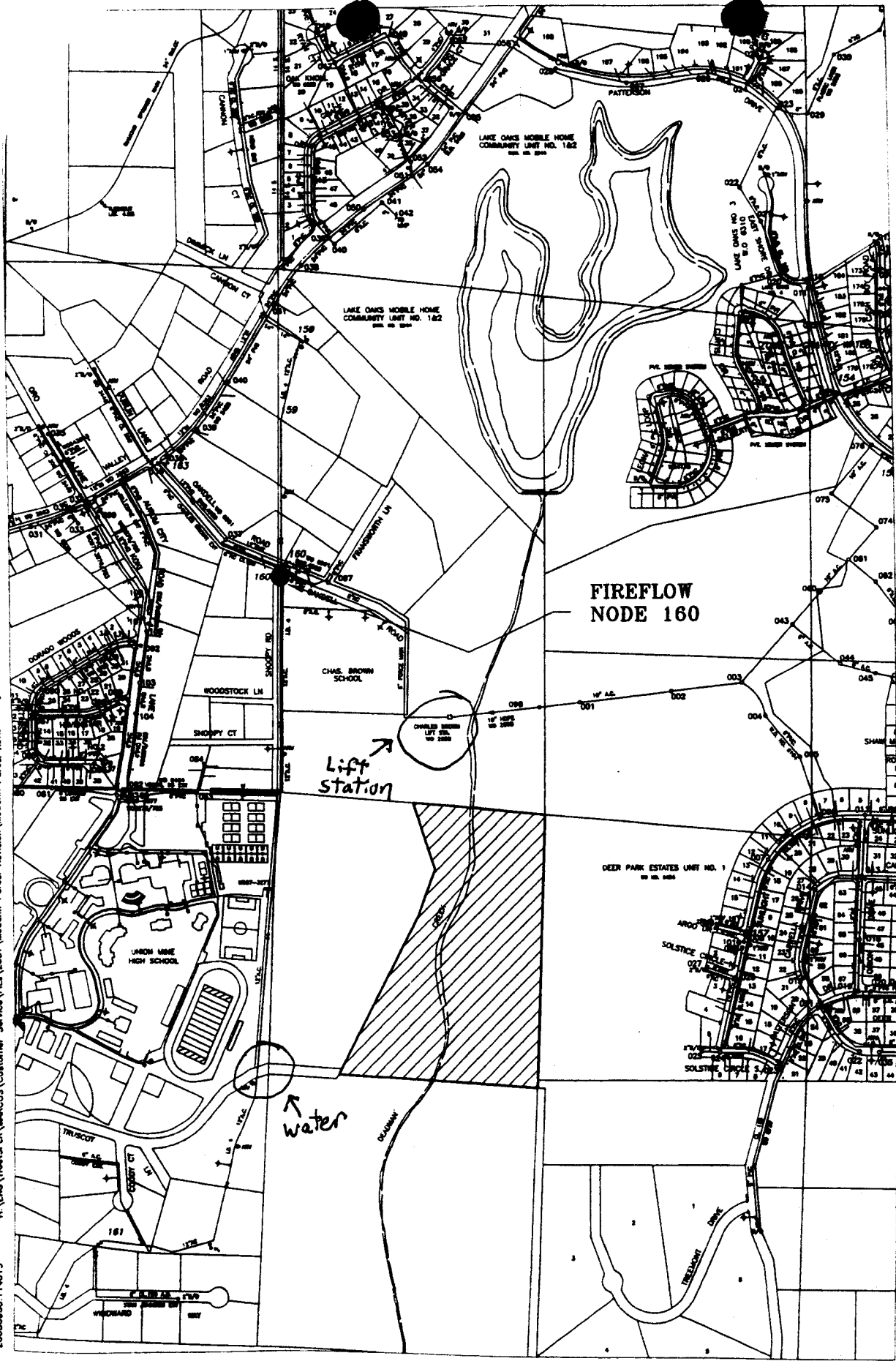


(provided at meeting
by staff)

PC 5/28/09
7b



EID
Facility
Improvement
Letter map.
12/5/07

H:\ENG\TRANSFER\MARCUS\Customer Service\PLU\2007\McCann Parcel Revision\McCann Parcel Revision.dwg
20050930.114013

El Dorado Irrigation District
System Map

DATE: December 3, 2007

WARNING: For schematic purposes only.
Exact pipe location must be
field verified.

McCann Parcel-Revision



--- WATERLINE

APN: 331-420-12

09-0906.G.1

PC 5/28/09
#76

DEVELOPMENT SERVICES DEPARTMENT

COUNTY OF EL DORADO

<http://www.co.el-dorado.ca.us/devservices>



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TO: El Dorado County Planning Commissioners
FROM: Tom Dougherty, Associate Planner T.D.
DATE: May 28, 2009
RE: Addition to Condition of Approval 16.e for a Lighting and Landscape District.
McCann Subdivision, Z07-0033, PD07-0020 and TM07-1448

Planning is recommending the addition of the following language to Condition of Approval 16.e:

The HOA shall form a Lighting and Landscape District to fund the street lighting and the ongoing maintenance thereof, and any shared street landscaping and perimeter boundary fencing within the subdivision. This responsibility shall also include the existing landscaping berm on the south side of Truscott Lane, perpendicular to Coody Court. Said berm and associated landscaping, shall be maintained to sufficiently screen the existing residential lots on Coody Court and Truscott Court from views of vehicular traffic along Truscott Lane. The landscape berm shall be maintained in perpetuity or unless otherwise modified through any future permit.

