone. The Proposed Project does not propose any such specific land uses, and future development must be determined to be consistent with the CLUP prior to local approvals. By only allowing compatible land uses near the airport, the City can ensure that there would be relatively little pressure for restriction or closure of airport operations. Where the Redevelopment Plan may remove barriers to development within the overflight zone, City and County requirements would ensure future development is compatible and that impacts are *less than significant*.

Question G

The City is responsible for emergency response and evacuation plans within the City limits. The State of California passed legislation authorizing the Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency situations and respond to a disaster or hazardous materials release. The City has adopted the September 2006 El Dorado County Operational Area Emergency Operations Plan as the plan document to be utilized by the City for response to disasters and other related critical incidents. The plan defines the primary and support roles of agencies and departments in after-incident damage assessment and reporting requirements. In addition, the plan provides for the operation of police, fire, and health services, as well as transportation alternatives in the event of a multi-hazard emergency.

The Redevelopment Plan would remove barriers to infill development within the older portions of the City and adjacent County areas, and while future construction projects could

cause temporary detours on some evacuation routes, future development and other redevelopment activities such as infrastructure improvements would not significantly interfere with evacuation routes or emergency response. The Proposed Project would not be expected to result in activities that interfere or negatively affect any adopted emergency response or evacuation plan. Redevelopment would more likely improve emergency response as existing roadways are upgraded within the Redevelopment Project Area and circulation is improved. Improved circulation can decrease emergency response times and facilitate evacuations. Adoption of the Redevelopment Plan would have a *less-than-significant effect* on emergency response and evacuation plans.

Question H

Wildland fire is a major hazard in the State of California, particularly in the foothill areas where the Project Area is located. Wildland fires have caused major resource damage in the County, requiring large investments in burn site rehabilitation. Wildland fires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. In the Project Area, wildland fires can put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat, ecosystem health, and forest resources at risk. This issue will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment-engendered development could result in ***potentially significant*** impacts to hazards and hazardous materials and wildland fires; these issues will be further discussed in the EIR. Redevelopment would have less-than-significant effects regarding the routine transport, use, or disposal of hazardous materials; airport-related safety hazards for people residing or working in the Project Area; and emergency response and evacuation plans. These issues are ***less-than-significant*** and will not be further discussed.

9. HYDROLOGY AND WATER QUALITY

Would the proposal result in or expose people to potential impacts involving:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements?	✘			
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)?	✘			
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?	✘			
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?	✘			
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?	✘			
F) Otherwise substantially degrade water quality?	✘			
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?	✘			
H) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	✘			
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?	✘			
J) Inundation by seiche, tsunami, or mudflow?				✘

ENVIRONMENTAL SETTING

The Project Area is located within the Sacramento River Hydrologic Region, which encompasses approximately 26,500 square miles. The Sacramento River Basin is bounded by the Sierra Nevada to the east, the Coast Range to the west, the Cascade Range and Trinity Mountains to the north, and the Delta area to the south. The average runoff from the basin is estimated to be 21.3 million acre-feet per year (af/yr).

The Project Area is located within the American River Basin, a subunit of the Sacramento River Basin. The South Fork of the American River is the principal stream in the Region and is located approximately 2.5 miles north of the Project Area. The melting snow pack in the Sierra Nevada, in combination with the operation of numerous reservoirs within the system, maintains flow in the American River year round. Beneficial uses for surface waters of the region include municipal, agricultural, industrial, and recreational uses, freshwater habitat, migration and spawning, and wildlife habitat (Regional Water Quality Control Board (RWQCB), 1998).

More locally, the Project Area is located within the Weber Creek subbasin and Hangtown Creek planning watershed (California Interagency Watershed Map). The area's drainage system generally consists of a network of roadside ditches, channels, and culverts which route drainage to Hangtown Creek or Weber Creek.

With respect to groundwater resources, the Project Area is not situated within a recognized California groundwater basin or subbasin. The nearest recognized groundwater basin, the South American Groundwater Subbasin, is located approximately 20 miles west-southwest and downstream of the Project Area. However, some groundwater likely occurs in isolated pockets, including the shallow alluvial materials associated with surface waters or fractures in the underlying bedrock.

Flooding in the Project Area occurs primarily along open drainages and streams, but localized flooding occurs throughout the Project Area due to inadequate drainage facilities.

STANDARDS OF SIGNIFICANCE

Water Quality

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would result in substantially degraded water quality and result in a violation of any water quality objectives set by the SWRCB, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would result in substantially increased exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, C through F

Within the Project Area, stormwater runoff may carry various types of contaminants: motor vehicle oils and fluids, lawn/garden fertilizers, heavy metals, household cleaning products, and others. Since most drainage systems discharge their contents into local streams, stormwater runoff can contribute to the pollution of these streams and downstream waters, including the American River. The Redevelopment Plan would remove barriers to General Plan build-out within the Project Area, which will increase runoff flows. Water quality issues will be discussed in the EIR.

Question B

Although the Project Area is not situated within a recognized California groundwater basin or subbasin, some parcels within the Project Area may use private wells for their water source. The Redevelopment Plan would remove barriers to General Plan build-out within the Project

Area, which will increase demand on water supplies over current levels. Groundwater supplies and quality will be discussed in the EIR.

Questions G, H, and I

From a local drainage standpoint, the City has historically experienced drainage issues, particularly near streams and drainage ditches. Flooding occurs even during mild storms. This flooding creates circulation issues associated with street flooding and causes some property damage. Flood issues will be discussed in the EIR.

Question J

The Project Area will not be impacted by seiche, tsunami, or mudflow due to the underlying and surrounding soils, the distance from an ocean, and lack of nearby volcanoes. As previously noted, no active, or potentially active, faults underlie the City, based on published geologic maps. Surface evidence of faulting has not been observed. Earthquakes are not expected to cause any major ground shaking in the Project Area. Therefore, the exposure of people to a potential seiche, tsunami, or mudflow due to redevelopment activities would be *less than significant*.

FINDINGS

Impacts associated with stormwater, flooding, and water quality are ***potentially significant*** and will be discussed in the EIR. Impacts associated with seiche, tsunami, or mudflow are ***less-than-significant*** and will not be further discussed.

10. LAND USE AND PLANNING

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Physically divide an established community?				✘
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?	✘			
C) Conflict with any applicable habitat conservation plan or natural community conservation plan?	✘			

ENVIRONMENTAL SETTING

Land uses in the Project Area are governed by the City and County General Plans and zoning codes. The existing uses in the Project Area primarily consist of commercial (including office, restaurants, retail, and similar services) land uses. Other uses include residential, industrial, and institutional. Incorporated lands in the Project Area are governed by City General Plan land use designations and zoning requirements, and unincorporated lands are governed by County General Plan land use designations and zoning requirements.

STANDARDS OF SIGNIFICANCE

The City and County treat the discussion of land use and planning effects differently from technical environmental issues. Any physical impacts associated with development would be addressed in the appropriate environmental sections of this Initial Study and the EIR.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Redevelopment Plan provides for the use of redevelopment tools to remove barriers to planned development, and assist in the elimination of blight and blighting influences in the Project Area. The proposed redevelopment activities include the following programs:

- Public/Private Development Program
- Targeted Business Recruitment Program
- Infrastructure Improvements Program
- Community Facilities Program
- Community Business Revitalization Program
- Land Assembly and Relocation Program
- Affordable Housing Program

The proposed programs and implementing projects will address the existing blighting conditions and provide infrastructure for future development within the Project Area consistent with the City or County General Plans. Growth in the Project Area must be

consistent with the General Plan as mandated by law. No new roadways or major development is identified in the General Plan that would physically divide an established community; therefore, *no impact* would occur.

Question B

All planning elements to be contained in the Redevelopment Plan must, by law, be consistent with the provisions of the City's and County's General Plan at the time of adoption of the Redevelopment Plan. Consistency with plans and policies will be discussed in the EIR.

Question C

The Project Area is located within a County Designated Community Region of the County Integrated Natural Resources Management Plan (INRMP). The INRMP is defined by County General Plan Policy 7.4.2.8 and is being prepared in accordance with applicable HCP and NCCP Guidelines. As noted earlier, the status of the INRMP process and resources mapping will be discussed in the EIR.

FINDINGS

Consistency with adopted plans and policies will be further discussed in the EIR.

11. MINERAL RESOURCES

Would the proposal result in or expose people to potential impacts involving:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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?			✘	
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?			✘	

ENVIRONMENTAL SETTING

In the Placerville area, gold is the major mineral resource. Other mineral resources include chromite, talc, asbestos, and limestone.

The State Geologist has classified areas in the Placerville quadrangle into Mineral Resource Areas (MRZs) with respect to the presence, absence, or likely occurrence of mineral deposits according to guidelines adopted by the State Mining and Geology Board. The California Division of Mines and Geology has also evaluated the Placerville area for the presence or likely occurrence of specific metallic and industrial mineral deposits based on past mineral production in modern geologic concepts relating to mineral occurrence.

Within the Project Area, the most promising hard rock gold deposits occur along the western branch of the Melones fault zone, which runs through the center of Placerville. Another small area, north of US 50 and west of Missouri Flat has significant measured or indicated gold resources. However, there are no active or closed mining sites within the Project Area, and no other identified mineral resource areas (County GP, Figure CO-1).

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, or result in the loss of availability of a locally important mineral resource recovery site delineated on the City's and/or County's General Plan.

Question A and B

The City's General Plan Policy Document promotes the protection and conservation of significant mineral deposits in the Placerville area as classified by the State Geologist and designated by the State Mining and Geology Board, and requires buffering around mining operations to prevent encroachment by incompatible uses (Policy V.C.1.). The City General Plan Policy Document also contains a policy prohibiting the development of mining operations in and near streams, creeks, and other waterways, such as Hangtown Creek within the Project Area (Policy V.C.3). The County's Conservation Element also addresses the conservation of mineral resources. Objective 7.2.2 identifies policies to protect mineral resources from incompatible development, including a minimum parcel size of 20 acres and compatible zoning designations.

The proposed Redevelopment Plan would remove barriers to urban development within the Project Area, consistent with adopted land use designations. The only industrial zoning within the Project Area is Planned Development Industrial, which does not allow mining as a permitted or conditional use (City Code Sec. 10-5-22).

There is no City or County designated mining resource or zoning within the Project Area. The City and County do allow mining operations in the Heavy Commercial zone, subject to a conditional use permit, as found in the Motor City area near US 50. However, County ordinance does not allow mining operations within 10,000 feet of an existing residence; therefore, existing development in the Project Area precludes the exploration for and extraction of mineral resources in the unincorporated portions of the Project Area. This area is also not identified as a mineral resource area. The proposed Redevelopment Plan would therefore have a *less-than-significant* impact on mineral resources.

FINDINGS

The proposed Redevelopment Plan would have a ***less-than-significant impact*** on mineral resources.

12. NOISE

Would the proposal result in:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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?	✘			
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✘			
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✘			
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✘			
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?				✘

ENVIRONMENTAL SETTING

There are several potentially significant sources of community noise within the Placerville area, including traffic on major roadways and highways, Placerville Airport, and the El Dorado County Fairgrounds Racetrack.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the CCR Title 24 standards, the General Plan Noise Element, and the City Noise Ordinance. For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- Exposed people to exterior noise levels which are above the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project
- Resulted in residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project
- Construction noise levels not in compliance with the City's General Plan

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

Construction and normal operations from development engendered by redevelopment activities could result in both a short-term (construction) and long-term (operation) increase in existing noise levels and potentially expose people to increased noise levels. New development could result in impacts related to exposure of on-site receptors to existing and future noise levels from traffic noise (local and highway traffic noise sources), aircraft, and commercial and industrial operations. New development could also contribute to traffic volumes along area roadways, which would result in increases in traffic noise levels at existing off-site receptors. Impacts associated with these issues are considered potentially significant and will be further addressed in the EIR.

Question F

The Placerville Airport is located approximately 0.25 miles from the westernmost point of the Project Area. The Foothill Airport Land Use Commission has adopted the Placerville Airport CLUP. The plan is intended to protect the public from adverse effects of aircraft noise and exposure to airport-related hazards.

The Project Area lies within the overflight zone. Schools, arenas, stadiums, spectator sport facilities, auditoriums, concert halls, outdoor amphitheaters, concert shells, and theaters are considered non-compatible uses within the overflight zone. The Proposed Project does not propose any such specific land uses, and future development must be determined to be consistent with the CLUP prior to local approvals. The majority of the Project Area is located within the 55 dB CNEL noise contour of the airport, with the exception of the Motor City, which is within the 60 dB CNEL contour. The Proposed Project would remove barriers to development within the 60 dB CNEL noise contour of the Placerville Airport. All uses are at least conditionally acceptable within that noise contour; therefore, the Proposed Project would not result in an increase in people exposed to excessive aircraft noise, and the impact would be *less than significant*.

FINDINGS

Redevelopment activities and redevelopment-engendered development could result in potentially significant noise impacts in the Project Area; these issues will be further discussed in the EIR. The Proposed Project would not expose people to excessive aircraft noise, therefore this impact is less-than-significant and will not be further discussed.

13. POPULATION AND HOUSING

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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)?			✘	
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✘	
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✘	

ENVIRONMENTAL SETTING

Placerville is the county seat of El Dorado County, California. The population was 9,610 at the 2000 census, and an estimated 10,429 in 2010 (California Department of Finance).