(distributed at
meeting by staff)

5/28/09 R
#7.6

DEVELOPMENT SERVICES DEPARTMENT

COUNTY OF EL DORADO

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March 26, 2009

Pablo A. Tagre
Atkinson, Andelson, Loya, Ruud and Romo
2485 Natomas Park Drive, Suite 240
Sacramento, CA 95833

Subject: Response to the Mother Lode Union School District (District) comment letter dated March 6, 2009 in reference to the Initial Study, Environmental Checklist - Mitigated Negative Declaration for Z07-0033/PD07-0020/TM07-1448, McCann Subdivision proposal.

Dear Mr. Tagre:

The County appreciates the District's comments about their various concerns. I had received your letter first by fax on March 6, 2009. I circulated the letter to the El Dorado County Air Quality Management District (AQMD), Department of Transportation (DOT) and County Counsel for their review of all of the District's concerns. I then met with AQMD and DOT staff for in-depth review of the District's concerns. Planning management then met with County Counsel for a final review of the District's concerns.

The County has concluded that all of the District's concerns have been addressed that there is no need to make revisions to the Mitigated Negative Declaration at this time. A copy of the District comment letter has been placed in the project file. The following is a copy of the March 6, 2009 letter and contains direct responses to each District concern:

Z07-0033, PD07-0020, TM07-1448, McCann Subdivision. Planning Services' Responses to Mother Lode School District's Concerns. (Responses are in italics).

The Mother Lode Union School District appreciates the opportunity to review and comment upon the above-referenced documents (collectively "IEC/MND"). Please be advised that the District has significant concerns regarding multiple aspects of the project. In addition, the District believes the analysis and disclosures included do not adequately support El Dorado County Planning Services' (EDCPS) conclusion that the project could not have a significant effect on the environment. It is the District's position that a comprehensive environmental impact report ("EIR") is appropriate to fully analyze and determine the potential environmental impacts of the project.

Because of the project's close proximity to two schools, including the District's Charles Brown Elementary School, the District has an obligation to its students and the public to ensure any impacts from the project on its students, staff, facilities, and learning environment are thoroughly evaluated and mitigated. An

elementary school is a particularly sensitive use and, as such, potential impacts must receive the utmost scrutiny.

The District submits the following comments and requests that they be fully addressed by the EDCPS. The District expressly reserves its right to make further comments and/or expand on the below comments in the future.

I. General Standard for Adoption of an MND In Lieu Of an EIR:

Courts subject negative declarations to considerable scrutiny because they act to terminate the environmental review process. EIRs, on the other hand, receive greater deference. A negative declaration is only appropriate when there is no substantial evidence in light of the whole record that an impact may occur. In other words, an EIR is required if substantial evidence in the record supports a fair argument that the project may result in a significant impact. Under CEQA, "substantial evidence" includes fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact. The MND does not constitute substantial evidence adequate to defeat a fair argument that the project may have a significant effect on the environment. Accordingly, an EIR should be prepared before the project is considered for approval.

Response: Comments noted.

II. Air Quality:

It is the District's opinion that the mitigation measures associated with project construction impacts on air quality would not be adequate to protect the students and staff of Charles Brown School. Given its close proximity to the project site, the Charles Brown School should be considered a sensitive receptor to air pollutants, including fugitive dust. The District would like to know the specific measures to be taken to control fugitive dust coming from the project site. Also, what assurance can be provided to the District that dust from the project site will not create a nuisance on Charles Brown School? A mitigation measure is necessary to address the safety of children and staff of Charles Brown School. This should include restrictions on grading during times that school is in session. Please note that if there are any visible plumes of dust coming off the project site that impact the School, the City will be notified by the District, with a request to abate this nuisance.

What forms of air monitoring will the project include during grading, and then during operation of the project? Will any procedure be implemented to warn the public of potential hazards with respect to air quality during construction or operation of the project? Finally, the IEC/MND should include a comprehensive discussion of the health risks associated with exposure to particulate emissions, with application to the project.

Response: As stated in the project Mitigated Negative Declaration (MND), The El Dorado County Air Quality Management District (AQMD) reviewed the Air Quality Report prepared by Foothill Associates on April 9, 2007 for this project and determined that by implementing typical conditions that are included in the project permit, that the project would have a less than significant level of impact in this category. (See Attachment 1). A Fugitive Dust Plan would be required. A list of the requirements of the project permit process pertaining to Air Quality is included as Attachment 2. The submitted study was analyzed against the thresholds of significance established by the El Dorado County APCD – CEQA Guide First Edition – February 2002, Chapter 3, subsection 3.3.6 Significance Criteria for Determining Cumulative Impacts, Chapter 3, page 7. A copy of that document is available at the following Air Quality Management District website link: <http://www.edcgov.us/emd/apcd/index.html> .

III. Transportation/Traffic:

The IEC/MND briefly discusses road improvements near and adjacent to the Charles Brown School, but does not address traffic impacts on the Charles Brown School resulting from the proposed project or any measures to reduce these impacts. How will traffic patterns in the area be impacted by the project? Will construction impact existing roads or intersections?

There exists at least one other project (Jongordon) being considered north of the current project that will impact the same resources as the current project. Other projects, especially in conjunction with the current project, will create additional road congestion. Thus, the cumulative impact must be considered.

Due to the lack of discussion of traffic impacts on the Charles Brown School, a fair argument exists that the cumulative impacts of this and other projects will lower relevant levels of service near the school, creating a significant impact.

Response: The response from El Dorado County Department of Transportation (DOT) pertaining to the questions above is included as Attachment 3.

IV. Aesthetics:

With respect to light and glare, the IEC/MND presumes that any potential impacts can be mitigated by including "design features, namely directional shielding for street lighting, parking lot lighting, and other significant lighting sources, that could reduce the effects from nighttime lighting." However, the recommended mitigation measures are inadequate because they fail to include a mitigation study. A mitigation study should be conducted to allow decision makers to know the true extent of the potential project light and glare impacts.

Response: As stated in the MND, Aesthetics Section D which is included as Attachment 4, the lights have been conditioned to be limited to a height of 16-foot tall. They are required to meet the requirements of to conform to Section 17.14.170, and be fully shielded pursuant to the Illumination Engineering Society of North America's (IESNA) full cut-off designation. The submitted lighting site plan and light fixture specification sheet show they meet these requirements. The MND further discussed the mitigation measures for lighting impacts in the General Plan.

Residential outdoor lighting typically does not add significantly to the ambient light. All security and flood lights are required to be fully shielded in accordance with Section 17.14.170. Street lights will also be subject to shielding as previously discussed. The closest residence to Charles Brown School would be approximately 800 feet away. The closest street light is approximately 1,000 feet away. It appears that at 16-foot tall, fully shielded light source at those distances would have a less than significant effect.

V. Noise:

The section pertaining to noise does not sufficiently discuss potential localized impacts. For example, what impact may be expected at the Charles Brown School? In addition, the level of noise associated with construction may disturb the Charles Brown School's learning environment. How effectively has the projection for construction noise addressed the nearby school environment? This potential impact should be evaluated. The District requests that the school schedule be taken into account when construction activities are planned.

Response: *Short-term noise impacts may be associated with excavation, grading, and construction activities in the project vicinity. El Dorado County requires that all construction vehicles and equipment, fixed or mobile, be equipped with properly maintained and functioning mufflers. All construction and grading operations are required to comply with the noise performance standards contained in the General Plan. All storage, stockpiling and vehicle staging areas are required to be located as far as practicable from any residential areas. The distance of 800 between the project development area and Charles brown School also provides noise attenuation. As stated in the project Mitigated Negative Declaration (MND) in Section XI, Noise, An Environmental Noise Assessment was prepared by Bollard Acoustical Consultants, Inc. dated March 30, 2007 for this project that identifies the noise impacts associated to the project based on the pad locations for future homes. That study concluded that by implementing typical conditions that are included in the project permit, the project would have a less than significant level of impact in this category. (See Attachments 5 and 6).*

VI. Utilities and Service Systems:

The District is concerned about any utilities that may be constructed within or adjacent to the Project that potentially could create a problem for the District. Title 5 of the California Code of Regulations requires that schools not be located within 1500 feet of a high-pressure natural gas line (30 inches or greater) or a 50 kV electric line. A high-pressure water line would also be problematic. The IEC/MND should address the kinds and size, if any, of the new utilities planned as part of the project.

Response: *PGE can't provide subdivision requirements until the project has been submitted via application for service at which time a large fee is collected and they do a field inspection and well as new construction calculations based on the square footage and type of services in the home (project). Depending on type and kind of appliances, extras that the builder would put in the homes makes a difference in the total usage/draw and eventually determines the size of service needed for the property.*

So until a developer/builder actually submits this application and design to PGE, they can't tell what service requirements will be. However, if this is a regulation, then when the project is approved and Service Design has been determined, then PGE will design the system to comply with school regulations. PGE is familiar with the stipulations and restrictions surrounding school areas and would take that into consideration when designing the placement of service to and for the subdivisions.

The project would not be served with public natural gas service.

A water service line would be servicing the proposed subdivision, as it does for the School District facilities. The Diamond Springs – El Dorado Fire Protection District has conditioned the project to be required to provide fire flow for a residential type parcel split for less than 3,600 square feet is 1,000 gallons per-minute, for duration of 2 hours, at a minimum 20 p.s.i. Over 3,600 square feet is 1,500 gallons per-minute, for duration of 2 hours, at a minimum 20 p.s.i. These water pressure requirements are typical of all residential developments and not considered excessive.

VII. Conclusion:

The District is concerned that approval of the project may result in significant impacts which are not evaluated or mitigated by the proposed CEQA documents. There is inadequate evidence in the administrative record supporting a finding that the project will not result in significant effects on the environment. Without appropriate analysis and mitigation measures, an EIR must be prepared before the project can be approved.

Response: The entire project file, containing all submitted studies that have been analyzed as part of the required environmental review is available for public review and scrutiny. Copies of the supporting studies can be requested for a nominal processing fee. After consultation with concerned agencies and review by those agencies of the submitted supporting studies, Planning has determined that as conditioned, mitigated and with adherence with the County Codes required during the permitting process, the project would have less than significant impacts. Copies of all County Codes pertaining to the grading and building processes are available on the related County Department website or copies may be requested over the counter at any time.

The County appreciates the District's comments. Please feel free to contact me at (530) 621-5875 with any further District concerns and/or questions. Thank you.

Sincerely,



Tom Dougherty
Project Planner

Attachments:

- Attachment 1:** MND Section III: Air Quality (two pages)
- Attachment 2:** Air Quality Management's required permit requirements (two pages)
- Attachment 3:** Dot's March 16, 2009 response letter (three pages)
- Attachment 4:** MND Section I, d: Aesthetics
- Attachment 5:** MND Section XI, Noise (two pages)
- Attachment 6:** Applicable General Plan Noise Policies (four pages)
- Attachment 7:** Aerial photo
- Attachment 8:** Proposed Tentative Subdivision Map

Cc: Shanda Hahn, District Superintendent
Mother Lode Union School District
3783 Forni Road
Placerville, CA 95667

Eileen Crawford, County Department of Transportation
Adam Baughman, County Department of Transportation
Dennis Otani, County Air Quality Management District

III. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?				X

Discussion: A substantial adverse effect on Air Quality would occur if:

- Emissions of ROG and NO_x, would result in construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Pollution Control District – CEQA Guide);
 - Emissions of PM₁₀, CO, SO₂ and NO_x, as a result of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for ozone, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
 - Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.
- a. **Air Quality Plan:** El Dorado County has adopted the *Rules and Regulations of the El Dorado County Air Pollution Control District* (February 15, 2000) establishing rules and standards for the reduction of stationary source air pollutants (ROG/VOC, NO_x, and O₃). Because the project is located within the asbestos review area, the El Dorado County Air Quality Management District (AQMD) would require the project implement an Asbestos Dust Mitigation Plan (ADMP) during grading and construction activities. As part of the review to be incorporated into the grading plan, the ADMP would provide a comprehensive list of required and typical permit conditions to be implemented during construction of the project. The typical measures that are included in the permit would include, but are not limited to, sensitive grading standards, techniques, and minimization of heavy equipment operations that would reduce the level of defined particulate matter exposure and/or emissions below a level of significance. The ADMP would be reviewed and approved by the El Dorado County Air Quality Management District (AQMD) prior to the approval of grading or construction permits. As a result, there would be a less than significant impact within this category.
- b, c) **Air Quality Standards:** The El Dorado County Air Quality Management District (AQMD) reviewed the *Air Quality Report* prepared by Foothill Associates on April 9, 2007 for this project and determined that by implementing typical conditions that are included in the project permit, that the project would have a less than significant level of impact in this category. The conditions are implemented as part of an Asbestos Dust Mitigation Plan (ADMP) to be reviewed and approved by the AQMD prior to and concurrently with the grading, improvement, and/or building permit approvals would manage heavy equipment and mobile source emissions, as well as site disturbance and construction measures and techniques. In addition, the General Plan DEIR Section 5.11 addresses air quality from transportation sources, specifically those generated by vehicles that travel on roadways in the County, partially from US Highway 50 as a generator. Such source emissions have already been considered with the adopted 2004 General Plan and EIR. Mitigation in the form of General Plan polices have been developed to

mitigate impacts to less than significant levels for impacts associated with air quality standards. Cumulative impacts were previously considered and analyzed. With full review with consistency with General Plan Policies as well as the consistency rezone resultant of the subject applications, impacts would be less than significant.

- d. **Sensitive Receptors:** The CEQA Guide identifies sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others that are especially sensitive to the affects of air pollutants. Hospitals, schools and convalescent hospitals are examples of sensitive receptors. The El Dorado County Air Quality Management District (AQMD) reviewed the project and identified this site as not being within the asbestos review area. Shenandoah High School adjoins the project parcel on the west side. However, by implementing ADMD Rules 223, 223 - 1, a Fugitive Dust Control Plan, as well as implementing typical conditions for the development of the site as it relates to pollutant concentrations based on Environmental Management rules, regulations, and standards, the impacts associated with this category would be less than significant.
- e. **Odors:** Table 3.1 of the El Dorado County Air Quality Management District's (AQMD's) CEQA guide does not classify residential development as an odor generating use. The proposed addition of 72 single-family units to the area would not be anticipated to generate or be subject to impacts associated with odor. There would be no impacts.

Finding: Standard conditions of approval, as required by the El Dorado County Air Quality Management District (AQMD), are included as part of the project permit. These conditions are typical for most projects throughout the County. As such, residential development of 72 units and the creation of a large open space lot would have a less than significant impact in this category.

Z 07-0033, PD 07-0020 & TM 07-1448 – McCann Subdivision (Michael, Robynn & Joshua McCann/Timothy Schad)/APN 331-420-12-1. The following are requirements of the project for the development stage:

1. The cumulative air quality impact must be addressed for the project requires a change in the existing land use designation (i.e. general plan amendment, rezone), and projected emissions (ROG, NOx, CO, or PM₁₀) are greater than the emissions anticipated for the site if developed under the existing land use designation (El Dorado County APCD – CEQA Guide First Edition – February 2002, Chapter 3, subsection 3.3.6 Significance Criteria for Determining Cumulative Impacts, Chapter 3, page 7).
2. Project construction will involve grading and excavation operations. Current county records indicate this property is not located within the Asbestos Review Area. This project could result in a temporary negative impact on air quality with regard to the release of particulate matter (PM₁₀) in the form of fugitive dust. District Rules 223 and 223.1, which addresses the regulations and mitigation measures for fugitive dust emissions shall be adhered to during the construction process. Mitigation measures for the control of fugitive dust shall comply with the requirements of Rules 223 and 223.1. In addition, **Fugitive Dust Plan (FDP) Application shall be submitted with appropriate fees to and approved by the District prior to issuance of a Building Permit or Grading Permit.**
3. Project construction may involve road development and **should adhere to District Rule 224 Cutback and Emulsified Asphalt Paving Materials.**
4. Burning of wastes that result from "Land Development Clearing" must be permitted through the DISTRICT. Only vegetative waste materials may be disposed of using an open outdoor fire (**Rule 300 Open Burning**).
5. The project construction will involve the application of architectural coating, which shall adhere to **District Rule 215 Architectural Coatings.**
6. The District's goal is to strive to achieve and maintain ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board and to minimize public exposure to toxic or hazardous air pollutants and air pollutants that create unpleasant odors. The following are measures used to reduce impacts on air quality from equipment exhaust emissions:

Heavy Equipment and Mobile Source Mitigation Measures.

- Use low-emission on-site mobile construction equipment.
- Maintain equipment in tune per manufacturer specifications.
- Retard diesel engine injection timing by two to four degrees.

- Use electricity from power poles rather than temporary gasoline or diesel generators.
- Use reformulated low-emission diesel fuel.
- Use catalytic converters on gasoline-powered equipment.
- Substitute electric and gasoline-powered equipment for diesel-powered equipment where feasible.
- Do not leave inactive construction equipment idling for prolonged periods (i.e., more than two minutes).
- Schedule construction activities and material hauls that affect traffic flow to off-peak hours.
- Configure construction parking to minimize traffic interference.
- Develop a construction traffic management plan that includes, but is not limited to: Providing temporary traffic control during all phases of construction activities to improve traffic flow; Rerouting construction trucks off congested streets; and provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.