STANDARDS OF SIGNIFICANCE

The City treats the discussion of population and housing effects differently from technical environmental issues. Any physical impacts associated with increases in population or housing would be addressed in the appropriate environmental sections of this Initial Study.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed Redevelopment Plan would provide redevelopment tools to remove barriers to infill development that is consistent with the City or County General Plan build-out. Residential infill development and rehabilitation occurring within the Project Area could incrementally increase the permanent population of the Project Area. Increases in population are expected to occur gradually over time as public improvements occur and development progresses, and be within the anticipated population levels identified in the City or County General Plan and specific plans, as they exist now or may be amended. Redevelopment activities and development encouraged by redevelopment also have some potential to encourage localized daytime population growth in the Project Area's employment market area by providing additional jobs that would otherwise locate elsewhere. However, there is no change in land use or zoning proposed as part of the Redevelopment Plan, nor any major new infrastructure improvements/ extensions beyond those identified in the City or County General Plan. Permitted densities within the proposed Project Area will conform to the City or County General Plan and Zoning Ordinances, as currently adopted or as hereafter amended, and other applicable codes and ordinances. The Proposed Project does not propose any changes to allowed population densities.

The proposed Redevelopment Plan would not result in changes in population beyond those identified in regional and local population projections, or induce substantial growth. The City

and County have developed policies and plans to provide for long-term population and housing needs in the General Plans. Population impacts would be *less than significant*.

Question B and C

Providing housing for persons of low- and moderate-income is an objective of redevelopment, which provides assistance in the reconstruction or rehabilitation of dilapidated structures, and provides developer incentives for the construction of new housing. The CRL requires that not less than 20% of all tax increment be set aside for preserving, improving, and increasing the City's supply of low- and moderate-income housing. Some relocation of residents may be required to meet redevelopment goals, such as in areas of severely deteriorated housing, which may be beyond rehabilitation. The Agency, however, will not have eminent domain authority over residential uses. The Redevelopment Plan will provide that no persons or families of low- and moderate-income will be displaced unless and until there is a suitable housing unit available and ready for occupancy at rents comparable to those at the time of their displacement. The Redevelopment Plan will further provide that permanent housing facilities must be made available within three years from the time occupants are displaced.

Within 30 days of executing an agreement for acquisition and/or disposition of property that would result in the destruction or removal of dwelling units, the Agency must adopt a replacement housing plan. This plan must identify the location of such housing, a financing plan for rehabilitation, development, or construction, the number of dwelling units housing persons and families of low- or moderate-income planned for construction or rehabilitation, and a timetable for replacing the units on a one-for-one basis.

The proposed Redevelopment Plan area is not anticipated to displace or reduce the supply of low- and moderate-income housing. All low- and moderate-income housing stock removed on a voluntary basis with Agency involvement will be replaced through Agency programs, and the proposed Redevelopment Plan would not give eminent domain authority to the Agency over real property that is occupied as a residence. Therefore, the Redevelopment Plan and annexations would have a *less-than-significant impact* on displacement and affordable housing.

FINDINGS

The proposed Redevelopment Plan would not induce substantial growth in the City or County, nor displace people or housing, and would have a ***less-than-significant impact*** on population and housing.

14. PUBLIC SERVICES

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
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:				
Fire protection?	✘			
Police protection?	✘			
Schools?	✘			
Parks?	✘			
Other public facilities?	✘			

ENVIRONMENTAL SETTING

Fire Protection

The El Dorado County Fire District (EDCFD) serves the Project Area as well as other communities along US 50 between Sacramento and South Lake Tahoe, California. Lying on the Western slope of the Sierra Nevada mountain range, the fire district is comprised of grassy hills, brushy valleys, and heavy timber. The district begins in the lower foothills near Salmon Falls at an altitude of 500 feet and ends well into the Sierras at Twin Bridges, an elevation on nearly 6,000 feet.

Police Protection

The Placerville Police Department (PPD) is charged with the City's general law enforcement services, and is the first responder for both the incorporated and unincorporated areas of the Project Area.

Schools

The Project Area is served by three school Districts. Placerville Union School District (PUSD) is comprised of four schools: Sierra School (K-5) with approximately 450 students, Louisiana Schnell School (K-5) with 390 students, Community Day School (2-5) with approximately 4-5 students, and Edwin Markham Middle School (6-8) with 380 students.

The Mother Lode Union School District is comprised of two schools: Indian Creek School (K-4) with 685 students, and Herbert Green Middle School (5-8) with 625 students.

The El Dorado Union High School District (EDUHSD) serves 7,050 students who enter high school from 12 feeder elementary districts; Union Mine High School serves the Project Area.

Parks

There are six parks within the City, covering a combined total of 98.5 acres (County GP EIR, 2003). The only park located within the proposed Project Area is a one acre park at Town Hall on Main Street; the remaining City parks are located north and south of the Project Area. There are no County parks within or near the Project Area.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would result in the need for new or altered services related to fire protection, police protection, school facilities, parks, or other governmental services.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed Redevelopment Plan would result in the elimination of barriers to General Plan growth, thus increasing Project Area population over existing conditions. Population increases can increase the demand for public safety services, schools, and other public facilities over existing conditions. This issue will be addressed in the EIR.

The Quimby Act (California Government Code 66477) allows local governments to acquire land sufficient to accommodate three acres of park improvements per 1,000 residents. This standard can be increased locally to five acres per 1,000 residents if the amount of existing parks in a community exceeds the three acres/1,000 residents ratio; the City has established a 5 acre standard in its General Plan. The National Recreation and Park Administration (NRPA) also recommends a standard of five acres per 1,000 people.

The City currently provides approximately 9.4 acres of parkland per 1,000 people. All new residential and mobile home development within the Project Area would be required to pay Quimby Act fees, which have been established by the City to ensure adequate park and recreation facilities are maintained as development proceeds. The County also imposes either land dedication or fees on any parcel map that creates lots less than 20-acres in size.

The proposed Redevelopment Plan could result in the funding of new or improved community facilities such as parks and recreational facilities within the Redevelopment Project Area. The Project Area is currently served by sufficient local park facilities as well as abundant county-wide recreational facilities. Therefore, the proposed Redevelopment Plan would have a *less-than-significant impact* upon the quality or quantity of park facilities.

FINDINGS

Impacts associated with fire protection, police protection, schools, and other public facilities are ***potentially significant*** and will be addressed in the EIR. Potential park facility impacts would be ***less than significant***, and will not be further addressed.

15. RECREATION

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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?			✘	
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?			✘	

ENVIRONMENTAL SETTING

The City's Recreation & Parks Department provides recreational services, and maintenance, operation and development of parkland and open space. The department receives guidance from the Recreation & Parks Commission, a commission linking the community to department needs and issues.

The Airports, Parks, and Grounds Division (APGD) of the County General Services Department, established in 1986, is responsible for countywide parks and recreation planning. The primary responsibilities of the APGD as it relates to parks and recreation are to establish a regional trail system throughout the County; regulate and manage boating use of the South Fork American River; coordinate the development of a regional and community parks system; and to implement the Countywide recreation plans.

In addition, Project Area residents have access to other facilities that provide recreational services. The El Dorado County Fairgrounds are located within the Project Area on US 50 near the southwestern entrance to the City. The Fairgrounds include exhibition halls, commercial kitchen, racetrack/grandstand, pavilions, ball fields, and other facilities, including the Placerville Speedway. The El Dorado County Fair is held at this site every June, and the Fairgrounds are also used year-round for exhibits, weddings, shows, banquets, dances, and general entertainment.

Many of the recreational resources located in the County have been developed by state and federal public agencies on public lands that are not directly subject to the City's or County's General Plans. Federal lands provide abundant recreation opportunities to county residents. Recreation on federal lands is provided primarily by the United States Forest Service (USFS) and the Bureau of Land Management (BLM). The USFS provides developed facilities (e.g., campgrounds), owns land upon which private entities may operate recreational facilities (e.g., snowsports resorts), and allows for dispersed recreation (e.g., hiking, backpacking, fishing). The BLM manages its lands primarily for dispersed recreational opportunities, such as whitewater boating and hiking.

Lands under state agency jurisdiction also provide recreational opportunities to County residents. The California Department of Parks and Recreation (DPR) owns and/or manages a number of recreational areas in the County, including Folsom Lake State Recreation Area and Folsom Reservoir, Auburn State Recreation Area, Marshall Gold Discovery State

Historic Park, Sugar Pine Point State Park, D.L. Bliss State Park, Emerald Bay State Park, Washoe Meadows State Park, and the Lake Valley State Recreation Area. Many of these State Park units are located in the Lake Tahoe Basin. Recreational areas managed by DPR typically provide developed facilities (e.g., campgrounds) and dispersed recreation opportunities (e.g., hiking, boating).

As an independent, public utility provider, the El Dorado Irrigation District (EID) also provides recreation opportunities in the County. EID owns, operates, and maintains the Sly Park Recreation Area located at the U.S. Bureau of Reclamation's Jenkinson Lake near Pollock Pines and operates the Silver Lake West Campground on SR-88. Sly Park provides developed recreational opportunities (e.g., campgrounds, boat ramps) as well as dispersed recreational opportunities (e.g., hiking, biking, and equestrian trails) on approximately 2,000 acres. EID also owns lands surrounding Bass Lake and plans to develop a park facility at that location. Land surrounding the proposed Texas Hill Reservoir site near Diamond Springs is also owned by EID and may be managed for recreational uses in the future.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the General or Community Plan

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Redevelopment in the Project Area would remove barriers to General Plan build-out, and could engender an increased demand for recreation resources by new residents and/or employees. As noted above, the City currently provides approximately 9.4 acres of parkland per 1,000 people. All new residential and mobile home development within the Project Area would be required to pay City Impact Mitigation fees, which have been established by the City to ensure adequate park and recreation facilities are maintained as development proceeds. The County also imposes either land dedication or fees on any parcel map that creates lots less than 20-acres in size.

The proposed Redevelopment Plan could result in the funding of new or improved community facilities such as parks and recreational facilities within the Redevelopment Project Area. The Project Area is currently served by sufficient local park facilities, as well as abundant county-wide recreational facilities. Therefore, the proposed Redevelopment Plan would have a *less-than-significant impact* upon the quality or quantity of recreational facilities.

FINDINGS

The proposed Redevelopment Plan would result in ***less-than-significant*** impacts to recreational resources. This issue will not be further discussed.

16. TRANSPORTATION AND TRAFFIC

Would the proposal result in:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	✘			
B) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	✘			
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?				✘
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✘			
E) Result in inadequate emergency access?	✘			
F) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	✘			

ENVIRONMENTAL SETTING

Roadway Network

Placerville's street and highway system includes local roadways and state highways. There are two state highways within the Project Area. US 50 is a four-lane highway which traverses and bisects the Project Area on an east-west alignment, and is an expressway with signalized at-grade intersections in the downtown area. SR-49 is a two-lane highway which runs generally north-south through the center of the Project Area via local streets.

The local street system is composed of a network of minor arterial roadways, collector road roadways, and local service roadways. Most city streets are currently carrying traffic volumes which are within their capacity range for acceptable peak hour conditions. Notable exceptions are Placerville Drive, Main Street, and Broadway, which are carrying heavier traffic volumes.

Pedestrian and Bicycle Facilities

The City of Placerville Non-motorized Transportation Plan (Placerville 2005; amended 2010) addresses pedestrian and bicycle travel. The plan provides a blueprint bikeway system and

complies with state law. The resulting bikeway system includes about 3 miles of Class I, 9 miles of Class II, and 6 miles of Class III bikeways. The plan includes an inventory of the City's sidewalks and concepts that can be used to improve pedestrian travel conditions in the City. The overall goal of the plan is to "[p]rovide a safe, efficient and convenient network of non-motorized facilities that establish alternative transportation as a viable option in the City."

Transit Service

El Dorado Transit provides transit service within the project area, including fixed-route, dial-a-ride, and complimentary ADA paratransit.

Rail Service

No rail service is provided near the Project Area.

Air Transportation

The Placerville Airport is located approximately 0.25 miles south of the westernmost tip of the Project Area, and is under the jurisdiction of and operated by the County. The airport provides general aviation services for the general public. The airport does not provide scheduled commercial passenger service. The nearest airport with this service is Sacramento International Airport.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system
- Conflict with an applicable congestion management program
- 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
- Substantially increase hazards due to a design feature or incompatible uses
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

ANSWERS TO CHECKLIST QUESTIONS

Question A, B, D, E, and F

Over the life of the Redevelopment Plan, additional public streets, alleys, and easements may be created in the Redevelopment Project Area as needed for proper use and/or development. It is anticipated that redevelopment may entail abandonment and/or realignment of certain streets, alleys, and other right-of-ways (ROWs). Redevelopment activities within the Redevelopment Project Area would encourage an intensification of commercial, residential, industrial, and other development. This additional development would generate additional vehicular movements throughout the Project Area and the City over existing conditions, as well as an increased demand on transit and alternative transportation modes in the City.

During construction of projects engendered by redevelopment, there could be hazards due to construction activities. Project construction could create a hazard to pedestrians and cyclists, or inadequate emergency access resulting in a potentially significant impact.

The EIR will evaluate potential traffic impacts and roadway hazards occurring as a result of the Proposed Project.