The above District rules are found in the El Dorado County Air Pollution Control District Rules and Regulations. A copy of the District Rules and Regulations and "Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act, February 2002", are available at our Department or from the Department's web page located at the following internet address: www.co.el-dorado.ca.us/emd.



**COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION**



INTEROFFICE MEMORANDUM

Date: March 16, 2009
To: Tom Dougherty, Project Planner
From: Adam Baughman, DOT Transportation Planning
Subject: **DOT Response Memo to Atkinson, Andelson, Loya, Ruud & Romo Letter dated March 6, 2009 on behalf of Mother Lode School District concerning the McCann Subdivision TM 07-1448 (Z07-0033, PD07-0020) APN: 331-420-12**

This memorandum is intended to respond to the District's comments concerning potential transportation and traffic generation issues and the McCann Tentative Map (TM) project in the letter referenced above.

The letter indicates the District believes the proposed project's effects on the Charles Brown School are not addressed by the Mitigated Negative Declaration (MND). Specifically, the letter indicates the District believes existing traffic pattern impacts and construction impacts on existing roads and intersections were not addressed. Additionally, the letter states the cumulative effect of other projects in the area was not addressed.

A Traffic Impact Study (TIS) was prepared by Farhad & Associates to evaluate traffic circulation and impacts of the proposed project on the nearby roadways and to assess the feasibility of the project. The TIS specifically analyzed both the McCann TM and the Jongordon TM together due to their proximity to one another and their proposed interconnected roadways. The TIS assumed a residential buildout of 100 units for each project (i.e. 200 residential lots total). The actual proposed McCann TM would result in less residential development than anticipated with 72 lot residential lots proposed. An application for the Jongordon TM has not been received by the County to date. Only the McCann TM is submitted for decision-maker approval.

The TIS determined the projects together would generate 2,080 Average Daily Trips (ADT) during a weekday, 158 AM Peak Hour Trips (AM PHT) and 214 PM Peak Hour Trips (PM PHT). The TIS then assigns these project trips to the major roadway networks based on the existing traffic pattern, according to the County's TIS Protocols and Procedures. The Key Routes studied by the TIS are all of the major local roadways as identified on the Traffic Circulation Plan Exhibit 1 in the TIS. Among those roadways in the vicinity of Charles Brown School are Oakdell Drive, SR 49/Pleasant Valley Road, Koki Lane, Patterson Drive, Forni Road, and Union Mine Road.

The effects of the proposed project in conjunction with the traffic generated by Existing Plus Approved Projects (EPAP) were analyzed in the TIS. Traffic volumes for the EPAP scenario were computed by adding the "worst case" of either traffic generated from

Attachment 3

09-0906.G.12

approved projects or by adding volumes computed by using a straight line interpolation model from the existing setting to year 2025 in five year increments.

The TIS determined all studied intersections in the EPAP section would operate at LOS "E" or better except for the intersections of Pleasant Valley Road at Forni Road, which operates at LOS "F" during the AM peak currently (i.e., existing setting), and US 50 Ramps at Missouri Flat Road, which operate at LOS "F" during both AM and PM peaks. Since the completion of the TIS, the US 50 Ramps no longer operate at LOS "F" due to the completion of Phase 1A of the Missouri Flat Road Interchange Capital Improvement Plan (CIP) project.

When the project's traffic generation is added to the EPAP figures, all studied intersections would operate at LOS "E" or better, except for those mentioned above, and SR 49/ Pleasant Valley Road at Patterson Drive.

As a result of the traffic impacts identified in the TIS, DOT has recommended mitigation measures be placed on the project as conditions of approval. The measures would require the applicant to pay their fair share for three major improvements in the vicinity. They include: 1) installing an additional approach lane for southbound traffic on Forni Road, 2) installing a traffic signal at Pleasant Valley Road and Patterson Drive (CIP Project # 73320) and 3) installing a traffic signal at Pleasant Valley Road and SR 49 West. Additionally, the applicant must pay Traffic Impact Mitigation (TIM) fees.

With respect to the temporary construction impacts of the project, there are several mitigations in place to address this issue. All work done to a County-maintained road or within the County's right of way requires an Encroachment Permit from DOT. As such, conditions are and standards must be met to fulfill the requirements of the Permit. DOT inspectors monitor the construction and progress and respond to public complaints. Likewise, any work required in the State's right of way along SR 49 would also require an Encroachment Permit from Caltrans. A condition of approval is also placed on the project limiting construction hours from 7 AM to 7 PM weekdays and 8 AM to 5 PM on weekends consistent with the requirements of the County General Plan and the Health, Safety, and Noise Element.

At this time, the ultimate design of the Jongordon TM proposal is not known. However, DOT staff is aware the applicants intend to utilize Oakdell Drive as an accesspoint to the project. The existing TIS did not consider this access point; therefore, the TIS will be updated to address this new access point as part of the Jongordon TM application and review process. Subsequently, an update of the EPAP section of the TIS to include the most current cumulative traffic generation information will be required. The public will likewise be given the opportunity to comment on the adequacy of the environmental document and traffic analysis at that time.

DOT Response to
Atkinson (et al) letter dated
March 6, 2009
Re: McCann Subdivision
March 16, 2009
Page 3 of 3

Finally, a public workshop is tentatively scheduled to discuss the potential cumulative effects of all the current submitted and anticipated subdivision projects in the Diamond Springs / El Dorado Area. This workshop will potentially occur at the Planning Commission hearing on April 9, 2009. A goal of this workshop is to create a tentative circulation vision plan with general public consensus prior to scheduling the McCann TM (and others in the vicinity) for County decision-maker approval.