Question C

Redevelopment would remove barriers to General Plan build-out within the Project Area, which could increase auto and transit operations. Although a small percentage of new residents or businesses may use general aviation, this number would be quite small, and neither redevelopment activities would result in a significant increase in private air traffic levels or a change in location of air traffic patterns that would result in substantial safety risks from Placerville Airport. The Project Area is not within any airport safety zone. Therefore, the Proposed Project would have a *less-than-significant impact* on air traffic patterns and safety.

FINDINGS

Impacts associated with transportation and traffic are ***potentially significant*** and will be addressed in the EIR. The Proposed Project would have a less-than-significant impact on air traffic patterns and safety, thus this issue will not be further discussed.

17. UTILITIES AND SERVICE SYSTEMS

Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✘			
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?	✘			
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?	✘			
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✘			
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?	✘			
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✘			
G) Comply with federal, state, and local statutes and regulations related to solid waste?	✘			

ENVIRONMENTAL SETTING

Water Supply System

El Dorado Irrigation District (EID) provides potable and recycled water to most of the County, including more than 100,000 residents (EID, 2006). EID's water supply system consists of 1,200 miles of pipeline, 40 miles of ditches, six treatment plants, 33 storage reservoirs, and 21 pumping stations. The City is within EID's Eastern Service Area and currently receives treated water from EID's Jenkinson Lake at Sly Park, approximately 13 miles east of Placerville. As defined in Section 15155(a)(2) of the State CEQA Guidelines, EID is the public water system serving the Project Area.

Wastewater and Sewer System

Sanitary sewer services are provided to the Project Area by the City. The City's sewer service area includes the Sphere of Influence (SOI; based on build-out projections), although existing infrastructure is limited to the current service areas within the city limits.

The City operates the Hangtown Creek Water Reclamation Facility (WRF), located off Cool Water Creek Road approximately 3 miles northwest of the Project Area. The WRF discharges treated effluent to Hangtown Creek.

Storm Drain System

The City maintains a series of open ditches and drainages throughout the City to convey stormwater from developed and undeveloped areas. Many of the ditches and drainages are remnants of former natural streams and creeks that conveyed runoff from the surrounding foothills to the American River downstream. The primary drainage in the City is Hangtown Creek; this creek generally follows Broadway until it drains into Weber Creek about 3 miles northwest of the City. The creek has been channelized along most of its reach, is diverted to underground pipelines and through culverts, and is lined with concrete in some areas where development required modifications to the natural drainage.

Solid Waste

Solid waste disposal for the Placerville area is provided by Waste Connections, an integrated solid waste services company that provides solid waste collection, transfer, disposal and recycling services under a franchise arrangement with the City. The solid waste generated in the County is currently disposed of in the Lockwood Landfill, which is located near Reno, Nevada.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if implementation of the Redevelopment Plan would do any of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- 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
- 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
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements
- Have inadequate wastewater treatment capacity to serve the project's projected demand in addition to the wastewater treatment provider's existing commitments
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Fail to comply with federal, state, and local statutes and regulations related to solid waste

ANSWERS TO CHECKLIST QUESTIONS

Questions A through G

The proposed Redevelopment Plan would result in the elimination of barriers to General Plan growth, thus increasing Project Area population over existing conditions. Population increases can increase the demand for water, sewer, drainage, and solid waste over existing conditions. Increased wastewater flows could contribute incrementally to existing

problems caused by infiltration/inflow during severe storm conditions. Future development would increase impervious surfaces in the Project Area, resulting in an increase in stormwater runoff. New construction and the recycling of existing properties can result in construction waste, as well as create new solid waste demands from new development. These issues will be addressed in the EIR.

FINDINGS

Redevelopment activities could engender development that could result in a ***potentially significant impact*** the existing water, sewer, drainage, and solid waste facilities. These issues will be addressed in the EIR.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	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?	✘			
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)?	✘			
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✘			

ANSWERS TO CHECKLIST QUESTIONS

Question A

Redevelopment activities and redevelopment-engendered development would involve demolition, excavation, and construction activities in an area that may contain sensitive cultural and biological resources. These issues will be discussed in the EIR.

Question B

Redevelopment activities and redevelopment-engendered development, in conjunction with other projects in the City and County, may have a cumulative effect on air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems. Cumulative impacts will be discussed in the EIR.

Question C

Any of the identified potential impacts for air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems could cause a substantial adverse effect on human beings, either directly or indirectly. These issues will be discussed in the EIR.

SECTION V - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

- [ ] **Aesthetics** *(page 17)*
- [ ] **Agriculture and Forestry Resources** *(page 19)*
- [x] **Air Quality** *(page 21)*
- [x] **Biological Resources** *(page 24)*
- [x] **Cultural Resources** *(page 26)*
- [ ] **Geology and Soils** *(page 28)*
- [x] **Greenhouse Gas Emissions** *(page 32)*
- [x] **Hazards and Hazardous Materials** *(page 34)*
- [x] **Hydrology and Water Quality** *(page 39)*
- [x] **Land Use** *(page 42)*
- [ ] **Mineral Resources** *(page 43)*
- [x] **Noise** *(page 46)*
- [ ] **Population and Housing** *(page 48)*
- [x] **Public Services** *(page 50)*
- [ ] **Recreation** *(page 52)*
- [x] **Transportation and Traffic** *(page 54)*
- [x] **Utilities and Service Systems** *(page 57)*
- [x] **Mandatory Findings of Significance** *(page 60)*

SECTION VI - DETERMINATION

On the basis of the initial evaluation:

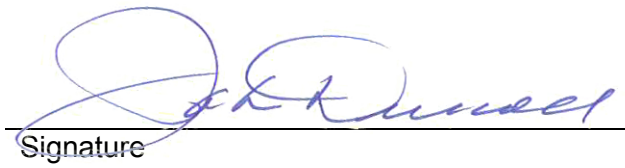
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

October 14, 2010

Date

SECTION VII - REFERENCES

This analysis incorporates by reference and relies on the following documents (CEQA Guidelines Section 15150(a):

2004 El Dorado County General Plan, Adopted July 19, 2004, El Dorado County Planning Department, retrieved September 2010 from http://www.co.el-dorado.ca.us/Planning/GeneralPlanAdopted.html.

City of Placerville, General Plan Policy Document, January 1989 (Amended December 14, 2004).

El Dorado, California, County Code, last updated by February 23, 2010, retrieved September 24, 2010 from http://sterlingcodifiers.com/CA/El%20Dorado%20County/index.htm.

Placerville, California, City Code, last updated by 1634 passed December 14, 2009, retrieved September 24, 2010 from http://www.sterlingcodifiers.com/codebook/index.php?book_id=509.

In addition, the document preparers used information from the references outlined below. Documents are available for public review online as noted or at the City of Placerville, City Hall, Second Floor, 3101 Center Street, Placerville, CA 95667.

City of Placerville General Plan Policy Document, adopted January 1989, Amended December 14, 2004.

City of Placerville, Feasibility Study for a Potential Redevelopment Plan, City of Placerville. January 12, 2010, Prepared by: Fraser & Associates and Urban Futures, Inc.

City of Placerville, General Plan DEIR (February 23, 1988), FEIR (January 1990), Prepared by: J. Laurence Mintier & Associates, Planning Consultants: Joseph R. Holland, Consulting Traffic Engineer, and, Brown-Buntin Associates Consultants in Acoustics.

City of Placerville, General Plan, City of Placerville 2008-2013 Housing Element IS/ND, April 27, 2010.

City of Placerville, Lumsden Ranch DEIR (February 2009), FEIR (July 15, 2009) City of Placerville, Community Development Department.

City of Placerville, Storm Water Management Plan, June 2005, Executive Summary

City of Placerville. (2010). Retrieved August 10, 2010, from City of Placerville, CA: http://www.ci.placerville.ca.us/.

El Dorado County Fire District, Retrieved August 24, 2010 from El Dorado County, CA http://www.eldoradocountyfire.com/.

El Dorado County General Plan Environmental Impact Report, Draft dated May 2003, Final dated January 2004, El Dorado County Planning Department, retrieved September 2010 from http://www.co.el-dorado.ca.us/Planning/GeneralPlanDocuments.html.

El Dorado Union High School District, Retrieved August 24, 2010 from City of Placerville, CA http://www.eduhsd.k12.ca.us/.

Feasibility Study for a Potential Redevelopment Plan, City of Placerville, January 12, 2010.

Integrated Natural Resources Management Plan, El Dorado County, retrieved September 20, 2010 from http://www.co.el-dorado.ca.us/Planning/GeneralPlanINRMP.html.

Placerville Union School District, Retrieved August 24, 2010 from City of Placerville, CA http://www.pusd.k12.ca.us/.

Placerville website, August 27, 2010, http://www.placerville-downtown.org/History.html.

Preliminary Plan for the Placerville Redevelopment Project Area, Redevelopment Agency of the City of Placerville, September 21, 2010.

Appendix B

Responses to the Notice of Preparation

Draft Environmental Impact Report
Placerville Redevelopment Plan

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Cathleen Cox
Acting Director

Notice of Preparation

October 18, 2010

To: Reviewing Agencies

Re: Placerville Redevelopment Plan Adoption
SCH# 2010102025

Attached for your review and comment is the Notice of Preparation (NOP) for the Placerville Redevelopment Plan Adoption draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

John Driscoll
City of Placerville
3101 Center Street
Placerville, CA 95667

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2010102025
Project Title Placerville Redevelopment Plan Adoption
Lead Agency Placerville, City of

Type NOP Notice of Preparation

Description The Proposed Project entails the adoption of a Redevelopment Plan for a 1,077-acre Redevelopment Project Area (Project Area) within the jurisdiction of the City of Placerville (City) and adjacent El Dorado County unincorporated areas. The proposed Redevelopment Plan would authorize the use of redevelopment tools to remove blight within the project area over a 30-year period, following adoption of the Redevelopment Plan in mid-2011.

Lead Agency Contact

Name John Driscoll
Agency City of Placerville
Phone 530-642-5200 *Fax*
email
Address 3101 Center Street
City Placerville *State* CA *Zip* 95667

Project Location

County El Dorado
City Placerville
Region
Cross Streets US 50 and SR-49
Lat / Long
Parcel No. Various
Township *Range* *Section* *Base*

Proximity to:

Highways SR 49, US 50
Airports Placerville
Railways No
Waterways No
Schools Various
Land Use The existing uses in the Project Area primarily consist of commercial land uses. Other uses include residential, industrial, and institutional.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Landuse; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 2; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 10/14/2010 *Start of Review* 10/18/2010 *End of Review* 11/16/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH# 2010102095

Project Title: Placerville Redevelopment Plan Adoption

Lead Agency: Redevelopment Agency of the City of Placerville | Contact Person: John Driscoll, City Manager

Mailing Address: 3101 Center Street | Phone: 530-642-5200

City: Placerville | Zip: 95667 | County: El Dorado

Project Location: County: El Dorado | City/Nearest Community: Placerville

Cross Streets: US 50 and SR-49 | Zip Code: 95667

Lat. / Long.: ____° ____' ____" N/ ____° ____' ____" W | Total Acres: 1,077

Assessor's Parcel No.: various | Section: ____ | Twp.: ____ | Range: ____ | Base: ____

Within 2 Miles: State Hwy #: SR-49, US 50 | Waterways: none

Airports: Placerville Airport | Railways: none | Schools: various

---

Document Type:

CEQA: ☑ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ Other ____

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI Other: ☐ Joint Document ☐ Final Document ☐ Other ____

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Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☑ Redevelopment ☐ Coastal Permit ☐ Other ____

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational ____
☐ Recreational ____

☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☑ Other: Redevelopment Plan Adoption

Project Issues Discussed in Document:

☑ Aesthetic/Visual
☑ Agricultural Land
☑ Air Quality
☑ Archeological/Historical
☑ Biological Resources
☐ Coastal Zone
☑ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☑ Flood Plain/Flooding
☑ Forest Land/Fire Hazard
☑ Geologic/Seismic
☑ Minerals
☑ Noise
☐ Population/Housing Balance
☑ Public Services/Facilities
☑ Recreation/Parks
☑ Schools/Universities
☑ Septic Systems
☑ Sewer Capacity
☑ Soil Erosion/Compaction/Grading
☑ Solid Waste
☑ Toxic/Hazardous
☑ Traffic/Circulation
☑ Vegetation
☑ Water Quality
☑ Water Supply/Groundwater
☑ Wetland/Riparian
☑ Wildlife
☐ Growth Inducing
☑ Land Use
☐ Cumulative Effects
☑ Other Greenhouse Gasses

Present Land Use/Zoning/General Plan Designation:

The existing uses in the Project Area primarily consist of commercial land uses. Other uses include residential, industrial, and institutional.

Project Description: *(please use a separate page if necessary)*

The Proposed Project entails the adoption of a Redevelopment Plan for a 1,077-acre Redevelopment Project Area (Project Area) within the jurisdiction of the City of Placerville (City) and adjacent El Dorado County unincorporated areas. The proposed Redevelopment Plan would authorize the use of redevelopment tools to remove blight within the project area over a 30-year period, following adoption of the Redevelopment Plan in mid-2011.

Note: The state Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

County: El Dorado SCH# 2010102025

Resources Agency

- [x] Resources Agency — Nadell Gayou
- [ ] Dept. of Boating & Waterways — Mike Scillo
- [ ] California Coastal Commission — Elizabeth A. Fuchs
- [ ] Colorado River Board — Gerald R. Zimmerman
- [ ] Dept. of Conservation — Rebecca Salazar
- [ ] California Energy Commission — Eric Knight
- [x] Cal Fire — Allen Robertson
- [ ] Central Valley Flood Protection Board — James Herota
- [x] Office of Historic Preservation — Wayne Donaldson
- [x] Dept. of Parks & Recreation — Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery — Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- [ ] Dept. of Water Resources — Resources Agency — Nadell Gayou
- [ ] _____ — Conservancy

Fish and Game

- [ ] Depart. of Fish & Game — Scott Flint — Environmental Services Division
- [ ] Fish & Game Region 1 — Donald Koch
- [ ] Fish & Game Region 1E — Laurie Harnsberger
- [x] Fish & Game Region 2 — Jeff Drongesen
- [ ] Fish & Game Region 3 — Charles Armor
- [ ] Fish & Game Region 4 — Julie Vance
- [ ] Fish & Game Region 5 — Don Chadwick — Habitat Conservation Program
- [ ] Fish & Game Region 6 — Gabrina Gatchel — Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M — Brad Henderson — Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M — George Isaac — Marine Region

Other Departments

- [ ] Food & Agriculture — Steve Shaffer — Dept. of Food and Agriculture
- [ ] Depart. of General Services — Public School Construction
- [ ] Dept. of General Services — Anna Garbeff — Environmental Services Section
- [ ] Dept. of Public Health — Bridgette Binning — Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission — Linda Fiack
- [ ] Cal EMA (Emergency Management Agency) — Dennis Castrillo
- [ ] Governor's Office of Planning & Research — State Clearinghouse
- [x] Native American Heritage Comm. — Debbie Treadway
- [ ] Public Utilities Commission — Leo Wong
- [ ] Santa Monica Bay Restoration — Guangyu Wang
- [ ] State Lands Commission — Marina Brand
- [ ] Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing

- [x] Caltrans - Division of Aeronautics — Sandy Hesnard
- [ ] Caltrans - Planning — Terri Pencovic
- [x] California Highway Patrol — Scott Loetscher — Office of Special Projects
- [ ] Housing & Community Development — CEQA Coordinator — Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1 — Rex Jackman
- [ ] Caltrans, District 2 — Marcelino Gonzalez
- [x] Caltrans, District 3 — Bruce de Terra
- [ ] Caltrans, District 4 — Lisa Carboni
- [ ] Caltrans, District 5 — David Murray
- [ ] Caltrans, District 6 — Michael Navarro
- [ ] Caltrans, District 7 — Elmer Alvarez
- [ ] Caltrans, District 8 — Dan Kopulsky
- [ ] Caltrans, District 9 — Gayle Rosander
- [ ] Caltrans, District 10 — Tom Dumas
- [ ] Caltrans, District 11 — Jacob Armstrong
- [ ] Caltrans, District 12 — Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects — Jim Lerner
- [ ] Transportation Projects — Douglas Ito
- [ ] Industrial Projects — Mike Tollstrup
- [ ] State Water Resources Control Board — Regional Programs Unit — Division of Financial Assistance
- [ ] State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit — Division of Water Quality
- [ ] State Water Resouces Control Board — Steven Herrera — Division of Water Rights
- [x] Dept. of Toxic Substances Control — CEQA Tracking Center
- [ ] Department of Pesticide Regulation — CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1 — Cathleen Hudson — North Coast Region (1)
- [ ] RWQCB 2 — Environmental Document Coordinator — San Francisco Bay Region (2)
- [ ] RWQCB 3 — Central Coast Region (3)
- [ ] RWQCB 4 — Teresa Rodgers — Los Angeles Region (4)
- [x] RWQCB 5S — Central Valley Region (5)
  - [ ] RWQCB 5F — Central Valley Region (5) — Fresno Branch Office
  - [ ] RWQCB 5R — Central Valley Region (5) — Redding Branch Office
- [ ] RWQCB 6 — Lahontan Region (6)
  - [ ] RWQCB 6V — Lahontan Region (6) — Victorville Branch Office
- [ ] RWQCB 7 — Colorado River Basin Region (7)
- [ ] RWQCB 8 — Santa Ana Region (8)
- [ ] RWQCB 9 — San Diego Region (9)

- [ ] Other _____

Last Updated on 03/24/10

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

October 27, 2010

RECEIVED
NOV - 1 2010
By

John Driscoll
City of Placerville
3101 Center Street
Placerville, CA 95667

RE: SCH# 2010102025 Placerville Redevelopment Plan Adoption; El Dorado County.

Dear Mr. Driscoll:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. . **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,
Katy Sanchez
Katy Sanchez
Program Analyst
(916) 653-4040

cc: State Clearinghouse

Native American Contact List
El Dorado County
October 27, 2010

Shingle Springs Band of Miwok Indians
John Tayaba, Vice Chairperson
P.O. Box 1340 — Miwok
Shingle Springs, CA 95682 — Maidu
(530) 676-8010
(530) 676-8033 Fax

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road — Maidu
Auburn , CA 95603 — Miwok
mguerrero@auburnrancheria.com
530-883-2364
530-883-2320 - Fax

United Auburn Indian Community of the Auburn Rancheria
David Keyser, Chairperson
10720 Indian Hill Road — Maidu
Auburn , CA 95603 — Miwok
530-883-2390
530-883-2380 - Fax

April Wallace Moore
19630 Placer Hills Road — Nisenan - So Maidu
Colfax , CA 95713 — Konkow
530-637-4279 — Washoe

Todd Valley Miwok-Maidu Cultural Foundation
Christopher Suehead, Cultural Representative
PO Box 1490 — Miwok
Foresthill , CA 95631 — Maidu
tvmmcf@foothill.net

United Auburn Indian Community of the Auburn Rancheria
Gregory S. Baker, Tribal Administrator
10720 Indian Hill Road — Maidu
Auburn , CA 95603 — Miwok
gbaker@auburnrancheria.
530-883-2390
530-883-2380 - Fax

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 — Miwok
Shingle Springs, CA 95682 — Maidu
nfonseca@ssband.org
(530) 676-8010
(530) 676-8033 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2010102025 Placerville Redevelopment Plan Adoption; El Dorado County.

EL DORADO COUNTY
FIRE PROTECTION DISTRICT
P.O. Box 807 / 4040 Carson Road / Camino, CA 95709
(530) 644-9630 • Fax (530) 644-9636

November 8, 2010

John Driscoll
City Manager / City Attorney
Redevelopment Agency of the City of Placerville
City Hall, Second Floor
3101 Center Street
Placerville, CA 95667

Re: Notice of Preparation/Initial Study for Placerville Redevelopment Plan

Dear Mr. Driscoll:

The El Dorado County Fire Protection District ("District") takes this opportunity to comment on the City of Placerville's Notice of Preparation and Initial Study ("Study") for its proposed Redevelopment Plan.

Our review of the Study indicates that the Redevelopment Agency of the City of Placerville ("Agency") is proposing a broad rehabilitation of properties, public improvements, infrastructure, and traffic flow. Because the Study describes the planned improvements in such a very broad way, it is difficult, if not impossible, to determine just what the Agency is actually planning or not planning to redevelop.

The Study as published is so broad and lacking in detail that the District is unable to make a reasonable assessment of the Redevelopment Plan's likely impact. Under the present Study, it appears that the City could collect its redevelopment funds first and make decisions as to expenditures of those funds at a later date. Such a scenario would circumvent a valid CEQA analysis, as any potential environmental impacts can be neither identified nor determined.

A key impact that the Study did not address, and which the EIR should address, is the disproportionate financial effect that redevelopment will have upon the District. In 1991, when the District was formed by consolidating various smaller fire districts including the Placerville Fire Protection District, the City decided to contract with the District to pay for its fire protection services, rather than shift a portion of its property

tax to the District. In 1992-93, the State began to transfer money from local agencies to the State, creating a financial hardship for both City and District.

In 1994, the State again made plans to transfer local money to the State but excluded fire districts from this second transfer. At that time, the City foresaw that its losses from the two transfers and from paying the property tax administration fee would leave insufficient funds to pay the amount due to the District under the contract for fire protection services. City staff realized that there would be significant benefits to the City if it paid for fire protection services by allocating its property tax revenues to the District, thereby avoiding shifting those funds to the State. At the time, the property tax base and approximately 80% of the City's property tax increment was directed to fund the District's fire prevention efforts on behalf of the City. In so doing, the City realized the following:

1. It was no longer forced to make monthly payments to the District even when it had not yet received its property tax revenue.
2. It would never be forced to make payments in excess of its property tax revenue, as would have been the case in 1993-94.
3. The District allowed the City a reduction in the 1993-94 payment from $704,000 due under the contract to $696,631, helping the City balance its budget in a difficult financial climate.
4. The City insulated itself from any future property tax shifts by the State of California.

The District, on the other hand, assumed all risks associated with future property tax shifts by the State and accepted a smaller amount than it was entitled to under the contract, in exchange for some stability in its funding for services to the City.

In the course of the current plan for redevelopment, it appears that the property tax increment revenue would be devoted entirely to the City's redevelopment purposes instead of being partially allocated to the District, thus placing a disproportionate cost of the redevelopment on the District and a much reduced cost on the City. No mention was made in the Study of such a significant detrimental impact upon the District or any proposed mitigation measures to avoid damaging the District's financial wellbeing. We believe the District should not bear a disproportionate cost of redevelopment merely because it agreed with the City to accept payment for its services under the contract through the receipt of property taxes.

The California Redevelopment Act was intended to combat blighted conditions that constitute "a serious and growing menace which is condemned as injurious and inimical to the public health, safety, and welfare of the people of the communities in which they exist and of the people of the State" that are "beyond remedy and control solely by regulatory processes" and that "contribute substantially and increasingly to

the problems of, and necessitate excessive and disproportionate expenditures for, crime prevention, correction, prosecution, and punishment, the treatment of juvenile delinquency, the preservation of the public health and safety, and the maintaining of adequate police, fire, and accident protection and other public services and facilities."[1] (Emphasis added.)

According to the Study, the downtown areas of Placerville, along with Smith Flat and Motor City, are all considered blighted. Although the Study made reference to a "blight survey" performed in August 2010, a copy of the survey was not included in the Study. We would appreciate knowing the criteria upon which such an assessment of blight was made, as it appears to be overly broad.

We note that two of the Study's listed conditions of "blight" include "depreciated or stagnant property values" and "abnormally high business vacancies and abnormally low lease rates."[2] Did the Feasibility Study completed in January 2010 include a comparison of property value depreciation rates and business vacancies with other areas that are not considered blighted? Considering the dismal economic conditions prevalent throughout the United States and especially California for the past several years, it seems possible that the current economy may have contributed more to depreciating property values and business vacancies than have any blighted conditions in downtown Placerville.

Thank you for this opportunity to comment on the Agency's Notice of Preparation and Initial Study for the redevelopment of Placerville. We look forward to the presentation by the City to the District of the proposed redevelopment plan.

Very truly yours,

Joe Rose, Chairman
El Dorado County Fire Protection District

---

[1] California Health and Safety Code §33035(a-c).

[2] Placerville Redevelopment Agency Initial Study, Project Background, p. 10

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711

Flex your power!
Be energy efficient!

November 15, 2010

032010-ELD0045
03-ED-50 PM 15.82
Placerville Redevelopment Plan Adoption
Notice of Preparation
SCH #2010102025

Mr. John Driscoll
City of Placerville
3101 Center Street
Placerville, CA 95667

Dear Mr. Driscoll:

Thank you for the opportunity to review and comment on the Placerville Redevelopment Plan Adoption Project's Notice of Preparation. The proposed project entails the adoption of a Redevelopment Plan for a 1,077-acre Redevelopment Project Area within the jurisdiction of the City of Placerville and adjacent El Dorado County unincorporated areas. The proposed Redevelopment Plan would authorize the use of redevelopment tools to remove blight within the project area over a 30-year period following the adoption of the Redevelopment Plan in mid-2011. Our comments are:

- A Traffic Impact Study (TIS) should be completed and include an analysis of impacts to the State Highway System (SHS). The TIS should include US Highway 50 and State Route (SR) 49. The TIS should consider all possible traffic impacts to all ramps, ramp intersections, and mainline segments. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/. We would appreciate the opportunity to review and comment on the scope of the TIS before the Study begins.

- If the Traffic Impact Study identifies any significant traffic impacts, please coordinate with Caltrans to investigate feasible mitigation measures. Potential mitigation measures could include ramp widening, ramp intersection improvements, signalization modification, auxiliary lanes, mainline improvements, and off-highway projects that reduce the impact to less-than-significant.

- An Encroachment Permit will be required for any work conducted in the State's right of way such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. For more information on Encroachment Permit requirements or to secure an application contact the Encroachment Permits Central Office at (530) 741-4403.

If you have any questions about these comments please contact Arthur Mi Wallang at (530) 741-4507.