\\Dotadmin\DATA\USERS\COMMON\Development Services\Discretionary Project Processing\TM - Tentative Maps\2007 TM's\TM07-1448(Z07-0033, PD07-0020) McCann Subdivision, DS\DOT response to Wright ltr 3-16-09.doc

- d. **Light and Glare:** If approved as proposed, the creation of these 72 lots would allow new lighting by creating the potential for residential units on each lot. These impacts would not be expected to be any more than any typical residential lighting similar and typical to other subdivisions created within a land use area designated by the General Plan for High Density Residential uses within the County. Section 5.3-3 states the potential significant impacts would be mitigated by including *design features, namely directional shielding for street lighting, parking lot lighting, and other significant lighting sources, that could reduce the effects from nighttime lighting.* With exception to potential patio and garage entrance lighting, common area lighting is not proposed for this project. All lighting, including patio and garage entrance lighting would be required to meet the County lighting ordinance and must be shielded to avoid potential glare affecting day or nighttime views for those that live or travel through the area.

Twelve street lights are proposed. Planning recommends that the project be conditioned for all lighting to conform to Section 17.14.170, and be fully shielded pursuant to the Illumination Engineering Society of North America's (IESNA) full cut-off designation. It is further recommended that the height of pole lighting be restricted to a maximum of 16-feet tall from finished grade to the top of the light head so street trees can grow over the tops of the lights and not obscure the lighting. Planning would also recommend that a Lighting and Landscape District be formed to fund the street lighting and any shared street landscaping within the subdivision.

Mitigation in the form of General Plan polices have been developed to mitigate impacts to less than significant levels for impacts associated with agriculture resources. Cumulative impacts were previously considered and analyzed. With full review with consistency with General Plan Policies as well as the consistency rezone resultant of the subject applications, impacts would be less than significant. As designed and conditioned, impacts from outdoor lighting would be less than significant with this project.

XI. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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 level?				X
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?				X

Discussion: A substantial adverse effect due to Noise would occur if the implementation of the project would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
 - Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
 - Results in noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.
- a. **Noise Standards:** An *Environmental Noise Assessment* was prepared by Bollard Acoustical Consultants, Inc. dated March 30, 2007 for this project that identifies the noise impacts associated to the project based on the pad locations for future homes. The study identified traffic noise standards based on Federal Highway Administration standards, and adjusted based on certain prediction methods, and based on an average vehicle speed of 65 miles per hour. The study concluded that the McCann project site would be exposed to future Pleasant Valley Road traffic noise levels well below the County's 60 dB Ldn exterior and 45 dB Ldn interior noise level standards for new residential projects, therefore, additional noise mitigation measures would not be required. Impacts in this category would be less than significant.
- b. **Groundborne Vibration & Noise:** Short-term noise impacts may be associated with excavation, grading, and construction activities in the project vicinity during development. El Dorado County requires that all construction vehicles and equipment, fixed or mobile, be equipped with properly maintained and functioning mufflers. All construction and grading operations are required to comply with the noise performance standards contained in the General Plan. All storage, stockpiling and vehicle staging areas are required to be located as far as practicable from any residential areas. Ground borne vibrations are associated with heavy vehicles (i.e. railroad) and with heavy equipment operations. All noise generation due to construction activities would be required to comply with the Policy 6.5.1.11 of the El Dorado County General Plan Noise Element. Vehicle traffic generated by the proposed project would be typical of traffic generated by the adjacent residential uses; passenger cars and trucks, which are not a source of significant vibration. Impacts would be less than significant.

- c. **Ambient Noise Levels:** The submitted *Environmental Noise Assessment* found that the existing ambient noise in the project vicinity is defined primarily by existing traffic on Pleasant Valley Road. A 24-hour ambient noise level measurement survey was conducted on the project site. They were found to be consistent with rural areas affected by a local traffic noise source. This project would not add to the existing ambient noise levels of the surrounding area. Temporary construction noise would result and project conditions would be regulated as to the time of day and days per week such activity could occur by County Code. Subdivision of the land and construction and occupation of the 74 additional homes would result in periodic noise generation from the use of vehicles, noises generated on home sites, and landscape maintenance. The overall types and volumes of noise would not be excessive and would be similar in character to surrounding land uses which are low to medium density residential in nature. There would be a less than significant impact.
- d. **Temporary Increases in Noise Levels.** The construction phase of the project would result in an increase in noise levels to surrounding residences as individual homes were built on lots. Construction noise would be temporary and would be minimized by compliance with Policy 6.5.1.11 of the El Dorado County General Plan Noise Element. Project operation would also result in periodic noise generation above current levels from the use of vehicles, landscaping equipment, etc. The overall types and volumes of noise from project operation would not be excessive and would be similar in character to anticipated and expected surrounding land uses within a high-density designated area. Thus, as a result, this impact would be less than significant.
- e, f) **Airport Noise:** The project is not located adjacent to or in the vicinity of a private airstrip and would not experience noise from a private airport. There would be no impacts within this category.

Finding: No significant impacts to or from noise is expected directly as a result of this proposal. Any future development proposal would have all potential environmental impacts analyzed further during the grading/building permit processes. For this "Noise" category, the thresholds of significance have not been exceeded.

NOISE

GOAL 6.5: ACCEPTABLE NOISE LEVELS

Ensure that County residents are not subjected to noise beyond acceptable levels.

OBJECTIVE 6.5.1: PROTECTION OF NOISE-SENSITIVE DEVELOPMENT

Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

Policy 6.5.1.1 . Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 6-1 or the performance standards of Table 6-2, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 6.5.1.7 Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6-2 for noise-sensitive uses.