Sincerely,

Alyssa Begley

ALYSSA BEGLEY, Chief
Office of Transportation Planning - South

cc: State Clearinghouse

Appendix C

Historic Resources Report

Draft Environmental Impact Report
Placerville Redevelopment Plan

Appendix C
Historic Resources Report

Placerville Historic Resources Report

HISTORIC ENVIRONMENT CONSULTANTS

ENVIRONMENTAL SETTING

The City of Placerville is located among the foothills above the Sacramento Valley, west of the Sierra Nevada Mountains. The Central Valley, consisting of broad alluvial plains dominated by annual grasslands and wetland habitats, is now an important agricultural area with Sycamores, Valley Oaks, California Interior Live Oaks, and Blue Oaks scattered on the low-lying hills. The Sacramento River and its tributaries drain into this rich agricultural valley, from its northern headwaters approximately 380 miles south to the Delta. The Project Area is located adjacent to Hangtown Creek which is a tributary of the American River which drains into Folsom Lake and then westward toward confluence with the Sacramento River at Discovery Park near Downtown Sacramento.

Prehistoric Background

When California was initially occupied, the climate was moister and cooler than today's more Mediterranean climate. Today's temperature averages 16° C (61° F), generally ranging between 3.3° C (38° F) and 34° C (93° F). Precipitation averages 43 cm (17 in) per year, and occurs primarily between November and March; this translates to hot and humid summers, and cool to cold and wet winters. During the prehistoric era, the nearby Sacramento Valley would have been a very productive environment, one well suited to a hunting-gathering economy with a variety of water birds, small and large mammals, fish, reptiles, amphibians, and edible plant species.

The Sacramento Valley was likely occupied and used by humans during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.[1]); however, the archaeological record of such use is sparse. This lack of archaeological evidence is understandable given that such evidence is likely buried under accumulated gravels and silts and few sites have been excavated beyond a couple of meters in depth. Early humans often split their time between summer locations in the lower foothills and the valley in the winter.

As mentioned above, little is known about prehistoric occupations in the Central Valley during this early period (12,000-8000 B.P.); however, there is no reason to believe that Paleo-Indian populations did not occupy this area. As is typically noted in cultural resource assessments for the region, "older villages might have existed on extinct land forms, however due to the silting effects of these major rivers [American and Sacramento] through time, these landforms would be so deeply buried that they have not been detected as yet". Flaked stone tools associated with the early part of this period (i.e., 12,000-10,000 B.P.) found elsewhere in northern California include Clovis-like large fluted points that were likely shafted and used as darts on spears propelled by an atlatl[2]. The large fluted points found in Northern California tend to be isolated finds; however, elsewhere in western North America they have been found in association with large bison. This association has led archaeologists to suggest that these early populations were focused on the pursuit of large game. It is thought that these people traveled in relatively small groups, were highly mobile, and settled around wetlands (e.g., lakes and rivers) where large game was also likely to congregate.

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[1] There are three temporal references: B.C. - before Christ; A.D. - *anno Domini* (in the year of our Lord); and B.P. - before present (1950), which is used in the prehistory discussion in this document.

[2] A throwing device usually consisting of a stick fitted with a thong or socket to steady the butt of a spear or dart and extend the length it travels.

The latter part of this period (10,000-8,000 B.P.) saw a general warming trend resulting in the drying of Pleistocene lakes and an overall shift in flora and fauna distributions. Sites dating to this time identified in northern California are recognized by the presence of large stemmed points, collectively referred to as Great Basin Stemmed series. Bifaces, scrapers, cores, and eccentrics (better known as crescents) are also characteristic of this time period. Obsidian sourcing conducted on tools from northern California sites indicates that toolstone was acquired from a variety of quarries, some at distances up to 200 km. Most of these sites are found near ancient lakeshores or within marshlands, leading some to associate the settlement/subsistence pattern with Bedwell's (1970) Western Pluvial Lakes Tradition.

Although crescents are found in southern and northern California and the Great Basin, they are a rare occurrence in the Central Valley. Recent excavations undertaken for the Sacramento City Hall project (I and 10th streets, Downtown Sacramento) recovered four flaked stone crescents in deeply buried contexts (i.e., on extinct landforms). Analysis of the artifacts from the project is in progress. Of the dates obtained so far, the primary occupation of the site appears to be between 3,000 and 8,000 years B.P. However, obsidian hydration results indicate the site was in use 10,000 or more years ago. The presence of crescents, which typically date from 7,500 to 8,500 B.P., provide credible evidence that the Sacramento region, and the Central Valley, was occupied at a very early time.

Like the previous period, the Lower Archaic (8,000-5,000 B.P.) is poorly understood in the Central Valley. Few sites in the region have been found owing to the fact that evidence from this time period is largely buried.

The Middle Archaic Period (5,000-2,200 B.P.) identified as the Early Horizon under the Central California Taxonomic System (CCTS) is distinguished as one that emphasized hunting, as evidenced by the relative proportions of tools representative of hunting, fishing, and gathering activities

Sites associated with the Upper Archaic Period (2,200-1,000 B.P.) contain substantial midden[3] deposits with shell, mammal and fish bone, charcoal, milling tools, and other artifacts. The number of mortars and pestles increased during this time, indicating a greater reliance on acorn and nuts.

The Emergent Period dates between 1,000 B.P. (950 A.D.) and the arrival of the Spanish in central California (i.e., 1800s) and is identified as the Late Horizon under the CCTS. This period involves a dramatic change in general economy, characterized by large village sites situated on high ground, increased evidence of acorn and nut processing, introduction and use of the bow and arrow (indicated by small projectile points), and use of clamshell disc beads as the primary medium of exchange. Sites from this time period often include items of Euro-American manufacture, such as glass trade beads or worked bottle glass. During the latter part of the period (i.e., within the last 500 years), cremation became a common mortuary practice; grave goods were often burned as well. Like the Upper Archaic Period, several sites along the Sacramento River have components dating to this time.

Ethnography

The Project Area falls within land occupied ethnographically by the Nisenan (also known as the Southern Maidu). Penutian-speaking people and members of the Maiduan language family. The Project Area is within Valley Nisenan territory, linguistically one of three Nisenan dialects/groups (Northern Hill, Southern Hill, and Valley) distinguished by Kroeber (1925:393).

[3] A mound or deposit containing shells, animal bones, and other refuse that indicates the site of a human settlement.

Historic Overview

Post-contact history for the state of California is divided into three specific periods: the Spanish Period (1769–1821), the Mexican Period (1821–1848), and the American Period (1848–present).

The following history is drawn from the General Plan Cultural Resources Background Report.

Spanish Period (1769–1821)

The beginning of Spanish settlement in California, which marked the devastating disruption of the culture of indigenous Californians, occurred in the spring of 1769. Although within the territory claimed by Spain, exploration of Alta (upper) California between 1529 and 1769 was limited. During this nearly 250-year period, there were only brief visits by Spanish, Russian, and British explorers.

In 1769, Gasper de Portolá established the first Spanish settlement in Alta California at San Diego, and with Father Junipero Serra, founded the first (Mission San Diego de Alcala) of 21 missions that would be built by the Spanish and the Franciscan Order between 1769 and 1823. Portolá continued north, reaching San Francisco Bay on October 31, 1769. Later expeditions to Alta California by Pedro Fages (1772), who was seeking a site for a mission, and Juan Bautista De Anza (1776), who was seeking a site for a presidio and mission, explored the land east of San Francisco Bay and viewed the vast plains to the east. In 1808, Spanish Lieutenant Gabriel Moraga led the first expedition into the Sacramento Valley and traveled northward along the Sacramento River. The expedition was scouting for new mission locations and also searching for runaway Indian neophytes from the coastal missions. They traveled south as far as the Merced River and also explored parts of the American, Calaveras, Cosumnes, Feather, Mokelumne, and Stanislaus rivers to the north. In 1817, the last Spanish expedition led by Luis Argüello into the interior of Alta California traveled up the Sacramento River, past the future site of the city of Sacramento to the mouth of the Feather River, before returning to the coast. After seeing the large numbers of waterfowl on the river, Argüello named the Feather River “El Rio de las Plumas”.

Mexican Period (1821–1848)

Mexico revolted against the Spanish crown in 1822. After the Revolution of 1822, all Spanish holdings in North America (including both Alta and Baja California) became part of the new Mexican republic. With the Mexican period, an era of extensive land grants was begun, in contrast to the Spanish colonization through missions and presidios. Most of the land grants to Mexican citizens in California (Californios) were in the interior, granted to increase the population away from the more settled coastal areas where the Spanish had concentrated their settlements. With the opening by Mexico of California to Americans after the 1822 revolution, the fur trappers, also known as “mountain men” began exploring west of the Sierra Nevada Mountains. The first trapper to enter California was Jedediah Smith, whose small party trapped and explored along the Sierra Nevada in 1826. They entered the Sacramento Valley in 1827 and spent several months near the project area in 1828. Over the next decade, they were followed by trappers with the Hudson’s Bay Company.

Between 1830 and 1833, large numbers of the indigenous population in the Sacramento Valley died from disease, likely introduced by the American trappers and/or the local Mexican population. In 1837, the Sacramento Valley was hit by a second epidemic, which further decimated indigenous Californians. The issuance of numerous land grants, accompanied by population increases, contributed to the continuing introduction of foreign diseases for which Native Americans had no immunity.

A number of land grants were issued in the Sacramento area, starting in 1833 with John Rogers Cooper (a British sea captain who married into an established Californio family. John Sutter received two large land grants in the Sacramento Valley. In 1839, he founded a trading and agricultural empire called New Helvetia, which was headquartered at Sutter's Fort near the divergence of the Sacramento and American Rivers.

American Period (1848–present)

Victory in the Mexican-American War (1846–1848) resulted in Mexico releasing its northern territories (now the states of California, Arizona, Colorado, New Mexico, and part of Utah) to the United States under the Treaty of Guadalupe Hidalgo in 1848. Even though California became a territory of the United States, the full impact of "Americanization" would not occur until the discovery of gold in 1848. The discovery of gold on the American River at Sutter's Mill had a devastating impact on the lives of indigenous Californians in the Central Valley and all along the foothills of the Sierra Nevadas. The mass introduction and concentration of diseases, the loss of land and territory, including traditional hunting and gathering locales, violence, malnutrition, and starvation accompanied the tens of thousands of gold seekers.

One year after the discovery of gold, nearly 90,000 people had journeyed to the gold fields of California, and a portion of Sutter's New Helvetia land grant became the bustling Gold Rush boomtown of Sacramento. Largely as a result of the Gold Rush, California became the 31st state in 1850. By 1853, the population of the state exceeded 300,000 and in 1854, Sacramento became the state capital. As the surface gold (i.e., placer gold) disappeared, mining shifted toward more industrialized methods of extraction, including hydraulic and dredge mining. Hydraulic mining was outlawed in the 1880s, although dredge mining continued at a smaller scale than during the Gold Rush in the western foothills near the project area into the 1950s. Extensive dredge tailings along the American River, for example, bear witness to this environmentally destructive mining method.

The Feather River was also a major gold-producing area, with gold first discovered on the river (at Hamilton Bend) by John Bidwell only a few months after Sutter's discovery on the American River. Bidwell's Bar was established on the south side of the Middle Fork of the Feather River later the same year. By the end of 1850, 214 mining camps were already established on the river. For the following three-quarters of a century, gold mining (placer, hydraulic, and dredging) continued as a significant economic activity in the vicinity around Oroville. The city of Sacramento survived several early devastating floods and fires. In addition to its central location to the mining district in the foothills, it served as a river transportation hub after Sutter began a steamer service and had 12 stage lines by 1853. Sacramento was also the westernmost point of the Pony Express (1860– 1861) and the terminal of the first California railroad, the Sacramento Valley line, which ran 22 miles east to Folsom.

With the completion of the transcontinental railroad in 1869, thousands of new settlers and immigrants poured into the state during the second half of the nineteenth century. California was fast becoming a national leader in the production of agricultural products. The vast Central Valley's fertile soil, combined with numerous irrigation canals, promoted the growth of large amounts of fruits, vegetables, and nuts, as well as vineyards (introduced early in the Spanish and Mexican Periods), livestock (cattle and sheep), and field crops, such as hay, cotton, rice, and barley.

History of Placerville (1848-present)

Placerville was established in 1848 following the discovery of gold at John Sutter's saw mill in Coloma by James Marshall. It was first known as Dry Diggings because so little water came down Hangtown Creek in the summer that miners were required to dig up their potential gold

bearing soil and take it to where water was available for panning. The Dry Diggings site was established by William Daylor who had a ranch on the Cosumnes River south of Sutter's Fort. Daylor and his crew, Perry McCoon, Jared Sheldon and some local Native Americans were reported to have taken out $17,000 of gold with one week of work. This established Hangtown Creek as a potentially rich site.

After the discovery of gold in 1848, word of the discovery had to travel slowly outward due to the lack of speedy transportation in lightly settled California. Most of the early gold seekers came from the small number of residents in Northern California and the real Gold Rush began the following year when word had traveled back to the east coast of America. This great influx of people from outside of California became known as the 49ers due to their arrival in the year of 1849.

Because of its proximity to Coloma and Doyle's earlier success, the Dry Diggings camp quickly became one of the larger gold camps in the central Sierra foothills. It not only functioned as a town and trading center for the miners in the immediate area, but as a general distribution point for goods throughout the gold producing region. Having been initially settled by existing settlers from Northern California, who were mostly settlers, farmers and trades people, the community was at first orderly. However, the massive influx of miners and opportunity seekers in 1849 also brought with it the criminal element. There was no established local government in the area and subsequently no law enforcement either. Those who wished to steal their gold rather than pan for it began to rob and murder. A number of such lawless types found swift justice at the hands of the miners in Dry Diggings, finding themselves quickly tried and found guilty. Without facilities for long term incarceration, the miners quickly hung the guilty from a large oak tree near the corner of Center and Main. The stump of this tree is supposedly still located in the basement of the former Hangman's Tavern at 305 Main. This is how the community became known as Hangtown.

By 1850 the community began to become more settled and orderly and a push began to have the community renamed as either *Ravine City* or *Placerville*. The new name did not take hold until the City of Placerville was incorporated in 1854.

The prosperity of the early community fluctuated with the seasons as the creek would dry up in the summer. Prosperity during the wet seasons was followed by a drop in activity in the dry season. The completion of the South Fork Ditch assured a more stable year round water flow and allowed the community to become one of the largest and most prosperous in California. In 1854 the voting population in Placerville was the third largest in the state behind only San Francisco and Sacramento.

During the 1850s the production of gold from placer mining, which was conducted with sluices, rockers, long Toms and gold pans began to steadily decline. As the gold that was lying in the creek and river beds was taken, the emphasis on gold production began to convert to hard rock mining. Hiring crews of men to tunnel into mountains and hillsides required larger amounts of capital. The placer mining was mostly performed by individuals, families and small partnerships. Hard rock mining required investors and larger companies with employees. Tunneling required tools, equipment, and blasting powder. Timbers were needed to shore up the walls of the tunnels. Rails, small rail cars and steam engines were needed to move the gold ore out the mine. Then there were special ore processing centers with stamps to crush the rock and chemical processes to help remove the gold. Established communities were required to support these larger scale enterprises. The workers needed housing, food, clothing and entertainment. Other businesses provided goods and services to the mines. The lumber and timber industries, which had produced wood board to build the communities also needed to produce timbers for the mine shafts and support structures. Hunters, fishermen, farmers and ranchers were needed to provide these communities with their food supplies.

Wagons of various sizes and descriptions were needed to transport people and goods. Blacksmiths produced simple tools and small pieces of equipment and provided metal shoes for the horses, mules and oxen which were the engines of the transportation system. Placerville prospered as a provider of these goods and services, as well as a distribution arm for goods coming from ships in San Francisco and factories in Sacramento.

The first railroad in California, the Sacramento Valley Railroad, was completed in 1855. It transported goods and people from Sacramento to Folsom and later as far as Diamond Springs. This cemented the route through Placerville as the principal transportation route for access to the communities in the central Sierra foothills, as well as across the Sierras into Nevada and connections to the east.

In the early years of Gold Rush communities, the need was to build stores and residences as quickly as possible. At first, some merchants just disassembled their wagons and used the wood and canvas to create a store. Later, some lumber became available and most business districts were filled with wood frame buildings placed side by side along a narrow street. In the middle 1850s most of the cities and small communities suffered disastrous fires. Most communities were only protected by part-time volunteer fire companies. Once one building caught fire, those on either side were immediately in danger and if winds were blowing, the fire quickly spread up and down either side of the street. Winds would carry burning debris across the street and before long both side of the street would be involved in flame. Cities like San Francisco, Marysville and Sacramento had fires that nearly destroyed their central district entirely. Placerville had its turn in 1856 with three destructive fires in which most of the town was consumed by fire. When the town was rebuilt, Placerville, like the other communities, began to rebuild in brick and stone. Regular full-time fire fighting companies were employed.

One attempt to improve the response time of fire crews was to put a bell and tower in place in the center of the community. A bell was ordered in 1860 from England and it arrived in 1865. The city erected a tower for it in the plaza. The plaza, at the conjunction of Main and Stage Coach Alley, has been a center for community gatherings and activities. Other plazas such as Stockton's Hunter Square and Sacramento's Plaza Park (now Chavez Park) have served the same purpose.

Some of the brick and stone structures from the latter half of the 19th and early 20th Centuries still survive and a few are on the National Register of Historic Places, such as the Fountain-Tallman Soda works, John Pearson Soda works and Confidence Hall. Some structures that no longer exist housed the early enterprises of well known businessmen such as John Studebaker, Mark Hopkins and Levi Strauss.

In 1857 Placerville was made the county seat for El Dorado County. Along with this designation came the county courts and administrative offices. For a brief period of about a year and a half during 1861-62, Placerville was on the route of the famous Pony Express. But that venture was short lived as the invention and establishment of the telegraph put that operation out of business.

A decline in gold production in California in the latter part of the 1850s was offset by the discovery of gold and silver in the Comstock Lode in Nevada. A major increase in traffic was experienced in Placerville as the Placerville Road became the major arterial for trade between Northern California, and other cities and countries. This traffic, and the prosperity it brought with it, continued until the latter part of the 1860s when construction of the Central Pacific Rail Road crossed the Sierras into Nevada and the Comstock traffic followed it. By that time, Placerville was soundly established as a thriving community.

Placerville's position at the crossroads of Highway 50 and 49 solidified the community's prosperity and longevity. This location makes Placerville a prime spot for chain stores and

restaurants to establish a location which can pull in shoppers from small towns all over the nearby foothill region—many of which are too small to support such enterprises.

As mining activity diminished, other forms of commerce have taken their place. Recreation and tourism began to increase as the cities in the Valley grew and their residents sought to escape the summer's heat. The development of the automobile and the paved roads they required made the foothills and Lake Tahoe even more available and enticing. The advent of tourism has brought with it the development of businesses such as art galleries, antique stores, wineries, bed and breakfast inns and boutique stores. Industry has turned from mining to lumber, agriculture and light manufacturing.

Many buildings dating from the 1850s through the first half of the 20th Century give the central business district of Placerville a quaint charm that is unique and helps establish it as a tourism destination. Apple Hill and the local wineries also draw visitors to Placerville. Festivals and special events also draw visitors from throughout Northern California such as the Art & Wine Festival, Bell Tower Brewfest, Craft and Antique Fairs, Classic Car Show and the Festival of Lights. The town plaza, with its bell tower is still the focal point of many activities.

INFORMATION CENTER FINDINGS

Record Search Documents

Placerville USGS map notations within project area:

CA-ELD 38 H; 126/H
CA-ELD-39; 127

Map#	ADDRESS	HRI#
5083;	82 Main Street;	5667-0026-0000
5082;	251 Main Street;	5667-0025-0000
5085;	Placerville Florist;	5667-0028-0000
5086;	250 Main Street;	5667-0029-0000
5081;	255 Main Street;	5667-0024-0000
5080;	263 Main Street;	5667-0023-0000
5077;	325 Main Street;	5667-0020-0000
5078;	311-321 Main Street;	5667-0021-0000
5013	Isolate #1	
5094;	300-304 Main Street;	5667-0032-0000
5095;	316 Main Street;	5667-0033-0000
5096;	Rivendell's Books;	5667-0034-0000
5097;	360 Main Street;	5667-0035-0000
5098;	364 Main Street;	5667-0036-0000
5099;	384 Main Street;	5667-0037-0000
5100;	Beverly's Fabrics	5667-0038-0000
5101;	442 Main Street;	5667-0039-0000
5153;	459-465 Main Street;	5667-0063-0000
5151;	489 Main Street;	5667-59-0000
5152;	469 Main Street;	5667-0062-0000
4693;	495 Main Street;	El Dorado Co. Courthouse, Report 9477; 5667-4-9477
5154;	Wilcox Warehouse;	5667-0066-0000
5149;	James Blair House;	5667-58-0000

5065; 435 Main Street; 5667-0008-0000
5066; 435 Main Street; 5667-0009-0000
1242 P-9 Cook Water Diversion Ditch, Report 2514
4681; Site 5, Report 9472
4688, Railroad bridge, Report 9477
4689; Stone retaining wall, Report 9477
5000; Isolate #7-14, Report 9663
4692; 3184-82 Center Street
1843-H
1844-H
5087; 339 Main Street; 5667-0050-0005
5089; 524 Main Street; 5667-0045-0000
[CONTINUED]

5105; 484 Main Street; 5667-0043-0000
5064; 441 Main Street; 5667-0007-0000
5063; 443 Main Street; 5667-0006-0000
CA-ELD977-H; 1251 P-9; Report 2584 Camino Placerville Railroad
1241 P-9; Report 2589 Cornett Lumber Mill
1790 H; Museum prop site/Toll House Mine site; artifacts

Camino USGS Map notations within the project area:

1750 –H Museum property site/Toll House Mine site; mine artifacts

Trinomial, Primary Number, Reports, and Historic Resource Inventory Records were reviewed to obtain the preceding information.

Office of Historic Preservation; Directory of Properties in the Historic Property Data File for El Dorado County within the Project Area.

The records utilized by the Office of Historic Preservation (OHP) appear to have incorporated most or all of the properties designated as a National Register listed or eligible for listing, properties that have been determined eligible as the result of a Project Review, Project Research, or a federal program such as FHWA, Historic Surveys; California Historical Register listing, California State Historic Landmarks or State Point of Historic Interest designation, and Inventory or Survey properties into their database with California Historical Resource Status Codes assigned to each property. These codes evaluate the historic and architectural significance of the properties and potential eligibility to the National Register of Historic Places and/or the California Register of Historical Resources. The Status Codes follow the listings below.

			(National Register Status)	(Criteria)
Address	YR-C	OHP-Prog	NRS	Crit
2021 Smith Flat Rd, Smith Flat House;	1853	St.Pt.Int.	7L	
Cornett Lumber Mill	1940	Hist.Res.	6Y	
2985 Clay Street	1900	Hist.Surv.	3S	

489 Main Street	1861	Proj.Rev.	2S2	AC
495 Main Street	1913	Hist.Surv.	7R, 3S	
516 Main Street	1920	Hist.Surv.	7N	
524 Main Street; Fountain Tallman	1853	St.Fnd.Prg.	3	
		Hist.Surv.	1S	
524 Main Street; Vet. Admin. El Dor. Co.	1923	Hist.Surv.	7N	
525 Main Street	1936	Proj.Rev.	6Y	
533 Main Street	1950	Proj.Rev.	6Y	
535 Main Street	2003	Proj.Rev.	6Y	
537 Main Street	1940	Proj.Rev.	6Y	
559 Main Street	1920	Proj.Rev.	6Y	
577 Main Street	1895	Proj,Rev.	6Y	
582 Main Street	1862	Hist.Res.	7L	
585 Main Street	1930	Proj.Rev.	2S2	C
589 Main Street	1902	Proj.Rev.	2S2	C
594 Main Street	1859	Hist.Res.	1S	AC
		Hist.Surv.	7N	
		Hist.Res.	7L	
692 Main Street	1884	Hist.Surv.	7N	
384 Main Street	1856	Hist.Surv.	7R	
		Hist.Surv.	7N	
385 Main Street	1866	Hist.Wurv.	7R	
		Hist. Surv.	7N	
398 Main Street	1856	Hist. Surv.	7R	
400 Main Street		Hist.Surv.	7R	
409 Main Street	1856	Hist.Surv.	7R	
		Proj.Rev.	2S2	C
		Hist.Surv.	7N	
413 Main Street	1893	Hist.Surv.	7R	
		Proj.Rev.	2S2	AC
		Hist.Surv.	7N	
414 Main Street	1929	Hist.Surv.	7R	
425 Main Street	1903	Hist.Surv.	7R	
		Proj.Rev.	2S2	AC
		Hist.Surv.	7N	
435 Main Street	1856	Hist. Surv.	7R	
		Proj.Rev.	6Y	
435 Main Street	1856	Hist.Surv.	3S	
437 Main Street	1856	Hist.Surv.	7R	
438 Main Street		Hist.Surv.	7R	
440 Main Street		Hist.Wurv.	7R	
441 Main Street	1856	Proj.Rev.	6Y	
		Hist.Surv.	7R	
		“ “	7N	

442 Main Street	1855	Hist.Surv.	7R	
		" "	7N	
443 Main Street	1856	Proj.Rev.	6Y	
		Hist.Surv.	7R	
		" "	7N	
444 Main Street	1856	Hist.Surv.	7R	
		" "	7N	
447 Main Street	1940	Hist.Surv.	7R	
		Proj.Rev	6Y	
448 Main Street		Hist.Surv.	7R	
450 Main Street		Hist.Surv.	7R	
451 Main Street		Hist.Surv.	7R	
459 Main Street	1913	Proj.Rev.	2S2	AC
		Hist.Surv.	7R	
		" "	7N	
460 Main Street	1940	Hist.Surv.	7R	
462 Main Street	1910	Hist.Surv.	7R	
		" "	7N	
469 Main Street	1861	Proj.Rev.	2S2	AC
		Hist.Surv.	7R	
		" "	7N	
473 Main Street		Hist.Surv.	7R	
474 Main Street		Hist.Surv.	7R	
480 Main Street	1872	Hist.Surv.	7R	
		" "	7N	
484 Main Street	1872	Hist.Surv.	7R	
		Hist.Surv.	7N	
487 Main Street	1860	Hist.Surv.	7R	
		Hist.Res.	1S	
		Hist.Surv.	N	
253 Main Street	1856	Hist.Surv.	7N	
254 Main Street	1855	Hist.Surv.	7R	
		" "	7N	
255 Main Street	1856	Hist.Surv.	7R	
		Proj.Rev.	6Y	
		Hist.Surv.	7N	
262 Main Street	1866	Hist.Surv.	7R	
		Hist.Surv.	3S	
263 Main Street	1886	Hist.Surv.	7R	
		Proj.Rev.	6Y	
		Hist.Surv.	7N	
300 Main Street	1866	Hist.Surv.	7R	
		Hist.Surv.	7N	
305 Main Street		Hist.Res.	7L	
305 Main Street	1852	Hist.Surv.	7R	

		“ “	7N
311 Main Street	1856	Hist.Surv.	7R
		“ “	7N
312 Main Street	1984	Hist.Surv.	7R
316 Main Street	1860	Hist.Surv.	7R
		“ “	7N
318 Main Street	1860	Hist.Surv.	7R
		Mainst.prg	7K
320 Main Street	1860	Hist.Surv.	7R
		Mainst.prg	7K
325 Main Street	1856	Hist.Surv.	7R
		Hist.Surv.	7N
326 Main Street	1860	Hist.Surv.	7R
327 Main Street	1856	Hist.Surv.	7R
		Hist.Surv.	7N
339 Main Street	1856	Hist.Surv.	7R
		Hist.Surv.	7N
		Mainst.prg	7K
346 Main Street	1800	Hist.Surv.	7R
348 Main Street	1800	Hist.Surv.	7R
352 Main Street	1856	Hist.Surv.	7R
		Hist.Surv.	7N
		Mainst.prg	7K
359 Main Street	1856	Hist.Surv.	7N
359 Main Street	1856	Hist.Surv.	7R
		Hist.Surv.	7N
360 Main Street	1856	Hist.Surv.	7R
		“ "	7N
364 Main Street	1856	Hist.Surv.	7R
		“ “	7N
366 Main Street	1850	Hist.Surv.	7R
369 Main Street	1856	Hist.Surv.	7R
		“ “ .	3S
		Mainst.prg	7K
372 Main Street	1886	Hist.Surv.	7R
375 Main Street	1856	Hist.Surv.	7R
		Mainst.prg	7K
376 Main Street	1891	Hist.Surv.	7R
		Hist.Surv.	7N
379 Main Street	1866	Hist.Surv.	7R
Main Street; Violets are Blue		Hist.Surv.	7R
Main Street; Site of Studebaker’s Shop		SHL-0142	7L
Main Street; Placerville-CA Overland Pony Exp		SHL-0701	7L
82 Main Street	1860	Hist.Surv.	7N

247 Main Street	1895	Hist.Surv.	7R
		Proj.Revw.	6Y
248 Main Street	1853	Hist.Surv.	7R
		Hist.Surv.	7N
250 Main Street	1856	Hist.Surv.	7R
		Hist.Surv.	7N
251 Main Street	1856	Hist.Surv.	7R
		Proj.Rev.	6Y
3182 Center Street	1890	Proj.Rev	6Y
3022 Chapel Street	1861	Hist.Surv.	2S
		Proj.Rev.	2S
Clay Street; Hangtown Creek Retaining wall	1905	Proj.Rev.	6Y

Properties within the Project Area designated as 1S, listed on the National Register of Historic Places:

Fountain-Tallman Soda Works 524 Main Street
Pearson's Soda Works 594 Main Street

State Historic Landmarks: El Dorado County; Project Area

No. 142
Studebaker's Shop Site, 543 Main Street, Placerville

No. 475
Old Dry Diggins-Old Hangtown-Placerville,
Landmark; NE corner of Bedford and Main

No. 701
Placerville – Overland Pony Express Route in California
Landmark; SW corner of Main and Sacramento Streets, Placerville

California Inventory of Historic Resources: El Dorado County; Project Area

Placerville Historic District: El Dorado County. HABS

Dry Diggins-Old Hangtown, Placerville, El Dorado County, established in Spring of 1848 as rich mining camp, element of California Gold Rush. Theme; Exploration/ Settlement

Hangman's Tree; 305 Main Street, Placerville. Theme, Government

Placerville Historic District. Crossing of Highways 50 and 49.Theme; Economic/Industrial

Placerville-Overland Pony Express Route in California; Main and Sacramento. Theme; Economic/Industrial

Sportsmans Hall-Overland Pony Express Route in California; 12 miles east of Placerville. Theme. Economic/Industrial

Studebaker's Shop, Site of. 543 Main Street, Placerville. Theme; Economic/Industrial

Points of Historical Interest: El Dorado County, listed within Project Area

John Pearson Soda Works	594 Main Street, Placerville
Stable Building	582 Main Street, Placerville
Smith Flat House	2021 Smith Flat Road, Smithflat

HISTORIC SURVEY: PLACERVILLE HISTORIC ADVISORY COMMITTEE 1984

This Survey was conducted in 1984 by members of the Placerville Historic Advisory Committee. Betty Laarveld and Charles Stephens played a major role in the project. The Office of Historic Preservation appears to have incorporated the Survey into its database and assigned Status Codes to each property. These codes and the resources they describe are listed by address above under the Office of Historic Preservation Resource Directory.

Address

Broadway
1160

Main Street
82
250
251
253
254
255
262
263
300-304
305
311-321
325
327
339
359
360

364
375
379
389
409
413-423
425-433
435
441
442
443
444
459-465
462-470
469
480-482
484
487
489
495
515 El Dorado County Offices/US Post Office: evaluated as Eligible to National Register by Caltrans.
524
542
594
609
692-696

Historic Resource Inventory forms for 3184-82 Center Street, and the Cornett Lumber Mill site were also reviewed. The buildings at 3184-3182 Center St .were evaluated in 1998 as not eligible for listing as a historical resource for purposes of CEQA. The Lumber Mill site is crossed by the route of the former Camino, Placerville and Lake Tahoe Railroad, a segment of which is also recorded within the Project Area as P-09-001251, CA.ELD-977-H. The route has been converted to a road for trucks within the site area. The Mill is noted as P-9-1252-H and evaluated by OHP as 6Y. It contains the remains of the removed mill complex retaining concrete pads, building foundations, scattered machinery.

WINDSHIELD SURVEY OF PROJECT AREA

The Project Area contains many acknowledged and significant historic resources along principal streets and neighborhoods adjacent to Highway 50 on both sides of the freeway. For the purposes of this Report, the Project Area is located largely along Broadway and Main Streets mostly south of the Freeway, and within two larger areas at each end of the downtown Project Area that include areas north and south of the Freeway in Smith Flat, a little further on the east end of the Area, and both north and south of the Freeway in the County government buildings and Fairgrounds areas to the western end of the Area.

Properties within the Project Area were reviewed on a building by building basis, walking and driving on each road and street within the Project Area, and were evaluated as historical resources according to CEQA Guidelines and National Register of Historic Places criteria. In order to be eligible as an historic resource, alterations and modifications to a property must not have substantially affected its physical and design integrity. The resource must have retained its major character-defining features and image despite possible alterations, and still reflect its original era of construction. Reconstructed buildings or dramatically altered buildings do not meet historic designation criteria. Buildings or other resources that appeared eligible as CEQA –eligible resources were listed based upon the architectural values and image, and degree of integrity. Some buildings with architectural values that were update or altered were not included. Some buildings that appeared as if they may have historic importance were included despite architectural limitations.

This Survey did not include research of properties to determine historic significance, but was based on an analysis of historic architectural styles, knowledge of historic building forms, physical integrity, materials, construction techniques, and location within neighborhood development within the community. Historic research should be conducted with respect to Surveyed properties to definitively identify resources with historic significance and adequate physical integrity. The following properties by address appear to be historical resources according to Section 15064.5(a)(2)-(3) of the CEQA GUIDELINES.

Address

Airport Lane

3013 Airport Lane: Address is for one of several small cottages from the teens or early 1920s that are arranged in somewhat of a circle with a common area in the middle. Some buildings are in disrepair but research is recommended to determine background history of grouping.

Blairs Lane

3144 Blairs Lane: Building on top of large hill. It is not very visible from the street due to foliage but appears to have potential as a historic property with its unusual roof line, large parcel.

Broadway

1160 Broadway: Former site of warehouse and mill, now demolished and replaced by new construction. Old Mill wheel and mill race remain from original activity and the address refers to those resources.

1283 Broadway: Brick Period Revival residence, English influences, is quite unusual style in Project Area and a competent but not outstanding example of its type. Rarity may add importance.

1850 Broadway: The house is a good example of its type and style, a common image in Placerville for its era but becoming rare. There have been a few alterations but the essential image is intact.

Cedar Ravine Road and Main Street

Druid Monument; locally significant due to history.

Chapel

3030 Chapel: 19th century Stone building, 1 story with iron doors, gabled roof.

Clay Street

Stone retaining wall along creek side at Clay Street and Hangtown Creek

3022 Clay Street/585 Main Street: Two story building on corner with 2 addresses. Clay Street address may be the address of a closely adjacent building or extension of Main Street building.

Fair Lane Road

161 Fair Lane Road: Remnants of a business with a large barn and a large collapsed barnlike building. Research recommended to determine origins of site for historic context of Placerville.

Hazzard

3089 Hazzard; Early twentieth century building is wood frame bungalow with shingled surface and fish scale shingles.

Main Street

82 Main Street: O'Keefe Residence and Toll House/Heritage Homes Real Estate; Though slightly altered for commercial purposes, the building is a good example of its type and style.

262 Main Street: Arch Saloon, Thomas Kinkade Gallery, Kiddlywinks; Building is architecturally important despite some alterations.

263 Main Street: 49er Corner Saloon, Becker, Runkle, Laurie Attorneys; Building has been remodeled primarily on ground level. Upper floor retains image of original building.

300-304 Main Street: Cary House; Building is not the original Cary House. Current building was constructed 1910 and has been remodeled to borderline eligibility.

305 Main Street: The stump of Hangman's Tree, part of local historic lore, reportedly still exists in the basement of this deteriorated building.

311-321 Main Street: Gelato de Oro/Goldsmith Gallery/Winterhill: Building has been somewhat altered but has retained significant character-defining features.

325 Main Street: Tracy Building: Building relatively unaltered, contributes to streetscape.

359 Main Street: Dorsey- Harvey Brick Block Building: Robinson's Pharmacy; Building is altered but retains some architectural character that contributes to the streetscape.

379 Main Street: Kline/Bamberger & Haas, Gold Country Artists Gallery: Building has been considerably altered above ground floor, which is also altered but retains its essential character on the ground floor with show windows and angled recessed entry.

384 Main Street: Round Tent Store; Building has retained its main character.

409 Main Street: Shelley Inch Building; Building has retained most of its character despite some modifications.

413-423 Main Street: Masonic Temple; Building is good example of its style and type on the upper floors. The street level alterations distract substantially but the reminder of the building presents a strong streetscape image. Important historically.

425-433 Main Street: Lower Fairchild; Building has retained core character though somewhat remodeled. It is also important historically.

435 Main Street: Building altered but retains name "Florence" in glass blocks on façade. History contributes to importance.

438 Main Street: Rood Building; Building is altered on the ground floor but retains its image on the second floor, contributing to the streetscape.

441 Main Street: Pioneer Hardware: The importance of the businesses' role in the development of Placerville adds to the importance of this somewhat altered building.

442 Main Street: Hart Building

459 Main Street: Upper Fairchild Building; Building has retained its basic form and dominant character, but remodeling with used brick diminishes it.

462-470 Main Street: Ace Copy, Franklin Hearing Aids; Building is competent example of Spanish Colonial Revival style popular in the 1920s-1930s, a later style than most of the downtown Main Street buildings. Ground floor has been altered.

469 Main Street: I.O.O.F. Hall; Building is good example of stone work. Second floor windows and ground floor altered. Historically and architecturally important.

480-482 Main Street: Building altered from its 2 story origin but good example of 1930s design.

484 Main Street: Building has been remodeled but current ground floor image reflects design of late 19th, early 20th century store fronts, many of which have been altered.

487 Main Street: Confidence Engine firehouse has retained its firehouse image and much of its original architectural design. It is important both historically and architecturally. It is listed on the National Register (NR) and the California Register (CR).

489 Main Street: Emigrant Jane Bldg, City Hall; According to the OHP Directory, it has been evaluated as eligible for NR and is listed in CR.

495 Main Street: El Dorado County Courthouse; The building has been determined eligible to the NR by OHP as a result of a Historic Survey. It also appears eligible to the CR.

515 Main Street: El Dorado County Offices/US Post Office, Board of Supervisors; The building has been evaluated as eligible to the NR through federal project review.

516 Main Street: The building was built for P, G.and E. in 1920. The OHP Directory says it needs to be reevaluated. The ground floor façade has been altered substantially while the brick pattern in the upper cornice and the side gabled roof remain. The building is on the borderline of being too altered. The building enhances and is enhanced by 520 Main Street.

520 Main Street: It is a good example of commercial construction of the 1920s and contributes to the streetscape. The brickwork pattern and color is attractive.

524 Main Street: Fountain and Tallman Soda Works; Built 1853-54, the building is listed on the NR. It is a fine example of a stone building of its era.

525 Main Street; El Dorado County District Attorney Annex: Built in 1936, the building was remodeled in 1974 but retains some original design reflections of Art Deco styling. The front window has been changed but it appears to have original windows on the side elevation. It has been evaluated as not eligible to the NR through federal project review but not evaluated for the CR or local listing. It is a different style from most of downtown Main Street but contributes in terms of size and scale.

542 Main Street: El Dorado Chamber of Commerce; Veteran's Building constructed in 1923 by citizens of El Dorado County. In 1952 the building was extended to the rear. The building has historic and architectural attributes. The oriel bay window is a unique feature. There was considerable mining activity on land at the back of the house and hill during the Gold Rush.

581 Main Street: N.C.Fassett, Groceries and Provisions, currently Lofty Lou's Yarn Shop. The small cottage reflects vernacular Italianate design and is largely unaltered. It is a good remaining example of early Main Street construction and needs, dating from about 1853 and still in use.

582 Main Street: Cedar Ravine Stables, currently Stable Building; The OHP Directory notes that it should be reevaluated. It appears eligible for the NR and CR. It is a good example of stone construction in its era and appears to have been built in the 1850s.

594 Main Street: Pearson Building, currently Placerville Soda Works. The building is listed on the NR and CR under criteria A and C. It stands immediately adjacent to the Stable Building.

585 Main Street; formerly Lofty Lou's Yarn; The corner building is also listed with the address of 3022 Clay Street, the address of the part of the building facing that street. The building has been evaluated in the OHP Directory as 2S2, eligible for the NR under criterion C.

652 Main Street: Period Revival style residence with English design influences. The porch gable and area above porch is altered but the windows are an attractive feature and the style is unusual in Placerville. Constructed in 1924.

656 Main Street; The building contains some historic features such as the 2 over 2 light windows and porch brackets that indicate it may date from the 1870s or 1880s. It is fairly unaltered except for the front stair access (removable) and is a good example of its type and style.

676 Main Street; Tattoo Shop; The small altered building is representative of a type of the many cabin-cottages that housed early settlers.

692-696 Main Street: Sam Turner House; The building was built by 1888, a rather large vernacular residence, later faced with a large intrusive commercial construction on the front by the street. Some of the windows have been changed but it still has two early 2 over 2 light windows in the front, a wrap-around porch veranda with turned posts and other original features. It gains importance as the home of a notable early settler in the community.

708 Main Street: The house is a relatively unaltered representative of simple vernacular dwellings of the 1890s-early 20th century in Placerville and other rural areas. It is a generically important historic building type.

Newtown Road

3051 Newtown Road/1790-H: Museum proposed site/Toll House Mine site. Former mine site. Artifacts such as cast iron boilers, part of steam engine, rails, and other machinery remain on site below and south of Highway 50. Site is identified as archeological site 1790-H. It is located approximately where Broadway changes to Newton Road.

Orchard

3034 Orchard Street: Deteriorated wood frame house, possibly from the 1880s. Building has double hung windows with 2 over 2 lights, shiplap siding, porch faces Broadway. Building form reminiscent of post-Greek Revival cottages in the East. Research recommended for history and community context.

Pacific Street

772 Pacific Street; The building was photographed and recorded in a Historic American Building Survey (HABS) several years ago. Current version of building has been somewhat altered but has retained its overall original image. It has been sandblasted, stuccoed on one side, and original balcony posts, supports replaced. Original second floor balcony post brackets removed.

Plaza

Bell Tower, Plaza: Main Street and Stage Coach Alley

Quartz Lane

3059 Quartz Lane, faces Reservoir Road: Barn; large board and batten barn with taller central portion at rear of Cary House, may have been a feature of Cary House at one time; poor condition

Reservoir Street

Old stone retaining wall along uphill side of road.

Smith Flat Road

Smith Flat Road, opposite intersection of Lansdowne and Smith Flat Road; 19th century, two story, wood frame building on southwest side of road. No address. Building may be early roadside stopping place. Research recommended.

2023 Smith Flat Road, appears to have been 2021 in the past: Property contains small house, garage, known as Smith Flat House. Large old barn at rear on west may have been associated with house but is now on parcel with a newer building. House listed in OHP Directory as 7L, built in 1853. Current house does not appear that old. It may have been demolished in order to construct adjacent modern building on Smith Flat Road.

Smith Flat Cemetery Road

2041 Smith Flat Cemetery Road; Smith Flat Cemetery

Smith Flat School Road

Rock wall along Road near 2855 Smith Flat School Road.

Upper portion of Smith Flat School Road was site of Cornett Lumber Mill. P-9-1252-H.

SUMMARY

The Record Search developed history, pre-history, records and lists of sites and buildings located in previous identification activities within the Project Area. Early histories of the area provided a context for the Placerville area's resources. The area is very rich in historic features from the Gold Rush era and afterward. These resources are important not only to Placerville but to the state as a highly significant record of the early history of California and the events that shaped its formation.

It appears that pre-historic resources within the area were probably disturbed by intense Gold Rush and settlement activities, particularly along any waterways. While early mines dot the general area, many of the town's treasures now exist in the community that evolved with the influx of gold seekers that turned to settlement of the area.

The Record Search identified resources that have been recorded over time to the present including both archeological and architectural/historical properties.

The Windshield Survey identified resources that appear to be eligible as historic resources according to CEQA, which includes National Register of Historic Places, California Register of Historical Resources and any local registration. Resources eligible for such designation may be eligible based on historic/cultural significance, architectural values, or as good examples of their type and style. Eligible groups of buildings that portray a distinctive sense of an earlier

time and place to form a historic district are identified. A major degree of physical integrity of character-defining features and original image are critical to eligibility.

The Windshield Survey list includes some properties that have experienced some alterations but still appear to retain character-defining features. The list also includes properties or groups of structures whose architectural values may be limited but which may have historic importance when additional research is conducted. Research has been limited because the Project required only a Windshield Survey. Historical information has been added when readily available. Additional research may reveal additional historic resources.

A critical characteristic of the downtown Main Street area is the scale and size of buildings, fenestration patterns, and texture of building surfaces. The fairly consistent 2-3 story or less height of the buildings facing each across Main Street, roughly from the foot of Main up to where it becomes Broadway is critical to the visual character that attracts visitors and tourists to Placerville. It strongly provides a sense of an earlier time and place, a criterion for the designation of an historic district. This area should be evaluated regarding eligibility as an historic district, even though there are a number of buildings that might be considered as non-contributing due to distracting alterations. A Historic District designation would allow property owners to utilize the Tax Certification program when rehabilitating their buildings. There are other advantages to such designation as well.

The city of Placerville probably already has Design Guidelines for buildings in this area but we recommend that the use of used brick and applied stone facades not be allowed in order to retain the existing character and marketability of the notable resource. Facades should also retain some sense of the texture of original store fronts, shop windows, and fenestration in order to retain their overall contribution to the historic fabric of the downtown area.

Remaining Placerville historic resources are important both to the background and character of the city, and to the history of the state as well. Many of these resources are original and unique and provide a very special collection of historic treasures to California and the West.

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California North Central Information Center, Sacramento—Various archaeological and historical records, research, maps, records.

California Office of Historic Preservation, *California Points of Historic Interest*, State of California, Resources Agency, 1992.

California Office of Historic Preservation, *Directory of Properties in the Historic Property Data File for El Dorado County*, 2010.

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United States Park Service, *National Register of Historic Places.*

Winkler, Jack R., Old Hangtown: A History of Placerville, JRW Press, Placerville, 2000.

On-Line Resources:

Google Earth

www.ci.placerville,ca.us/our_city/about/history.asp

www.co.el-dorado.ca.us/

www.placerville-downtown.org/history.html

www.en.wikipedia.org/wiki/Placerville,_California

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.
1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.
3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.

7W Submitted to OHP for action – withdrawn.

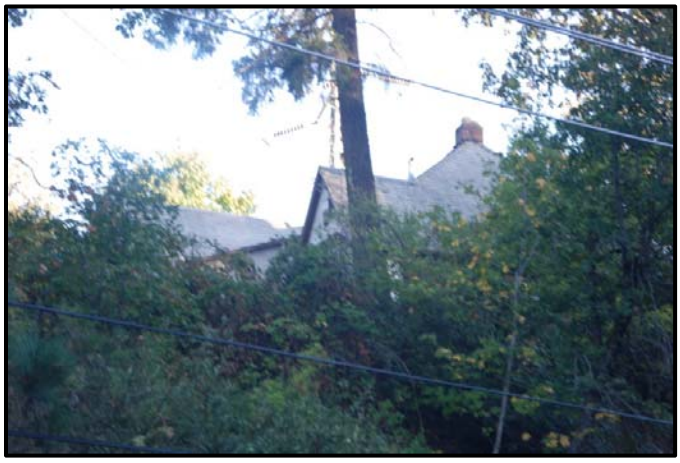
APPENDIX A

Airport Lane

3013 Airport Lane – Cottages

Blairs Lane

3144 Blairs Lane



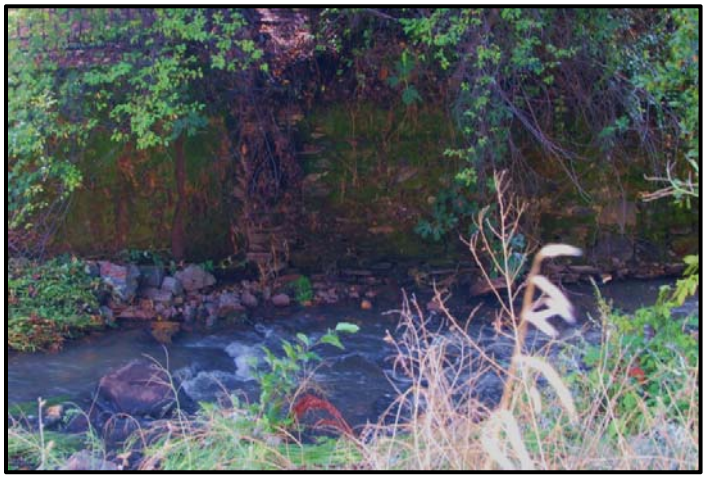
BROADWAY

1160 BROADWAY

1283 BROADWAY

1850 Broadway

Clay Street and Hangtown Creek



Main Street

82 Main

262 Main

263 Main

300-304 Main

305 MAIN – STUMP OF HANGMAN'S TREE

311-321

325 MAIN

359 Main

379 Main

384 Main

409 Main

413-423 Main

425-433 Main

435 Main

438 Main

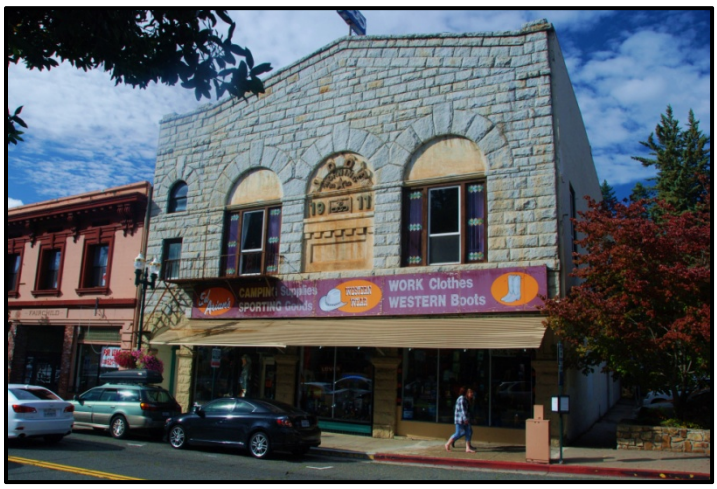
441 Main

442 Main

459 Main

462-470 Main

469 Main



480-482 Main

484 Main

487 Main

489 Main

495 Main

515 Main

516 Main (no picture) – Partial view in picture below

520 Main

524 Main

525 MAIN

542 MAIN

581 MAIN

582 MAIN

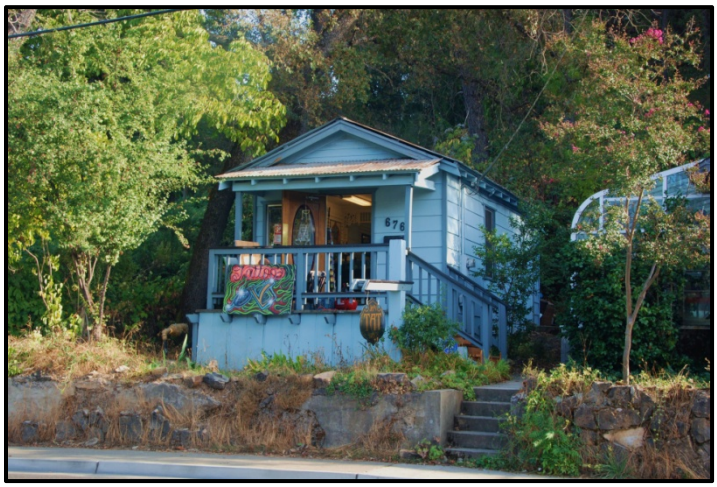
585 MAIN

594 MAIN

652 MAIN

656 MAIN

676 Main



692-696 Main

708 Main

NEWTOWN ROAD

3051 NEWTOWN ROAD/1790H

ORCHARD

3034 Orchard

Pacific Street

772 Pacific (No Picture)

Plaza on Main

Bell Tower

Quartz Alley & Reservoir

3059 Quartz alley

Reservoir Street – Layered Stone Retaining Wall (on left)

Smith Flat Road

Smith Flat Road near Landsdowne

2023 SMITH FLAT ROAD

SMITH FLAT CEMETERY ROAD

2041 SMITH FLAT CEMETERY

SMITH FLAT SCHOOL ROAD

LAYERED ROCK RETAINING WALL

CORNETT LUMBER MILL SITE P-9-1252-H