**TABLE 6-1
MAXIMUM ALLOWABLE NOISE EXPOSURE FOR TRANSPORTATION NOISE SOURCES**

Land Use	Outdoor Activity Areas ¹ L _{dn} /CNEL, dB	Interior Spaces	
		L _{dn} /CNEL, dB	L _{eq} , dB ²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60 ³	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

¹ In Communities and Rural Centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area. In Rural Regions, an exterior noise level criterion of 60 dB L_{dn} shall be applied at a 100 foot radius from the residence unless it is within Platted Lands where the underlying land use designation is consistent with Community Region densities in which case the 65 dB L_{dn} may apply. The 100-foot radius applies to properties which are five acres and larger; the balance will fall under the property line requirement.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

**TABLE 6-2
NOISE LEVEL PERFORMANCE PROTECTION STANDARDS FOR NOISE SENSITIVE LAND
USES AFFECTED BY NON-TRANSPORTATION* SOURCES**

Noise Level Descriptor	Daytime 7 a.m. - 7 p.m.		Evening 7 p.m. - 10 p.m.		Night 10 p.m. - 7 a.m.	
	Community	Rural	Community	Rural	Community	Rural
Hourly L_{eq} , dB	55	50	50	45	45	40
Maximum level, dB	70	60	60	55	55	50

Notes:

Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.

In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all effected property owners and approved by the County.

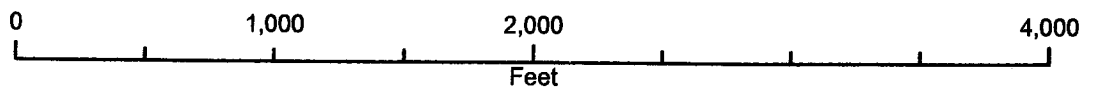
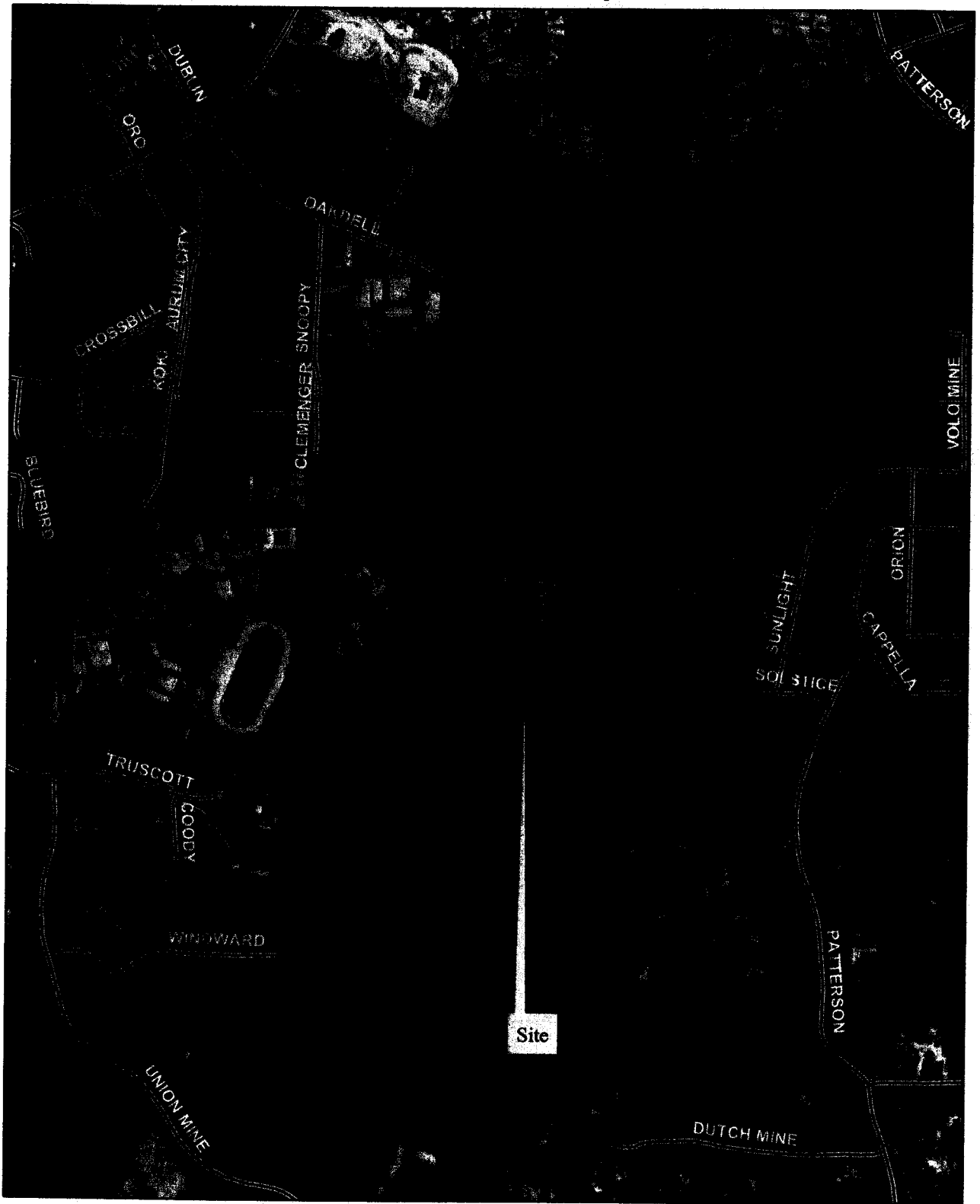
*Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.

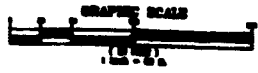
Policy 6.5.1.11 The standards outlined in Tables 6-3, 6-4, and 6-5 shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally-recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

**TABLE 6-3
 MAXIMUM ALLOWABLE NOISE EXPOSURE FOR NONTRANSPORTATION NOISE SOURCES
 IN COMMUNITY REGIONS AND ADOPTED PLAN AREAS—CONSTRUCTION NOISE**

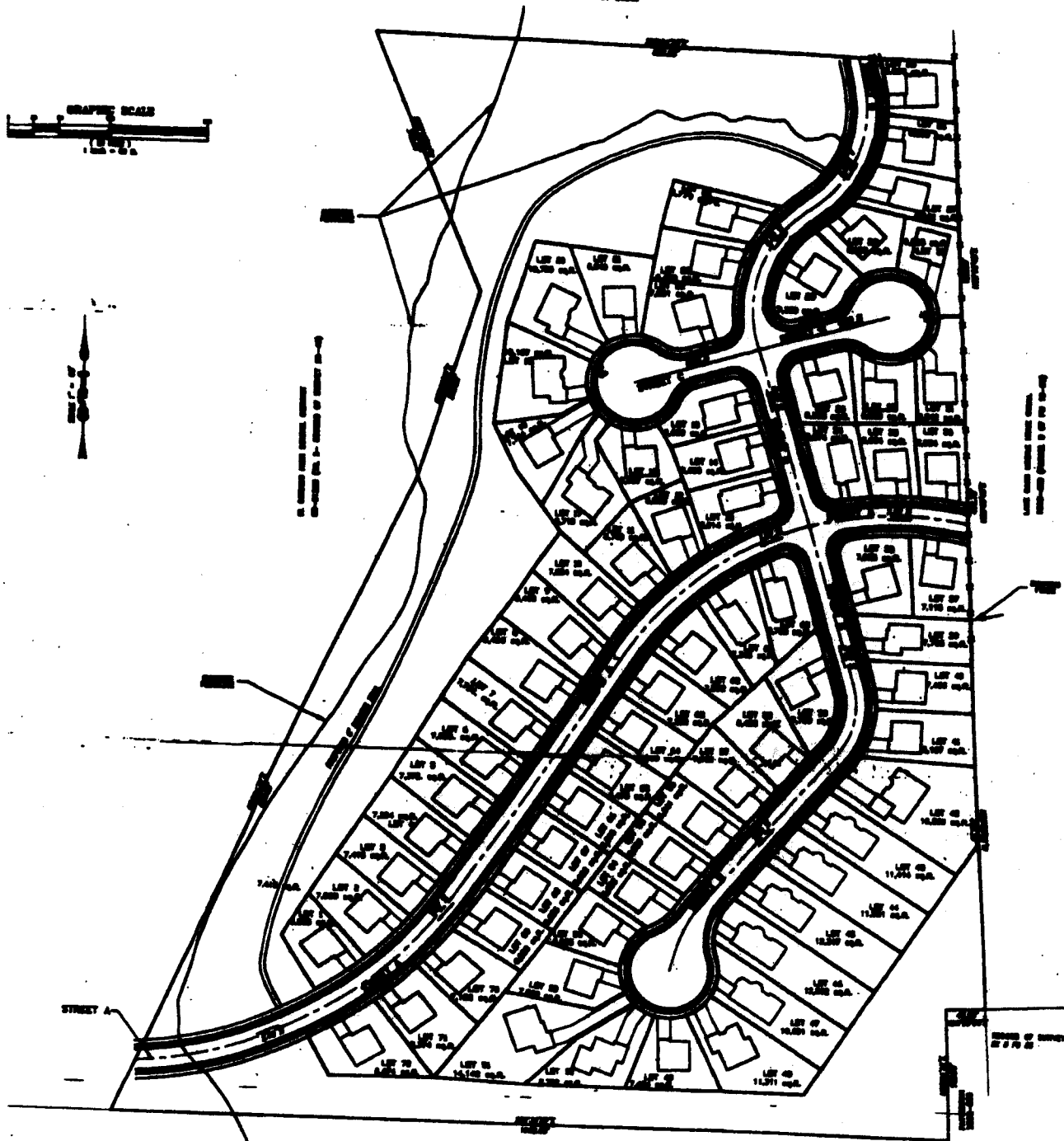
Land Use Designation ¹	Time Period	Noise Level (dB)	
		L _{eq}	L _{max}
Higher-Density Residential (MFR, HDR, MDR)	7 am–7 pm	55	75
	7 pm–10 pm	50	65
	10 pm–7 am	45	60
Commercial and Public Facilities (C, R&D, PF)	7 am–7 pm	70	90
	7 pm–7 am	65	75
Industrial (I)	Any Time	80	90
Note: ¹ Adopted Plan areas should refer to those land use designations that most closely correspond to the similar General Plan land use designations for similar development.			

Aerial Direct Vicinity





STREET A



PROPOSED LOT CONFIGURATION
 McCann Parcel
 El Dorado County APN: 331-420-12-100

Prepared by
 Timothy Shook, L.S.
 10000 Forest Valley Road
 Stone Valley, CA, 95959
 Telephone: 707-754-0000 Fax: 707-754-0000

RECEIVED
 PLANNING DEPARTMENT

PROJECT INFORMATION:
 McCann Parcel
OWNER:
 PROPOSED LAYOUT
OWNER INFORMATION:
 McCann, Michael E & Robynn L.
AREA:
 1,858,400 SF (24.80 AC)
APN:
 APN- 331-420-12-100
DATE:
 DEC - 07
SCALE:
 1" = 60'

SHEET NO.:
 01

PLANNING DEPARTMENT
 Planning Consultant:
 Approved/Date:
 Board of Supervisors:
 Approved/Date: