Initial Study/

Mitigated Negative Declaration

for the

U.S. 50/El Dorado Hills Boulevard Interchange Pedestrian Overcrossing Project

CEQA Lead Agency
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

October 2009

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Appendices

1 Introduction

The El Dorado County Department of Transportation (DOT) is proposing the development of a shared use path including improvements for pedestrians and bicycles along the east side of El Dorado Hills Boulevard/Latrobe Road from Saratoga/Park Drive intersection (north of U.S. 50) to the Town Center intersection (south of U.S. 50) see **Figure 1**. The County has prepared this Initial Study to consider the potential for the project to result in one or more significant impacts to the environment pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). The County is the CEQA lead agency for the project and this document has been prepared based on the requirements of the state CEQA Guidelines (14 California Administrative Code, Section 14000 et seq.). Caltrans, as assigned by the Federal Highways Administration, is the NEPA lead agency for this project.

1.1 California Environmental Quality Act

This document is an Initial Study/ Mitigated Negative Declaration (IS/MND) prepared in accordance with CEQA, Public Resources Code §21000 et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations (CCR) Section 15000 et seq. The purpose of this IS/MND is to: (1) determine whether project implementation would result in potentially significant or significant effects to the environment, and (2) incorporate mitigation measures into the project design, as necessary, to eliminate the project's potentially significant or significant project effects or reduce them to a less-than-significant level. An IS/MND presents the environmental analysis and substantial evidence supporting its conclusions regarding the significance of environmental impacts. Substantial evidence may include expert opinion based on facts, technical studies, or reasonable assumptions based on facts. An IS/MND is not intended nor required to include the level of detail used in an Environmental Impact Report (EIR).

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

As specified in State CEQA Guidelines §15064(a), if there is substantial evidence (such as the results of an Initial Study) that a project, either individually or cumulatively, may have a significant effect on the environment, the lead agency must prepare an EIR. The lead agency may instead prepare a Negative Declaration if it determines there is no substantial evidence that the project may cause a significant impact on the environment. The lead agency may prepare a MND if, in the course of the Initial Study analysis, it is

recognized that the project may have a significant impact on the environment but that implementing specific mitigation measures (i.e., incorporating revisions into the project) would reduce any such impacts to a less-than-significant level (State CEQA Guidelines §15064[f]). Based on the results of this Initial Study, the County has determined that the project could have a significant effect on the environment, but mitigation has been identified that would reduce impacts to less than significant. Therefore, with a commitment to implement the mitigation measures identified herein, the County may complete the project CEQA review with a Mitigated Negative Declaration (MND).

1.2 Document Organization

This document is divided into the following sections:

- **Section 2, Initial Study Findings**—Provides the County's CEQA findings pursuant to this Initial Study;
- **Section 3, Project Description**—Provides a detailed description of the project;
- **Section 4, Initial Study Checklists and Supporting Documentation**—Provides CEQA Initial Study resource impact checklists and supporting documentation; and
- **Section 5, Supporting Information Sources**—Provides a listing of sources of information used for the preparation of this document.
- **Appendix A, Mitigation Monitoring and Reporting Plan**—Contains the Mitigation Monitoring and Reporting Plan prepared for the proposed project. The Mitigation Monitoring and Reporting Plan includes a list of required mitigation measures and includes information regarding the County's policies and procedures for implementation and monitoring of the mitigation measures.

2 Initial Study Findings

1. **Project Title:**
   U.S. 50/El Dorado Hills Boulevard Interchange Pedestrian Overcrossing Project
2. **Lead agency name and address:**
   El Dorado County, Department of Transportation
   2850 Fairlane Court
   Placerville, CA 95667
3. **Contact person and phone number:**
   Richard R. Carter (916) 358-3554
4. **Project location:**
   The project is located east of El Dorado Hills Boulevard/Latrobe Road from the Saratoga/Park Drive intersection (north of U.S. 50) to the Town Center intersection (south of U.S. 50)(PM 0.8/1.0). (See **Figure 1** in **Section 3** of this IS/MND)
5. **Project sponsor's name and address:**
   N/A
6. **General Plan designation:**
   El Dorado County General Plan:
   Commercial, Planned Development
7. **Pre-zoning:**
   N/A
8. **Description of project:**
   El Dorado County proposes to construct shared use path improvements for pedestrians and bicycles along the east side of El Dorado Hills Boulevard/Latrobe Road from the Saratoga/Park Drive intersection (north of U.S. 50) to the Town Center intersection (south of U.S. 50). Proposed improvements would include widening the existing walkway to provide a total width of ten feet, placing a barrier between the path and the roadway, constructing elevated approaches with retaining structures to the proposed pedestrian/bicycle overcrossing, and constructing a pedestrian/bicycle overcrossing at the El Dorado Hills Boulevard/Latrobe Road interchange on U.S. 50 in El Dorado County. A more detailed project description is included in **Section 3** of this IS/MND. **Figure 2** in **Section 3** shows the project area and proposed improvements.

9. Surrounding land uses and setting:

The project area is located along El Dorado Hills Boulevard/Latrobe Road from the Saratoga/Park Drive intersection (north of U.S. 50) to the Town Center intersection (south of U.S. 50). Adjacent land use designations as identified in the El Dorado County General Plan are comprised primarily of commercial and planned development uses.

Additional information concerning surrounding land uses within and adjacent to the project area is included **Section 3** of this Initial Study.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The project may require permits or approvals from the following:

Central Valley Regional Water Quality Control Board – General Permit for Discharges of Storm Water Associated with Construction Activity; Water Quality Certification

California Department of Transportation – Encroachment Permit

El Dorado County Air Quality Management District – Dust Mitigation Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This Initial Study has determined that in the absence of mitigation the proposed project would have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

	Aesthetics		Agricultural Resources	3	Air Quality
3	Biological Resources	3	Cultural Resources		Geology/Soils
3	Hazards & Hazardous Materials		Hydrology/Water Quality		Land Use/Planning
	Mineral Resources		Noise		Population/Housing
	Public Services		Recreation		Transportation/Traffic
	Utilities/Service Systems		Mandatory Findings of Significance		

INITIAL STUDY DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
✓	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.

Janet Postlewait — October 5, 2009

Signature — Date

Name and Title: Janet Postlewait, Principal Planner

Department of Transportation

3 Project Description

3.1 Project Location and Land Use Designations

The El Dorado Hills Pedestrian Overcrossing is proposed at the east side of El Dorado Hills Boulevard/Latrobe Road from the Saratoga/Park Drive intersection (north of U.S. 50) to the Town Center intersection (south of U.S. 50) (see **Figure 1**). The project area is located approximately one mile east of the City of Folsom, in the southern portion of the Community of El Dorado Hills, and runs perpendicular to U.S. 50 (see **Figure 2**).

El Dorado Hills, California is designated as a Community Region in the 2004 *El Dorado County General Plan*. Communities Regions are areas where the highest intensity of self-sustaining compact urban-type development or suburban type of development within the County are appropriate. Designated land uses adjacent to the project area include commercial and planned development.

3.2 Project Purpose and Need

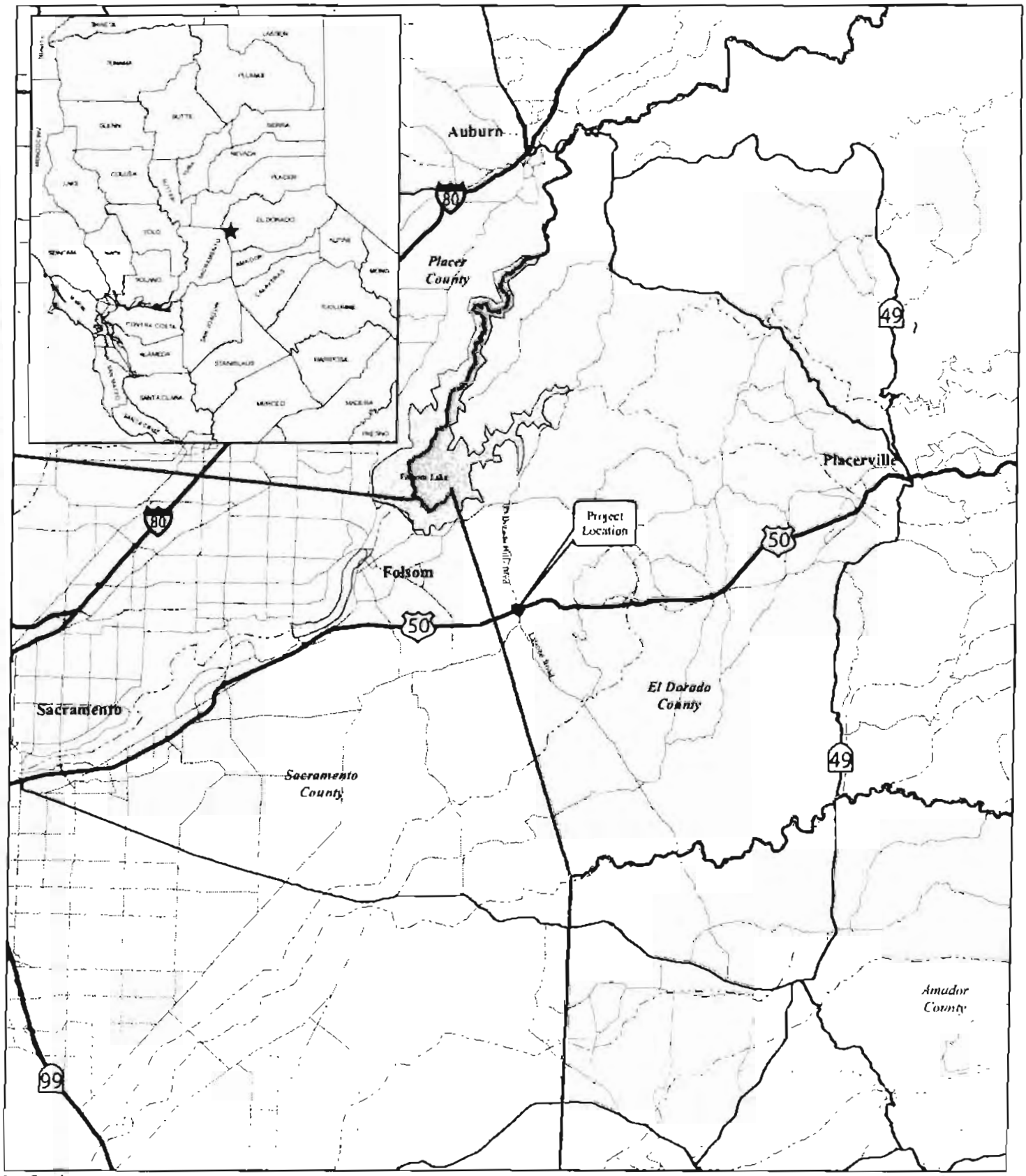
In its Bicycle Transportation Plan (January 2005), El Dorado County identifies the need to provide a grade separated crossing for pedestrians and bicycles at the El Dorado Hills Boulevard/Latrobe Road interchange with U.S. 50. The purpose of the project is to reduce vehicle conflicts with pedestrians/bicycles and provide for safe and efficient pedestrian and bicycle access through the interchange area.

3.3 Proposed Improvements

3.3.1 Project Features

The project proposes to construct a shared use path for pedestrians and bicycles on the east side of El Dorado Hills Boulevard/Latrobe Road from the Saratoga/Park Drive intersection (north of U.S. 50) to the Town Center intersection (south of U.S. 50) see **Figure 2**. A portion of the proposed path will include an overcrossing across U.S. 50 that would provide a north-south access route for bicycle and pedestrian uses through the interchange area. The overcrossing would be approximately 1,100 feet in length, with a minimum clear width on the structure between railings of twelve feet.

The shared use path would continue 1,050 feet north to Saratoga/Park Drive, and 600 feet south to Town Center, along the east side of El Dorado Hills Boulevard/Latrobe Road. The portion of the shared use path north and south of the overcrossing would be approximately would provide for a ten foot concrete sidewalk surface, the path adjacent to the roadway would be separated from traffic by a barrier.



LSA

FIGURE 1

N

0 5

SCALE IN MILES

El Dorado Hills Pedestrian Overcrossing at US 50

Project Vicinity

SOURCE: U.S. CENSUS BUREAU TIGER 2K (2002)

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09-1464.B.11

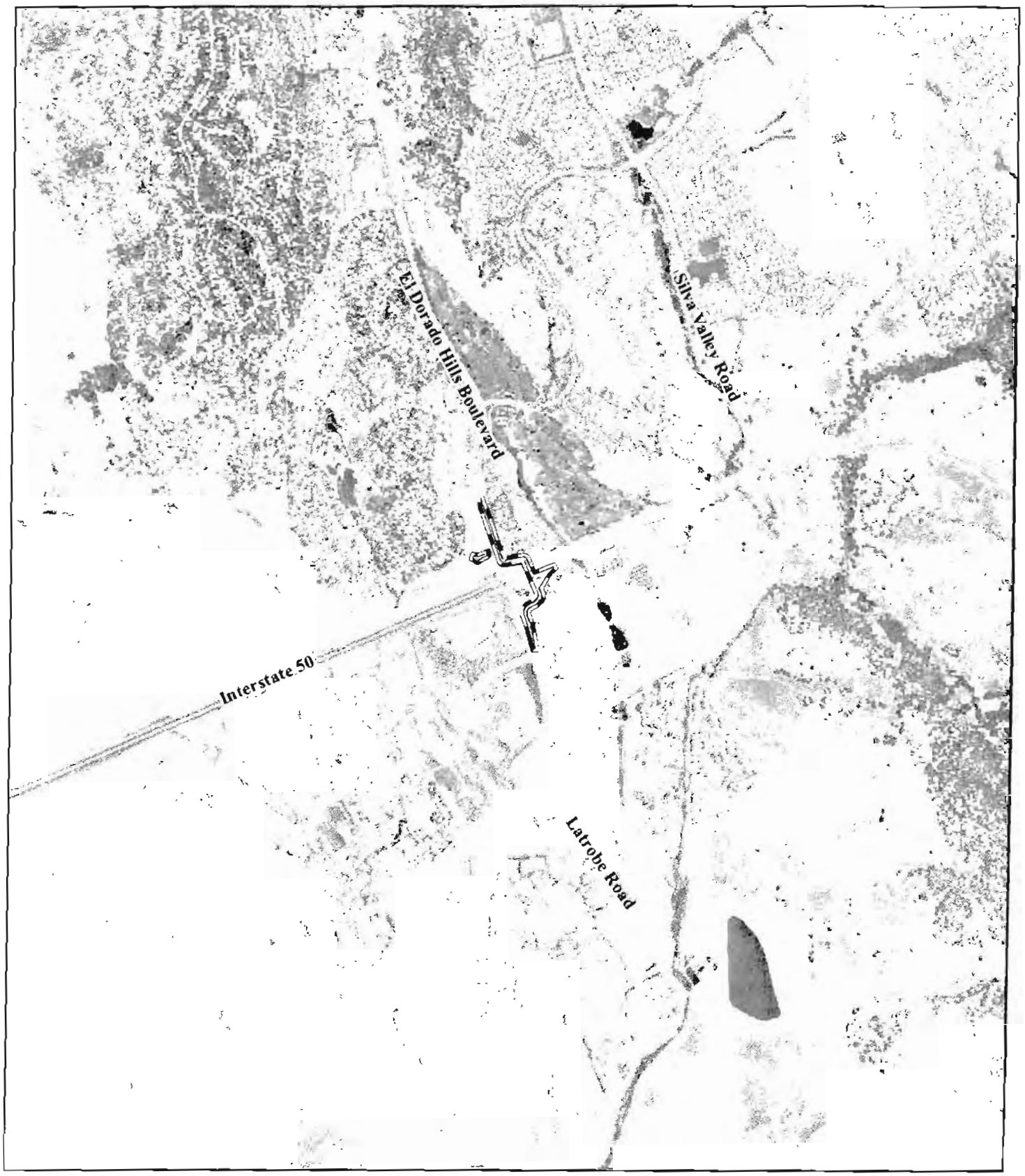

FIGURE 2

LSA

N

0 2,000

SCALE IN FEET

Legend

Project Study Area

El Dorado Hills Pedestrian Overcrossing at US 50

Project Area

09-1464.B.12

SOURCE: EL DORADO COUNTY NAIP AERIAL (8/2005)

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3.3.2 Pedestrian Facilities

Currently, there are existing crosswalk and sidewalk facilities along the east side of Latrobe Road and El Dorado Hills Boulevard within the project area. The shared use path would provide increased safety for pedestrians and bicyclists alike, with barriers to separate the shared path from roadway traffic.

3.3.3 Utilities

No overhead utility poles or any underground utility relocation would be required by the proposed project. Coordination with the appropriate utility service providers would be conducted if needed prior to any utility relocation to minimize utility service disruption.

3.3.4 Drainage Facilities

Bridge deck drains would be used to collect water on the deck of the overcrossing and then transport runoff down to the base of the columns for discharge into existing drainage systems. No additional drainage systems would be added; although there is the potential that some adjustments will be made to inlets where barrier and curbing work will be performed.

3.3.5 Tree Removal and Revegetation

Development of the proposed project would require the removal of ten liquid amber (*Liquidambar styraciflua*) trees located adjacent to El Dorado Hills Boulevard/Latrobe Road. In the event that construction activities and development of the proposed project require additional tree removal, Section 4.4 of this IS/MND provides further discussion. The project construction would also require vegetation removal along the project alignment. Plants selected for revegetation would be compatible with the flora of the project area and would not include any noxious or invasive weeds.

3.3.6 Signage

Signage and striping would be limited to roadside signs and striping at vehicle crossings (located at the Saratoga/Park Drive, Saratoga Way/WB U.S. 50 Ramps, and Town Center intersections).

Existing roadway signage located within the project area would be relocated as needed to accommodate proposed improvements. Signage and striping within the project area would be installed in accordance with the Caltrans Design manual.

3.3.7 Right-of-Way Requirements

Preliminary right of way needs for the project have determined that a total of 10 parcels would be affected. Affected parcels would require temporary construction easements

and/or acquisition of small sliver takes where properties front El Dorado Hills/Latrobe Road along the east side. The largest proposed acquisition involves Assessor Parcel Number 121-28-007 owned by Town Center East LP and is just over an acre. The parcel is located in the south east quadrant of the El Dorado Hills/Latrobe Road Interchange along the eastbound on ramp.

3.3.8 Project Construction

The El Dorado County DOT will retain a construction contractor to construct the proposed improvements. The contractor would be responsible for compliance with all applicable rules, regulations and ordinances associated with construction activities and for actual implementation of the construction-related mitigation measures to be adopted for the project. DOT will provide construction contractor oversight and management and will be responsible for verifying mitigation measure implementation. The proposed project will be constructed in accordance with the Public Contract Code of the State of California, the State of California Department of Transportation Standard Plans and Standard Specifications, El Dorado County Design and Improvements Standards Manual, and the Contract, Project Plans, and Project Special Provisions under development by the County of El Dorado Department of Transportation. The general public would be precluded from access to the overcrossing during construction activities. The following are a combination of standard and project-specific procedures/requirements applicable to project construction:

- Construction contract special provisions will require that a traffic management plan be prepared. The traffic management plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. Minor traffic stoppages or delays may be allowed if necessary during project construction. Full roadway closures will be avoided during project construction and provisions for emergency vehicle movement through the project area will be provided at all times during construction;
- Contract special provisions will require compliance with EDCAQMD Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions and the potential for risk of disturbance to naturally occurring asbestos;
- Contract provisions will require compliance with the California Air Resources Board Airborne Toxic Control Measure at Title 17 Section 93105 addressing Construction, Grading, Quarrying, and Surface Mining activities and with the Asbestos ATCM for Surfacing Applications (California Code of Regulations, Title 17, Section 93106);
- Contract provisions will require notification of DOT and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.94 et seq., regarding the discovery and disturbance of human remains should any human remains be discovered during project construction;

- Contract provisions will require compliance with the El Dorado County Grading Ordinance and Storm Water Management Plan for Western El Dorado County and implementation of Best Management Practices as identified in the National Pollutant Discharge Elimination System permit and/or Storm Water Management Plan;
- DOT or its construction contractors will conduct early coordination with utility service providers, law enforcement and emergency service providers to ensure minimal disruption to service during construction;
- DOT and its construction contractors will comply with the State of California Standard Specifications (May 2006, or as updated by Caltrans), written by the State of California Department of Transportation, for public service provision;
- No residential parcels are expected to be impacted by construction of the project; and
- The project would comply with General Plan Policy 6.5.1.11 pertaining to construction noise. Based on the region and surrounding land use the General Plan Policy limits construction noise from 7 a.m. – 7 p.m. to 70 db L_{eq} and 90 db L_{max}. From 7 p.m. – 7 a.m. noise levels are not to exceed 65 db L_{eq} and 75 db L_{max}.

3.3.9 Construction Schedule

Construction of the proposed project is dependent on funding availability and would require approximately one year to complete.

3.4 Permits and Regulatory Approvals

Table 3-1 provides a preliminary listing of the potential permits and other regulatory approvals that may be required for the project.

Table 3-1: Potential Permits and Regulatory Approvals Required for the Project

Approving Agency	Required Permit/Approval	Required For
State Agencies		
State Water Resources Control Board, Regional Water Quality Control Board	**General Construction Activity Storm Water Permit. Notice of Intent**. (40 CFR Part 122)	Storm water discharges associated with construction activity.
	National Pollutant Discharge Elimination System Permit. (Clean Water Act, 33 USC 1251 *et seq.*)	For storm water discharges associated with industrial activity, unless covered by individual NPDES permit.
	Waste Discharge Requirements. (Water Code 13000 *et seq.*)	Discharge of waste that might affect groundwater quality.
California Department of Transportation	**Encroachment Permit**	Activities within Caltrans right-of-way
Local Agencies		
El Dorado County Air Quality Management District	**Dust Mitigation Plan**	Minimization of construction emissions associated with construction of the proposed project.

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4 Initial Study Checklists and Supporting Documentation

The resource-specific checklists and supporting discussion have been prepared based on the review of the project area and existing site conditions, review of relevant literature (as cited herein), consideration of the design plans for the proposed project, and discussions with County staff and agencies.

The following provides issue-specific checklists identifying the project's potential to result in significant impacts. Each checklist is followed by a description of the environmental setting within the project area relevant to the issues in each checklist and a discussion of each environmental issue/question in the checklist.

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4.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
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?			✓	

4.1.1 Environmental Setting

The project area includes areas adjacent to U.S. 50 and areas adjacent to El Dorado Hills Boulevard/Latrobe Road. Areas adjacent to and within the project area are comprised primarily of commercial and roadway land uses, and disturbed ruderal roadside vegetation; however, the project alignment also contains cattail series. No unique scenic resources or notable vistas are present within the project area.

4.1.2 Potential Environmental Effects

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. The proposed project would result in a relatively minor physical change to the visual characteristics of the immediate project area. The overcrossing would be a new visual focal point, which would result in a modified visual character; however, the project area currently includes transportation facilities, including a major grade-separated freeway/arterial interchange. Furthermore, the El Dorado Hills area is developing rapidly, and the project represents only a minor visual change in context of the surrounding development. The proposed project also includes widening of pedestrian walkways, and installation of signage, which would be similar to the existing visual setting. The proposed features would result in a slight noticeable change in the character; however, there are no identified scenic vistas within or in the vicinity of the project site, and therefore, the proposed project would have no substantial adverse effects on a scenic vista.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. U.S. 50 throughout El Dorado County is classified as an "Eligible State Scenic Highway – Not Officially Designated". The nearest scenic highway designation is on U.S. 50 between and within the City of Placerville and the Tahoe Basin. This designation occurs approximately 18 miles east of the proposed project area. The project area would not be visible from the scenic highway; therefore, the project would not affect aesthetic resources within the proximity of a State scenic highway.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant. As discussed in response a) above, the project would result in a relatively minor physical change to the visual characteristics of the immediate project area. The overcrossing would be a new visual focal point, which would result in a modified visual character; however, the project area currently includes transportation facilities, including a major grade-separated freeway/arterial interchange. Furthermore, the El Dorado Hills area is developing rapidly, and the project represents only a minor visual change in context of the surrounding development. The proposed project also includes widening of pedestrian walkways, and installation of signage, which would be similar to the existing visual setting.

As discussed in Section 3.3.5, tree removal is anticipated. Removal of decorative trees and vegetation would result in the need for replanting and revegetation of areas not paved during construction. Trees and plants selected for revegetation would be appropriate for the project area and would not include any noxious or invasive weeds.

Signage would be designed to be visible, yet with a color and design that seeks to be non-intrusive to the visual setting. The proposed features would result in a slight noticeable change in the character; however, the addition of the proposed project features is not anticipated to substantially degrade the visual quality of the project area and this impact is therefore considered less than significant.

d) *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less Than Significant. The proposed project includes the development and installation of lighting features; however, these lighting features will be designed to light pathway and overcrossing areas and will not provide a significant new contribution to the existing light and glare conditions in an area that is currently urbanized. Therefore, the project would not introduce substantial new sources of

light and glare, or adversely affect nighttime views in the project area. This impact is considered less than significant.

4.2 Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion				✓

4.2.1 Environmental Setting

The California Department of Conservation Farmland Mapping and Monitoring Program "Important Farmland in California, 2004" map identifies the project area with classifications of "Urban and Built-Up Land", "Grazing Land" and "Other Land". No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or lands under Williamson Act contracts are present within the project area.

Although the primary use of several of the parcels immediately adjacent to the project area has been identified as "Planned Development" and "Commercial", none of the parcels immediately adjacent to the project area are zoned "Agricultural Lands".

4.2.2 Potential Environmental Effects

a) *Would the project 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?*

No Impact. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the project.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. No lands either zoned for agricultural uses or subject to a Williamson Act contract exist within or adjacent to the project area. The proposed project would not disrupt agricultural activities, and does not conflict with existing zoning for agricultural use or a Williamson Act contract.

c) *Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural use?*

No Impact. No farmland is present within the project area, and the project would not result in or create a situation that would contribute to conversion of farmland to a non-agricultural use.

4.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
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?			✓	

4.3.1 Environmental Setting

The project area is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the El Dorado County Air Quality Management District (EDCAQMD). The San Francisco Bay Area Air Basin is located to the west, and the San Joaquin Valley Air Basin is located to the south.

Air Pollutant Sources and Ambient Air Quality

The EDCAQMD regulates air quality through its permit authority for most types of stationary emission sources, and through its planning and review activities for other sources.

Federal and California ambient air quality standards have been established for the following five critical pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide.

Sources of Pollutants

In general, there are five major sources of air pollutant emissions in the air basin, including motor vehicles, industrial plants, agricultural activities, construction activities, and residential burning activities. Motor vehicles account for a significant portion of regional gaseous and particulate emissions. Industrial facilities can also generate substantial gaseous and particulate emissions. In addition, construction, agricultural activities, and the burning of wood in fireplaces for residential heat can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Ozone

Ozone pollution is the most conspicuous type of air pollution, and is often characterized by visibility-reducing haze, eye irritation, and high oxidant concentrations (i.e., "smog"). Ozone is a pollutant of particular concern in El Dorado County and in the Sacramento Valley. Ozone, which is classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone is produced in the atmosphere through photochemical reactions involving reactive organic compounds (ROG) and nitrogen oxides (NO_X). Numerous small sources throughout the region are responsible for most of the ROG and NO_X emissions in the Basin. Ozone can be easily transported by winds from a source area.

Particulate Matter (PM)

Particulate matter is another pollutant of concern in the SVAB. Particulate matter less than 10 microns in diameter (PM_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$) refers to substances that can be inhaled into lungs and can potentially cause serious health problems. Common particulate matter sources include construction and demolition activities, agricultural operations, burning, and diesel-fueled vehicle and equipment emissions.

Carbon Monoxide (CO)

Carbon monoxide (CO) is emitted primarily by motor vehicles. Non-reactive, ambient CO concentrations normally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are also influenced by meteorological factors such as wind speed and atmospheric mixing. High levels of CO can impair the transport of oxygen in the bloodstream and thereby aggravate cardiovascular disease and cause fatigue, headaches, and dizziness. CO may form high concentrations when wind speed is low. Cold temperatures and calm conditions increase the likelihood of a climate conducive to high, localized CO concentrations.

Nitrogen Dioxide (NO_2)

The major sources of nitrogen dioxide (NO_2), essential to the formation of photochemical smog, are vehicular, residential, and industrial fuel combustion. NO_2 is the brown colored

gas evident during periods of heavy air pollution. NO_2 increases respiratory disease and irritation and may reduce resistance to certain infections.

Sulfur Dioxide (SO_2)

The major source of sulfur dioxide (SO_2) is the combustion of high-sulfur fuels for electricity generation, petroleum refining, and shipping. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain. SO_2 can irritate the lungs, damage vegetation and materials, and reduce visibility.

Lead (Pb)

Gasoline-powered automobile engines are a major source of airborne lead, although the use of leaded fuel is being reduced. Lead can cause blood effects such as anemia and the inhibition of enzymes involved in blood synthesis. Lead may also affect the central nervous and reproductive systems. Ambient lead levels have dropped dramatically as the percentage of motor vehicles using unleaded gasoline continues to increase.

Naturally Occurring Asbestos (NOA)

NOA is known to be present within El Dorado County. Disturbance of serpentine or ultramafic rock has the potential to release NOA into the air. Serpentine rock does not pose a health risk unless it is disturbed in such a manner that causes asbestos-containing particulate matter to be released from the rock into the air creating a health risk. EDCAQMD has adopted an El Dorado County Naturally Occurring Asbestos Review Area Map which identifies those areas more likely to contain NOA. Ground disturbance activities within these areas are subject to additional County regulatory requirements to minimize human exposure potential. The project area is located within an area identified on the most recent *Naturally Occurring Asbestos Review Area Map* as being "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line" (July 22, 2005).

Ambient Air Quality Standards

Applicable Federal and State standards for each regulated pollution category is provided in **Table 4 -1**.

Table 4-1: Federal and State Air Quality Standards

Pollutant	Averaging Time	Federal Standard	State Standard
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.08 ppm	--
Carbon Monoxide	1-Hour	35.0 ppm	20.0 ppm
	8-Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	--
	1-Hour	--	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.05 ppm
	1-Hour	--	0.25 ppm
PM_{10}	24-Hour	150 $\mu g/m^3$	50 $\mu g/m^3$
$PM_{2.5}$	Annual	15 $\mu g/m^3$	--
	24-Hour	65 $\mu g/m^3$	--
Lead	30-Day Avg. Month Average	-- 1.5 $\mu g/m^3$	1.5 $\mu g/m^3$ --

ppm = parts per million

$\mu g/m^3$ = Micrograms per Cubic Meter

Source: Sacramento Metropolitan Air Quality Management District Guide to Air Quality Assessment, July 2004, with modification to reflect recent federal change in ozone standard

Federal Standards

The 1977 Federal Clean Air Act (CAA) required the U.S. Environmental Protection Agency (EPA) to identify National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. NAAQS have been established for the six criteria air pollutants. (These are included in **Table 4-1**.)

In June of 1997, the EPA adopted new ozone and PM_{10} standards. The EPA has replaced its previous 1-hour ozone standard of 0.12 ppm and replaced it with an 8-hour standard of 0.08 ppm. The EPA also adopted an additional standard for $PM_{2.5}$.

Pursuant to the 1990 amendments to the Federal CAA, the EPA has classified air basins (or portions thereof) as either "attainment" or "non-attainment" for each criteria air pollutant, based on whether or not the NAAQS have been achieved. El Dorado County is designated as non-attainment for the federal ozone standard.

State Standards

In 1988, the State of California passed the California Clean Air Act (CCAA, State 1988 Statutes, Chapter 1568) that established more stringent State ambient air quality

standards, and set forth a program for their achievement. The California Air Resources Board (CARB) implements State ambient air quality standards, as required in the CCAA, and cooperates with the Federal government in implementing pertinent federal requirements. Further, CARB has responsibility for reviewing and permitting stationary and mobile source air pollutant emissions throughout the state. Like its Federal counterpart, the CCAA designates areas as attainment or non-attainment, with respect to the state AAQS. Under the state AAQS and based on 2004 designations, El Dorado County is designated non-attainment for ozone and PM_{10}.

Two State of California regulations for asbestos control are applicable within El Dorado County and enforced by the EDCAQMD. These include (1) Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying and Surface Mining Operations (California Code of Regulations, Title 17, Section 93105) and (2) Asbestos Airborne Toxic Control Measure for Surfacing Applications (California Code of Regulations, Title 17, Section 93106).

The California Global Warming Solutions Act of 2006 (AB 32) mandates significant reductions in greenhouse gases (GHG) by the year 2020; passage of that law has highlighted the need to consider the impacts of GHG emissions from projects that are subject to CEQA review. This bill charged the CARB to develop regulations on how the state would address global climate change due to GHG emissions. There are currently no thresholds or recommended methodologies for determining the significance of a project's potential cumulative contribution to global climate change in CEQA documents.

Local Standards

Local air quality regulations are established and regulated by the EDCAQMD. The EDCAQMD Board of Directors adopted amended and new fugitive dust rules on July 19, 2005. These rules would be applicable to the proposed project and include:

- Rule 223 Fugitive Dust – General Requirements
- Rule 223-1 Fugitive Dust – Construction Requirements
- Rule 223-2 Fugitive Dust - Asbestos Hazard Mitigation (if certain conditions are found to be present, this rule may apply)

The EDCAQMD rules listed above regulate fugitive dust (including that potentially containing NOA) generated by construction activities and require appropriate mitigation measures to reduce air quality impacts. The project will also be subject to AQMD Rule 224, which prohibits the use of "cutback asphalt", which is asphalt cement that has been liquefied by blending with petroleum solvents.

EDCAQMD's Guide to Air Quality Assessment (2002) specifies specific daily emissions thresholds that can be used to determine the significance of project emissions. Thresholds of significance for specific pollutants of concern are as follows:

- ROG: 82 lbs/day
- NO_x: 82 lbs/day
- CO: AAQS
- PM_{10}: AAQS

4.3.2 Potential Environmental Effects

The project would result in short-term, temporary air pollutant emissions from construction activities. Several of the checklist responses and discussions provided below are dependent upon potential impacts associated with construction emissions. As such, a discussion of construction emissions estimates and significance is provided here to serve as the basis for discussion that follows. Construction emissions were estimated for the project using the Sacramento Metropolitan Air Quality Management District's *Road Construction Emissions Model, Version 6.3.1* as recommended in the EDCAQMD *Guide to Air Quality Assessment*[1]. As shown in **Tables 4-2** and **4-3**, none of the criteria pollutants are anticipated to exceed the daily emissions thresholds and project-related construction emissions are therefore considered less than significant.

[1] Note that the Roadway Construction Emission Model can be used to assess the emissions of linear construction projects, as referenced at: http://www.airquality.org/ceqa/index.shtml.

Table 4-2: Estimated Construction Emissions

Project Phases	ROG (lbs/day)	CO (lbs/day)	NO_x (lbs/day)	PM_{10} (lbs/day)	*Exhaust PM_{10} (lbs/day)*	*Fugitive Dust PM_{10} (lbs/day)*
Grubbing/Land Clearing	3.3	13.4	26.4	11.1	1.1	10.0
Grading/Excavation	4.3	19.1	33.2	11.5	1.5	10.0
Drainage/Utilities/Sub-Grade	3.3	13.6	24.0	11.3	1.3	10.0
Paving	2.1	8.4	11.9	1.0	1.0	-
Maximum (pounds/day)	4.3	19.1	33.2	11.5	1.5	10.0
Significance Criteria	82	AAQS[1]	82	AAQS[1]	*N/A*	*N/A*
Significant	No	No[1]	No	No	*N/A*	*N/A*

Source: LSA, 2009

Notes:
[1] As noted in the EDCAQMD CEQA Guide, CO and PM_{10} Total Average Daily Emissions are calculated in lbs/day when using the Roadway Construction Emissions Model and must be converted to ambient concentrations. See **Table 4-3** for CO Concentration and Significance Determination.
Data entered into the emissions model: Project Start Year: 2014; Project Length (years): 1; Total Project Area (acres): 3.0.
Total PM_{10} emissions are the sum of *exhaust* and *fugitive dust* emissions.

Table 4-3: Carbon Monoxide Concentration and Significance Determination

Concentration	1-Hour	8-Hour
Background Concentration	1.32	0.00
Project-Related Pollutant Concentration	1.1	1.1
Anticipated Total Concentration	2.43	1.1
Ambient Air Quality Standard[1]	20.0	9.0
Project Variance from AAQS	-17.57	-7.9
Significance Determination (Significant if project variance is positive)	No	No

Source: LSA, 2009

[1] The Ambient Air Quality Standard referenced in the table above, is the California AAQS, as it is more stringent than the federal AAQS (35.0 ppm).

Note: The above calculations assume project-related CO concentration levels associated with additional peak-hour trips are based on a conservative assumption that the project would result in 300 additional peak-hour trips during construction.

Chapter 4 of the EDCAQMD *Guide to Air Quality Assessment* references that average daily construction emissions for CO and PM_{10} must be converted from lbs/day to ambient concentrations for comparison to the AAQS. **Table 4-3** shows the calculations for CO concentrations resulting from project construction activities. The modeling techniques described in the EDCAQMD Guide are intended for operation emissions calculations and do not provide specific conversions of pounds per day to concentration for construction emissions (dispersion modeling can also be used as an acceptable methodology). However, the above conversions were utilized to determine the project's construction-related CO emission concentrations, as recommended in the Guide. The results were also confirmed using tables developed by the South Coast Air Quality Management District to determine if a project's CO emissions exceed the AAQS (South Coast AQMD, 2005). As discussed in Chapter 6 of the EDCAQMD Guide, PM_{10} emissions associated with projects can be considered less than significant if the projects are below the established thresholds for ROG and NO_x emissions. Because ROG and NO_x emissions would be less than significant for the proposed project (as discussed above), it can be concluded that PM_{10} emissions would also be less than significant and PM_{10} conversion calculations were not evaluated.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant. The proposed project would result in temporary emissions of particulate matter, carbon monoxide, reactive organic compounds (ROG), and nitrogen oxides (NO_x) during construction as a result of ground disturbance activities and the operation of construction vehicles and equipment. These impacts would be minimal due to the limited nature of the project and short-term construction period and have been determined less than significant based on the information presented above. These short-term construction emissions are, therefore, not anticipated to affect applicable air quality planning.

Because the proposed project is intended for use by non-motorized transportation uses, no long-term (operational) impacts to air quality are expected. The project is consistent with all applicable air quality attainment plans.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant. El Dorado County is in non-attainment status for both federal and state ozone standards and for the state PM_{10} standard. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings. As discussed above and presented in **Table 4-2**, project construction would create short-term increases in fugitive dust and both ROG and NO_x emissions from vehicle and equipment operation. Although the project area is designated non-attainment for PM_{10} and ozone, the PM_{10} and ozone precursor (ROG and NO_x)

emissions estimated for the project have been determined to be less than significant based on EDCAQMD thresholds which have been developed in consideration of the region's air quality standards attainment status.

The proposed project would result in short-term construction emissions (including GHG emissions) that may contribute to global climate change. During the construction phase of the project, there is the potential to contribute to the generation of GHG emissions. El Dorado County adopted Resolution No. 29-2008, which identifies the County's goals in regards to reduction in GHG emissions. The Resolution identifies a goal of promoting pedestrian and bicycle commuting, which would be accomplished by the proposed project. Although construction activities would result in short-term construction GHG emissions, the project would promote alternative commuting in the long-term. Because the project would encourage alternative commuting, this impact is considered less than significant.

c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

Less than Significant. Please refer to response b) above. While the project would generate short-term air quality impacts as a result of construction activities, because the proposed project would provide a non-motorized transportation use, the proposed project would not result in long-term or cumulatively considerable increases in air quality pollutant emissions for which El Dorado County is currently in non-attainment (ozone precursors, NO_x and ROG, and PM_{10}). The methodology and impact significance criteria for review of project-specific impacts associated with construction emissions considers the existing air quality of the project area and, as such, determines impact significance based on cumulative air quality considerations. The air pollutant emissions increase associated with construction activities was determined to be less than significant and would result in less than significant contributions to cumulative pollutant increases in the region.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant with Mitigation Incorporation. "Sensitive receptors" for air pollutants are considered residences, schools, parks, hospitals, or other land uses where children or the elderly congregate, or where outdoor activity is the primary land use. The project area is primarily an existing sidewalk adjacent to existing roadway (El Dorado Hills Boulevard/Latrobe Road and U.S. 50) beyond which are planned development and commercial uses. The nearest schools are over a mile away from the project area (William Brooks Elementary School and Oak Meadow Elementary School). With the implementation of standard air quality emission abatement measures identified in Section 3 of this IS/MND, construction and

operational activities associated with the proposed project are not anticipated to expose the school sites to substantial pollutant concentrations.

Approximately six residential structures are located within 500 feet of the proposed project. Adjacent residences have the potential to be exposed to pollutant concentrations. The proposed project could result in temporary emissions of particulate matter, carbon monoxide, ROG, and NO_x during construction as a result of ground disturbance activities and the operation of construction vehicles and equipment. These impacts would be less than significant due to the limited nature of the project and short-term construction period. No long-term mobile source air pollutant emissions are anticipated to create substantial localized air pollutant concentrations.

The proposed project area is located within an area identified on the most recent Naturally Occurring Asbestos Review Area Map as being "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line" (July 22, 2005). Site specific sampling and testing were performed in April 2008. Laboratory test results indicated Naturally Occurring Asbestos (NOA) levels are below regulated levels.

However, the proposed project would have the potential to expose receptors to naturally occurring asbestos if rock types containing regulated levels of NOA are exposed during construction. The proposed project would be required to comply with EDCAQMD Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions and the potential for risk of disturbance to naturally occurring asbestos. Implementation of **Mitigation Measure 1** would ensure this impact would result in a less-than-significant impact.

Mitigation Measure 1. Earthwork performed within areas identified as "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line" (as shown on Naturally Occurring Asbestos Review Area Map (July 22, 2005) shall be in accordance with Section 19 of the Standard Specifications and Section 19-910 of the 2006 Standard Special Provisions. The construction contract shall include the County standard dust control special provisions for earthwork occurring within the naturally occurring asbestos review areas. These special provisions require the preparation and implementation of a Fugitive Dust Plan, approved by the EDCAQMD, that complies with EDCAQMD Rules 223, 223-1, and 223-2. The work shall be visually monitored for rock types with the potential to contain NOA minerals. If construction activities expose NOA, the applicable provisions of EDCAQMD Rule 223-2, and State of California Asbestos Airborne Toxic Control Measure (ACTM), CCR Title 17, Section 93105 shall be implemented. In addition, a worker health and safety program shall be developed and implemented in accordance with all regulatory requirements, including California Occupational Safety and Health Administration requirements.

e) *Would the project create objectionable odors affecting a substantial number of people?*

Less Than Significant. Construction activities would involve the use of a variety of gasoline or diesel powered equipment that emit exhaust fumes and asphalt paving which has a distinctive odor during application. These emissions would occur intermittently throughout the workday and the associated odors are expected to dissipate rapidly within the immediate vicinity of the work area. Persons within proximity to the construction work area may find these odors objectionable. However, the limited number of receptors, infrequency of the emissions, rapid dissipation of the exhaust into the air, and short-term nature of the construction activities would result in a less than significant impact associated with construction odors.

4.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
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?				✓

4.4.1 Environmental Setting

The project is located along the east side of El Dorado Hills Boulevard/Latrobe Road at the overcrossing of U.S. 50 in the community of El Dorado Hills, California. The project vicinity includes developed areas and undeveloped grasslands. Development in the vicinity includes the highway, shopping centers, light industrial and residential uses.

The Biological Study Area (BSA) totals approximately 4.82 acres and consists of the project footprint (including cut/fill slopes) and access and staging areas. Lands beyond the BSA were considered as appropriate, in order to perform an adequate analysis of project impacts.

Topography in the area consists of rolling hills; elevation in the BSA is approximately 600 feet above sea level. Most of the land in the immediate vicinity of the project is developed. There is a seasonal creek approximately 200 feet east of the BSA that flows south under U.S. 50 from a golf course to a pair of dammed, man-made ponds. The creek area widens just south of U.S. 50 (upstream of the ponds) and supports a wetland area with willow scrub (*Salix* sp.) and tule (*Scirpus* sp.) that extends to the edge of the ponds.

A list of sensitive wildlife and plant species potentially occurring within the BSA was compiled to evaluate potential impacts resulting from project construction. Sources used to compile the list include the California Natural Diversity Data Base (CNDDB 2009), the California Native Plant Society Online Edition (CNPS 2008) and the U.S. Fish and Wildlife Service online list (USFWS 2009). Six quadrangles were referenced to complete the lists. The project is located in the west half of the Clarksville quad, and the quads to the east represent foothills habitat at a higher elevation. These lists are included in the Natural Environmental Study (NES) prepared for the proposed project in March 2009.

4.4.2 Potential Environmental Effects

a) *Would the project 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?*

Less Than Significant With Mitigation Incorporation. Based on the NES conducted in March of 2009, several special-status plant and wildlife species have the potential to occur onsite or in the project vicinity. Field observations and literature review were conducted to determine the potential for these special-status species to occur within the project area.

Habitat is present that could potentially support four special-status wildlife species based on cover type preference, geographic and elevation range, and previous recorded occurrences. These four species are: Tricolored Blackbird (*Agelaius tricolor*) a California Species of Concern, Swainson's hawk (*Buteo swainsoni*) a State-listed threatened species and is protected under Migratory Nongame Birds

Treaty, white-tailed kite (*Elanus leucurus*) a State Fully Protected species, and western burrowing owl (*Athene cunicularia*) a California Species of Concern.

The cattail series vegetation growing in the drainage ditch south of U.S. 50 provides suitable nesting habitat for tricolored blackbird. Though the size of the habitat within the BSA is small, the cattail series extends about 0.15 mile to join with the larger habitat area associated with the creek. There are five CNDDB records for tricolored blackbird within five miles of the project area, and habitat is present in and near the BSA. No tricolored blackbirds were observed during the February 2009 survey, but there is chance tricolored blackbirds could occur in the BSA. To ensure minimization of potential impacts to tricolored blackbirds, **Mitigation Measure 2** would be implemented.

There are no suitable nesting trees for Swainson's hawks, white-tailed kites, or other raptors in or adjacent to the BSA. The ruderal areas provide potential foraging habitat for Swainson's hawks, white-tailed kites, and potentially other raptors and they could occur within the BSA. To ensure the minimization of potential impacts to Swainson's hawks, white-tailed kites, and other raptors, **Mitigation Measure 2** would be implemented.

The CNDDB contains a recent record of a pair of burrowing owls about one mile southwest of the project site. The area surrounding the BSA is mostly developed, and it is unlikely that owls would disperse through the developed area and into the BSA when there is more suitable habitat closer to the recorded location. Additionally, no burrows of any size were observed during the 2009 survey, nor were there any signs of burrowing owl presence. However, to ensure the minimization of potential impacts to burrowing owls, **Mitigation Measure 2** would be implemented.

Mitigation Measure 2. The County shall implement the following measures for avoidance and impact minimization:

- At least 14 days prior to the start of construction, a survey for nesting tricolored blackbirds and other birds protected by the Migratory Bird Treaty Act and/or Sections 3503 or 3513 of the California Fish and Game Code shall be conducted in the BSA by a qualified biologist. If nesting birds are found within the BSA, a setback of 100 feet from nesting areas shall be established and maintained during the nesting season. This setback applies whenever construction or other ground disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing and maintained until construction is complete or the young have fledged, as determined by a qualified biologist.

- Alternatively, the setback (if required) may be reduced if a qualified biologist is present to monitor the nest(s) when construction begins. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 100 feet of a nest shall be halted until the biologist can establish an appropriate setback.

- Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals [http://www.dot.ca.gov/hq/construc/Construciton_Site_BMPs.pdf]) shall be implemented to reduce erosion during and after construction.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant. Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, the California Fish and Game Code, or the Clean Water Act. Development of the proposed project will span the drainage ditches, and no fill or construction will occur in those areas. Therefore, the proposed project would result in a less than significant impact to wetlands and waters of the U.S.

c) *Would the project 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 wetlands, etc.), through direct removal, filling, hydrological interruption or other means?*

Less Than Significant. Development of the proposed project will span the drainage ditches, and no fill or construction will occur in those areas. Implementation of the proposed project would have a less than significant impact to waters of the U.S. and wetlands within the project area.

d) *Would the project 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?*

No Impact. Wildlife migration corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. No migration corridors were identified within the proposed project area..

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant. Development of the proposed project would require the removal of several non-native trees. However, no oak trees are expected to be removed for construction of the proposed project. Because the proposed project would not result in the removal of oak trees, this impact is considered less than significant.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

No Impact. The project is not anticipated to conflict with any HCP, NCCP, or other approved conservation plans. As such, no impacts to conservation plans are anticipated.

4.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
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?		✓		

4.5.1 Environmental Setting

LSA Associates, Inc. conducted background research to identify previously recorded cultural resources within and cultural resource studies of the APE. The background research consisted of records searches and literature and map review.

Records Searches. LSA conducted a record search (file #ELD-09-23) of the APE and a ¼-mile radius on March 20, 2009, at the North Central Information Center (NCIC) of the California Historical Resources Information System, Sacramento State University, Sacramento. The NCIC, an affiliate of the State of California Office of Historic Preservation, is the official state repository of cultural resource records and reports for El Dorado County. The records searches included a review of the following federal, state, and local inventories:

California Points of Historical Interest (California Office of Historic Preservation 1992);

- *California Historical Landmarks* (California Office of Historic Preservation 1996);
- List of National Historic Landmarks by State (National Parks Service 2008);
- Five Views: An Ethnic Historic Site Survey for California (California Office of Historic Preservation 1988); and
- *Directory of Properties in the Historic Property Data File* (California Office of Historic Preservation, February 5, 2009). The directory includes the listings of the National Register of Historic Places, National Historic Landmarks, the California

Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.

Literature Review. LSA reviewed publications and maps for archaeological, ethnographic, historical, and environmental information about the APE and its vicinity. The literature and map review did not identify any cultural resources.

Interested Parties Consultation. On March 13, 2009, LSA sent a letter requesting the Native American Heritage Commission (NAHC) in Sacramento to review their Sacred Lands File for any Native American cultural resources that might be affected by the project. The NAHC informed LSA that a record search of the Sacred Lands File did not "indicate the presence of Native American cultural resources in the immediate project area."

On March 13, 2009, LSA sent a letter describing the project with maps depicting the APE to the Heritage Association of El Dorado County, requesting any information of concerns they may have about the project area. No response has been received to date.

Field Survey. Caltrans Associate Environmental Planner Erick Wulf conducted a pedestrian survey of the APE on March 23, 2009. No cultural resources were identified during the survey.

LSA's Principal Cultural Resource Manager Christian Gerike conducted a pedestrian survey of a small additional area in the western portion of the APE on April 9, 2009. No cultural resources were identified during the survey.

4.5.2 Potential Environmental Effects

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?*

Less Than Significant with Mitigation Incorporation. No historical resources, as defined in § 15064.5 have been identified within the project site. However it is possible that undiscovered historical resources may be encountered during project construction activities. Some historical resources could be adversely affected by project activities. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure 3. If undiscovered cultural resources are encountered during project construction, all work within 25 feet of the discovery shall halt. A qualified archaeologist shall assess the finds to determine whether they qualify as an historical resource as defined by *CEQA Guidelines* § 15064.5. If they do qualify as an historical resource, avoidance is recommended. If avoidance is not feasible, adverse effects shall be avoided or a mitigation plan shall be developed and implemented. If the finds are determined not to be an historical resource, the finds shall be assessed to

determine if they constitute a unique archaeological resource as defined by CEQA section 21083.2. If a unique archaeological resource is present, avoidance is recommended. If this is not feasible, adverse affects shall be avoided or a mitigation plan shall be developed and implemented. If the finds do not comprise an historical resource or unique archaeological resource as defined by the *CEQA Guidelines* in § 15064.5, impacts to this resource would not constitute a significant effect on the environment.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Less Than Significant with Mitigation Incorporation. No archaeological resources, as defined in § 15064.5 have been identified within the project site. However it is possible that undiscovered archaeological resources may be encountered during project construction activities. Some archaeological resources could be adversely affected by project activities. If archaeological resources are encountered during construction activities **Mitigation Measure 3** should be implemented.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

Less Than Significant with Mitigation Incorporation. No paleontological studies were conducted. However, because the project area is located on fill from previous interchange construction, and because the vertical encroachment of the project will not exceed the depth of this fill (except for the driven piles for overcrossing columns) the proposed project is not anticipated to impact paleontological resources. However, because the possibility to impact paleontological resources cannot be ruled out mitigation is proposed to minimize any potential impacts. Implementation of **Mitigation Measure 4** would reduce this potential impact to less than significant.

Mitigation Measure 4. If paleontological resources are encountered during construction activities, all work within 25 feet of the discovery shall be redirected until a qualified paleontologist has evaluated the resources, prepared a fossil locality form documenting them, and made recommendations regarding their treatment. If paleontological resources are identified, it is recommended that such resources be avoided by project activities. Paleontologists shall be empowered to halt construction activities within 25 feet of the discovery to review the possible paleontological material and to protect the resource while it is being evaluated. If avoidance is not feasible, adverse effects to such resources shall be mitigated. Mitigation can include data recovery and analysis, preparation of a report and the accession of fossil material recovered to an accredited paleontological repository.

d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant with Mitigation Incorporation. No human remains are anticipated to exist within the project site. However, human remains could be discovered during site preparation or construction activities. Implementation of the following mitigation measure, which includes the requirements of the California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.94 et seq., regarding the discovery and disturbance of human remains, would reduce any potential impacts to human remains to a less-than-significant level:

Mitigation Measure 5. If human remains are encountered, work within 25 feet of the discovery shall stop and the El Dorado County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will then identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated materials. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed.

4.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
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?				✓

4.6.1 Environmental Setting

Regional Geology

El Dorado 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 provinces. 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 (El Dorado County General Plan Draft EIR, 2003).

The southwestern foothills of El Dorado County are composed of rocks of the Mariposa Formation that include amphibolite, serpentine, and pyroxenite. The northwestern areas of the county consist of the Calaveras Formation, which includes metamorphic rock such as chert, slate, quartzite, and mica schist. In addition, limited serpentine formations are located in this area. The higher peaks in the County consist primarily of igneous and metamorphic rocks with granite intrusions, a main soil parent material at the higher elevations (El Dorado County General Plan Draft EIR, 2003).

Seismicity

Seismicity is defined as the geographic and historical distribution of earthquake activity. Seismic activity may result in geologic and seismic hazards including seismically induced fault displacement and rupture, ground shaking, liquefaction, lateral spreading, landslides and avalanches, and structural hazards. Based on historical seismic activity and fault and seismic hazards mapping, El Dorado 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. The County's fault systems and associated seismic hazards are described below (El Dorado County General Plan Draft EIR, 2003).

Fault Systems

Earthquake activity is intrinsically related to the distribution of fault systems (i.e., faults or fault zones) in a particular area. The distribution of known faults in El Dorado County is concentrated in the western portion of the county, with several isolated faults in the central county area and the Lake Tahoe Basin. Fault systems mapped in western El Dorado County include the West Bear Mountains Fault; the East Bear Mountains Fault; the Maidu Fault Zone; the El Dorado Fault; the Melones Fault Zone of the Clark, Gillis Hill Fault; and the Calaveras–Shoo Fly Thrust. No active faults have been identified in El Dorado County. One fault, part of the Rescue Lineament–Bear Mountains fault zone, is classified as a well located late-Quaternary fault; therefore, it represents the only potentially active fault in the County. It is part of the Foothill Fault Suture Zone system, which was considered inactive until a Richter scale magnitude 5.7 earthquake occurred near Oroville on August 1, 1975. All other faults located in El Dorado County are classified as pre-Quaternary (inactive) (El Dorado County General Plan Draft EIR, 2003).

Soils

Soils on the west slope of El Dorado County consist of well-drained silt and gravelly loams divided into two physiographic regions, the Lower and Middle Foothills and the Mountainous Uplands. According to the USDA Natural Resources Conservation Service, Web Soil Survey, 2008, there are a total of eight soil associations in western El Dorado County. Six soil mapping units occur within the project area:

- Argonaut gravelly loam, 2 to 15 percent slopes (AkC);
- Auburn silt loam, 2 to 30 percent slopes (AwD);
- Auburn very rock silt loam, 2 to 30 percent slopes (AxD);
- Auburn very rock silt loam, 30 to 50 percent slopes (AxE);
- Placer diggings (PrD);
- Tailings (TaD).

4.6.2 Potential Environmental Effects

a) *Would the project 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?*

No Impact. El Dorado County does not contain any earthquake faults as identified on the most recent Alquist-Priolo Earthquake Fault Zoning Map(s); therefore, there would be no potential impact of the project to expose people and/or structures to fault rupture hazards.

ii) *Strong seismic ground shaking?*

Less than Significant. The project is not located in an area subject to seismic ground shaking or seismic-related ground failure and is not subject to landslides, seismic-related or otherwise. The project area does not include any structures or dwellings that would be a high risk of collapse during a seismic event. The risk of adverse effects from ground shaking is considered to be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

No Impact. Liquefaction is most likely to occur in deposits of water-saturated alluvium or similar deposits of artificial fill. No areas of this type have been identified in El Dorado County; therefore, no impacts due to liquefaction are anticipated.

iv) *Landslides?*

No Impact. The project would not alter slopes or other areas where landslides are likely to occur; therefore, the likelihood of landslides is minimal and no impacts are anticipated.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant. The project would require grading which, if completed without the application of standard Best Management Practices, could result in a condition that might be susceptible to stormwater-related erosion. However, all construction would be consistent with the requirements of the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County. DOT or its contractor will prepare a construction-related Storm Water Pollution Prevention Plan (SWPPP), consistent with Section 402 of the Clean Water Act and construction activities will include implementation of stormwater runoff BMPs identified with the SWPPP. Application of these requirements and measures would prevent substantial erosion or topsoil loss. Following construction, all disturbed areas not paved would be revegetated consistent with measures to be identified within the SWPPP to ensure the long-term minimization of erosion and topsoil loss potential.

c) *Would the project 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?*

Less Than Significant. **Table 4-4** provides a list of the soils within the project area and their drainage class and shrink-swell potential. The soils within the project area have low to moderate shrink-swell potentials. None of the abovementioned soil types are susceptible to landsliding, lateral spreading, subsidence, liquefaction, or collapse. The project is not located on a geologic unit known to be unstable and susceptible to landsliding, lateral spreading, subsidence, liquefaction, or collapse.

Table 4-4: Soil Map Units within the Project Area

Map Unit Name	Map Unit Symbol	Drainage Class
Argonaut gravelly loam, 2 to 15 percent slopes	AkC	Well-drained
Auburn silt loam, 2 to 30 percent slopes	AwD	Well-drained
Auburn very rocky silt loam, 2 to 30 percent slopes	AxD	Well-drained
Auburn very rocky silt loam, 30 to 50 percent slopes	AxE	Well-drained
Placer diggings	PrD	Well-drained
Tailings	TaD	Well-drained

Source: USDA, Natural Resources Conservation Service, Web Soil Survey, 2008.

d) *Would the project 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?*

No Impact. 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. As discussed above, the soils within the project area have low to moderate shrink-swell potentials. Further, construction of the improvements would include the addition of an aggregate base below the areas that would be paved reducing potential impacts from soil expansion and contraction. Therefore, no impact associated with expansive soils is anticipated.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. Neither septic tanks nor alternative wastewater disposal systems are part of the proposed project. Therefore, there is no impact associated with the proposed project.

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4.7 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
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?				✓

4.7.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a Federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

> *A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.* (California Code of Regulations, Title 22, Section 66261.10)

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity. CCR, Title 22, Sections 66261.20-66261.24 define the aforementioned properties. The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Under Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) maintains a list of hazardous substance sites. This list, referred to as the "Cortese List", includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the El Dorado County Environmental Management Department maintains records of toxic or hazardous material incidents, and the Central Valley Regional Water Quality Control Board (RWQCB) keeps files on hazardous material sites.

Most hazardous materials regulation and enforcement in El Dorado County is overseen by the El Dorado County Environmental Management Department which refers large cases of hazardous materials contamination or violations to the Central Valley RWQCB and the State Department of Toxic Substances Control (DTSC). Other agencies, such as the El Dorado County AQMD and the Federal and State Occupational Safety and Health Administrations (OSHA), may also be involved when issues related to hazardous materials arise.

Blackburn Consulting (BCI) has prepared a draft Initial Site Assessment for the project area, dated April 3, 2008. Seven potential recognized environmental conditions were identified in the report. These include the following:

- Unocal Service Station/Union 76 #5162 and Union 76 Auto Care Facility (former Express Lube). 1020 Saratoga Way. (APN 107-120-04)
- Shell Service Station. 1021 Saratoga Way (APN 107-680-08)
- Swanson Cleaners Store 67. 1021 Saratoga Way (APN 107-680-08)
- El Dorado Hills Valero Service Station. 4315 Town Center Boulevard (APN 107-130-50)
- El Dorado Hills Chevron Service Station. 4201 Latrobe Road also listed as 4316 Town Center Boulevard (APN 107-130-50)
- Fresh Cleaners Non-Toxic Cleaners. 4540 Post Street (APN 107-130-36)
- North Side of U.S. 50, west of Silva Valley Parkway. (APN 114-160-19)
- PG&E Clarksville Electrical Substation. Joerger Cutoff Road (APN 107-130-06)
- Historic Gas Station/Commercial Building. Joerger Cutoff Road/U.S. 50 (APN 836-OR-539)

Additionally, Yellow Traffic Stripes, Aerially Deposited Lead, and Naturally Occurring Asbestos were identified as three general potential recognized environmental conditions in the general vicinity.

4.7.2 Potential Environmental Effects

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

Less Than Significant. Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, trail paving and striping materials). Hazardous materials would only be used during construction of the project, and any hazardous material uses would be required to comply with all applicable local, state and federal standards associated with the handling and storage of hazardous materials. Therefore, this impact is considered less than significant.

b) *Would the project 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?*

Less Than Significant with Mitigation. NOA is known to be present within El Dorado County. Disturbance of serpentine or ultramafic rock has the potential to release NOA into the air during construction. EDCAQMD has adopted an El Dorado County Naturally Occurring Asbestos Review Area Map which identifies those areas more likely to contain NOA. Ground disturbance activities within these areas are subject to additional County regulatory requirements to minimize human exposure potential. The project area is located within an area identified on the most recent *Naturally Occurring Asbestos Review Area Map* as being "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line" (July 22, 2005). **Mitigation Measure 1** from 4.3.d would ensure this impact would result in a less than significant impact.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant. The nearest schools are over one-quarter mile from the project area (William Brooks Elementary School and Oak Meadow Elementary School). As noted above, the project would involve the short-term handling of hazardous materials during construction; however, handling and storage of hazardous materials would comply with all applicable local, state, and federal standards. This is considered a less than significant impact.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. None of the seven sites listed in the Initial Site Assessment are being considered for Right-of-way acquisition.

e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The project is not located within an Airport Land Use Plan area or in the vicinity of an airport. The nearest airport to the project area is the Cameron Park Airport located approximately 5 miles from 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?*

No Impact. The project is not located within the vicinity of a private airstrip.

g) *Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant. Construction of the proposed project would occur within the County and Caltrans right-of-way adjacent to U.S. 50 and El Dorado Hills Boulevard/Latrobe Road. Construction of the proposed project may require lane closures or traffic lane diversions to enable construction activities to proceed safely. Construction equipment accessing the project area via the local roadway system has the potential to result in reduced driving speeds. Project construction activities would be coordinated with local law enforcement and emergency services providers. As a result of this coordination, law enforcement and emergency service providers would be aware of project construction and the potential for any emergency vehicle movement delays within the project area and measures to avoid such delays would be determined. Construction of the proposed project would not affect the provision of

emergency services in and adjacent to the project area or evacuation in the event of a major emergency.

h) *Would the project 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?*

No Impact. According to the California Fire Alliance's Fire Planning and Mapping Tools database, the project area is located within and adjacent to an area classified as "very high", in terms of wildland fire risk (http://wildfire.cr.usgs.gov/fireplanning), accessed March 24, 2009). However, project construction and operation is not anticipated to result in a new or increased exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.

4.8 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
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?				✓

4.8.1 Environmental Setting

The project is located within the northwestern Upper Consumes watershed, which encompasses the southwestern edge of El Dorado County, (Google Earth, 2008).

4.8.2 Potential Environmental Effects

a) *Would the project violate any water quality standards or waste discharge requirements?*

Less Than Significant. The project would be subject to the National Pollutant Discharge Elimination System (NPDES) permit, which requires the use of Best Management Practices (BMPs), as outlined in the *Storm Water Management Plan for Western El Dorado County (SWMP)*, to minimize water quality impacts from construction projects. The County would obtain coverage for the project under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity, Order No. 99-08 DWQ. In accordance with the provisions of the General Permit and the SWMP, the County would require the contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce or minimize discharge of pollutants from construction activities.

Due to the implementation of BMPs as required by El Dorado County and the NPDES permit, construction activities associated with the project would result in less than significant impacts to water quality.

b) *Would the project 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)?*

No Impact. The project would not affect the current function of the fractured rock aquifer groundwater systems in the area, including movement within the aquifers and recharge.

c) *Would the project 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?*

Less Than Significant. Bridge deck drains would be used to collect water on the deck and then transport runoff down to the base of the columns for discharge into existing drainage systems. No other additional drainage systems would be added; although there is the potential that some adjustments will be made to inlets where barrier and curbing work will be performed.

Such modification would be constructed consistent with County standards and would be protected at the outfall in a manner that would minimize on- and off-site erosion and siltation potential. As such, the project would result in less than significant impacts associated with erosion and siltation.

d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

Less Than Significant. The project would result in the addition of 3,300 square feet of impervious surface in the form of new overcrossing and sidewalk surface. In order to accommodate this increase in impervious surfaces within the project area, the project would install bridge deck drainage and adjust existing inlets where barrier and curbing work will be performed. Installation of the bridge deck drainage would accommodate expected runoff, and the proposed project would not result in substantial increases in runoff to the extent that the existing drainage systems within the project area would be adversely affected and/or would operate inefficiently as to cause flooding on- or off-site. Therefore, this impact is considered less than significant.

e) *Would the project 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?*

Less Than Significant. The proposed project would result in a net increase of approximately 3,300 square feet of impervious surface. Proposed improvements to the drainage infrastructure associated with the project would accommodate expected runoff, and the additional impervious surface is not expected to contribute to a substantial increase in water runoff from the site (see additional discussion at item "d", above). Therefore, the project would have a less than significant contribution to the amount and quality of stormwater flows in the area.

f) *Would the project otherwise substantially degrade water quality?*

No Impact. No additional impacts other than those discussed under c) and e) above are anticipated.

g) *Would the project 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?*

No Impact. The proposed project is a shared pathway and overcrossing project and no housing development is associated with the project.

h) *Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

No Impact. According to the Flood Insurance Rate Map 0617C0725E, the project is located within an area of minimal flooding. The project is not located within or adjacent to any dams, levees, or mapped 100-year floodplains. The project would provide sufficient stormwater runoff facilities so as not to impede or redirect stormwater flows.

i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?*

No Impact. The project is not located within or adjacent to any dams, levees, or mapped 100-year floodplains.

j) *Would the project be subject to inundation by seiche, tsunami or mudflow?*

No Impact. The proposed project would not create an additional risk from seiche or tsunami in the project area and the relatively flat topography eliminates the potential for mudslides to inundate the project site.

4.9 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
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?				✓

4.9.1 Environmental Setting

The primary applicable land use plan within the project area is the 2004 El Dorado County General Plan. The El Dorado County General Plan policies are applicable to the proposed project area. In addition, the 2005 El Dorado County Bicycle Transportation Plan provides bicycle planning direction within the project area that require consideration. The proposed project would provide bicycle connectivity to Class I bicycle paths north and south of the proposed project.

4.9.2 Potential Environmental Effects

a) *Would the project physically divide an established community?*

No Impact. The project area is located adjacent to an existing roadway, and communities adjacent to the project area consist of commercial and low-density residential. The project area would not divide adjacent communities.

b) *Would the project 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?*

No Impact. The project would not conflict with any 2004 General Plan goals, policies or objectives intended to mitigate potential environmental effects (refer to the

responses to 4.4(e) above). Likewise, the project would not conflict with any goals, objectives, or policies identified within the 2005 El Dorado County Bicycle Transportation Plan.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The project is not anticipated to conflict with any HCP, NCCP, or other approved conservation plans. As such, no impacts to conservation plans within the proposed project area are expected.

4.10 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
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?				✓

4.10.1 Environmental Setting

El Dorado County is considered a mining region capable of producing a wide variety of mineral resources. Metallic mineral deposits, gold in particular, are considered the most significant extractive mineral resources. No mineral extraction activities occur within or in the vicinity of the project site.

4.10.2 Potential Environmental Effects

a) *Would the project 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*

No Impact. The project is not within or adjacent to any important mineral resource areas as identified by the State of California; therefore, the proposed project would not impact the availability of mineral resources that would be of value to the state.

b) *Would the project 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?*

No Impact. The project is not within or adjacent to any important mineral resource areas as identified by El Dorado County (2004 El Dorado County General Plan Figure CO-1); therefore, the proposed project would not impact the availability of mineral resources that would be of value to the region.

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4.11 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?			✓	
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?				✓

4.11.1 Environmental Setting

The project area is located within the community of El Dorado Hills and experiences increased ambient noise levels from vehicular traffic along U.S. 50 and El Dorado Hills Boulevard/Latrobe Road.

El Dorado Hills County General Plan Policy 6.5.1.11 outlines standards for daytime construction and would apply to construction-related noise associated with the project. General Plan Policy 6.5.1.11 notes that nighttime construction activities are allowed if it can be shown that nighttime construction activities would alleviate traffic congestion and safety hazards.

4.11.2 Potential Environmental Effects

a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?*

Construction-related Noise

Less Than Significant. Construction activities could increase noise levels temporarily in the vicinity of the project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. However, these increases would be temporary. Construction activity would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11. Given that the project contractor would adhere to applicable County construction-related noise standards, this impact is considered less than significant.

Traffic-related Noise

Less than Significant. It is anticipated that vehicular traffic associated with the proposed project would be minimal as users would likely run, walk, or cycle to the project area. Any additional vehicular trips associated with the project is anticipated to result in less than significant traffic-related noise impacts.

b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant. Project construction includes activities such as operation of large pieces of equipment (e.g., heavy trucks), which may result in the periodic, temporary generation of groundborne vibration. Given the nature of any potential groundborne vibration and given that any impacts would be temporary and periodic, potential impacts are less than significant.

c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

No Impact. Because the project is not within an airport land use plan, no impacts are anticipated.

d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant. Construction activities would increase noise levels temporarily in the vicinity of the project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, weather, time of day, and other factors. However, these increases would be temporary. Construction activity would comply with noise standards for

construction activities outlined in General Plan Policy 6.5.1.11. Because the project contractor would be required to comply with applicable County construction-related noise standards, this impact is considered less than significant.

e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less Than Significant. With the exception of temporary construction noise, discussed above, the proposed project would not result in a change in noise exposure for people residing or working within the project area.

f) *For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project is not located within the vicinity of a private airstrip.

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4.12 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
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?				✓

4.12.1 Environmental Setting

The project alignment is located adjacent to U.S. 50 and El Dorado Hills Boulevard/Latrobe Road in the community of El Dorado Hills. The project area is adjacent to existing commercial and planned development.

4.12.2 Potential Environmental Effects

a) *Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

No Impact. The proposed project does not propose construction or replacement of new homes or businesses, would not affect the current distribution of homes and businesses, and does not propose extension of infrastructure that could support substantial population growth.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The project does not involve the displacement of any housing.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. The project does not involve the displacement of people.

4.13 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?				✓

4.13.1 Environmental Setting

General public safety and law enforcement services for the project area are provided by the El Dorado County Sheriff. The El Dorado County Fire District provides fire protection services and emergency services to the project area.

4.13.2 Potential Environmental Effects

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 following public services:

a) *Fire protection?*

No Impact. The proposed project would not include elements that would increase human presence in the area; therefore, there would be no need for additional governmental facilities to provide fire protection.

b) *Police protection?*

No Impact. The proposed project would not include elements that would increase human presence in the area; therefore, there would be no need for additional governmental facilities to provide police protection.

c) *Schools?*

No Impact. The proposed project would not include elements that would increase population in the area and would not result in an increased demand for schools.

d) *Parks?*

No Impact. The proposed project would not include elements that would increase human presence in the area; therefore, the project would not result in an increased demand for parks or governmental facilities to maintain parks.

e) *Other public facilities?*

No Impact. The proposed project would not include residential or commercial components that would result in increased human presence in the area; therefore, the project would have no impact on other public facilities.

4.14 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?			✓	

4.14.1 Environmental Setting

The project area currently consists of sidewalk and landscaped areas adjacent to the El Dorado Hills Boulevard/Latrobe Road and U.S. 50 rights-of-way. The Peter Bertelsen Park and Senior Center are located approximately 250-500 feet west of the northern extent of the proposed project. Other parks nearby include the Allan Linsey Park, Village Green Park, and Creekside Greens Park. Folsom Lake is located several miles north of the project area and offers hiking, swimming, boating, fishing, camping, mountain biking, and equestrian/horseback riding trails.

4.14.2 Potential Environmental Effects

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?*

Less Than Significant. The project would not increase the use of existing recreational facilities in the area; however, the proposed project involves the development of a shared use path that will provide connectivity between recreational uses. The County would be responsible for routine maintenance along the pathway, and it is not anticipated that regular use by pedestrians and bicyclists would result in substantial physical deterioration.

b) *Does the project include recreational facilities, or require the construction or expansion of existing facilities, which might have an adverse physical effect on the environment?*

Less Than Significant. The proposed project is a pedestrian and bicycle shared use path (recreational facility) development project. Although the project has the potential to result in adverse physical effects on the environment, all significant impacts would be reduced to less-than-significant levels through implementation of proposed mitigation measures.

4.15 Transportation/Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				✓
b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity?				✓
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

4.15.1 Environmental Setting

As stated in the 2005 El Dorado County Bicycle Transportation Plan: "There is continued development on the western slope of the County, with a majority of the most recent growth concentrated in El Dorado Hills near the Sacramento County line. The residential boom in El Dorado Hills and Cameron Park has increased the demand for transportation options. In more isolated areas, there is demand for the county to provide bicycle facilities within communities so residents can leave their cars at home for short, local trips." The proposed trail alignment is located adjacent to U.S. 50. Roadways adjacent to

the project area include El Dorado Hills Boulevard/Latrobe Road, Saratoga Way, and Town Center Boulevard.

4.15.2 Potential Environmental Effects

a) *Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?*

No Impact. Because the project involves the development of a shared use pedestrian and bicycle facility and would not result in a traffic-inducing or growth-inducing expansion, the project would not directly result in an increase in traffic.

b) *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

No Impact. It is anticipated that the proposed project would not result in increased vehicular use of area roadways; therefore, the proposed project would not result in worsened levels of service on area roadways.

c) *Would the project 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?*

No Impact. The proposed project would not result in a change in air traffic patterns or increase traffic levels that would result in a substantial safety risk. Therefore, no impacts on air traffic patterns would occur as a result of this project.

d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant. The proposed project includes the installation of signage to alert pathway users and motorists to potential conflicts between bicyclists, pedestrians and vehicles. With the installation of the proposed signage, this impact is considered less than significant.

e) *Would the project result in inadequate emergency access?*

Less Than Significant. Area residents and emergency service providers would be notified of temporary access closure resulting from construction activities. This impact is considered less than significant.

f) *Would the project result in inadequate parking capacity?*

No Impact. The project does not propose development of parking nor would it result in the loss of existing parking capacity.

g) *Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact. The El Dorado County Transportation Commission's 2005 Bicycle Transportation Plan identifies the proposed project as the top priority for proposed Class I bicycle path development. This is considered a beneficial impact.

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4.16 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
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?			✓	

4.16.1 Environmental Setting

Utilities located within and adjacent to the project area include: electricity provided by Pacific Gas and Electric (PG&E), water and wastewater provided by El Dorado Irrigation District, and telephone services provided by AT&T Communications. Solid waste services in the project area are provided by El Dorado Disposal Service, Inc. Storm drainage facilities are maintained by El Dorado County and Caltrans or private owners.

4.16.2 Potential Environmental Effects

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. The proposed project would not produce additional wastewater; and therefore would not result in impacts to wastewater treatment facilities.

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?*

No Impact. Please refer to response a) above. Furthermore, the project would not require the use of water beyond that already available in the area for emergency purposes. The project would have no impact on water or wastewater treatment facilities.

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?*

Less than Significant. The project would result in the addition of 3,300 square feet of impervious surface in the form of the pedestrian overcrossing deck and expanded sidewalk area. No additional storm water drainage improvements are proposed due to the minimal increase in impervious surface. Minor modifications to existing drainage would not cause significant environmental effects. This impact is considered less than significant.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. The proposed project would require no water service; therefore, the proposed project would have no impact on water supplies.

e) *Result in a determination by the wastewater treatment provider that 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?*

No Impact. The proposed project would not produce wastewater; therefore, the proposed project would not result in an impact to wastewater treatment capacity.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less than Significant. Solid waste generated by the project would be limited to construction debris, including asphalt and concrete, generated by the construction of the proposed improvements. Solid waste disposal would occur in accordance with federal, state and local regulations. Disposal would occur at permitted landfills. Therefore, the proposed project would not generate the need for a new solid waste facility and the project's impacts would be considered less than significant.

g) *Comply with federal, state and local statutes and regulations related to solid waste?*

Less Than Significant. The proposed project would conform to all applicable state and federal solid waste regulations; therefore, the impact would be considered less than significant.

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4.17 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?			✓	

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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant. As discussed throughout this checklist, the project has the potential to result in adverse physical effects on the environmental; however, with the implementation of the proposed mitigation measures, the project is not expected to degrade the quality of the environment. Furthermore, the project is not expected to substantially reduce the habitat or affect populations of any fish or wildlife species (see Section 4.4) or eliminate important examples of the major period of California history or prehistory (see Section 4.5). Full implementation of the proposed mitigation measures would result in a less than significant impact.

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?*

Less than Significant. The following sections discuss the potential for cumulative impacts associated with each resource checklist category in the preceding sections.

Aesthetics

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on the visual resources along U.S 50; however, discussion of cumulative visual effects outside of the U.S. 50 corridor is not provided.

Implementation of the proposed project is not expected to contribute to cumulative visual resource impacts associated with the development of the project. The proposed project would not significantly alter the existing visual character of the project area, would not result in the removal of an identified scenic resource, and is not visible from a designated State scenic highway. Thus, a less than significant impact to aesthetics is anticipated under cumulative conditions.

Agricultural Resources

No agricultural resources are present within the project area or in the areas immediately surrounding or adjacent to the roadway. No Farmland is present within the project area, and the project would not result in conversion of farmland to a non-agricultural use. Therefore, the proposed project would not impact agricultural resources under cumulative conditions.

Air Quality

The project would result in temporary (construction-related) increases in PM_{10}, NO_x, and ROG. However, project construction emissions were determined to be less than significant. This determination is based upon significance thresholds prescribed by the EDCAQMD and developed in recognition of the County's air quality (including its ozone and PM_{10} non-attainment status). These criteria are therefore considered applicable for consideration of project-related cumulative impacts. As a result, it has been determined that the project would not result in cumulatively considerable long-term effects upon the region's air quality.

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on air quality due to planned development which would result in increases in motor vehicle travel, wood fire stoves/fireplaces, and other sources that could contribute cumulatively to the significant impact on air quality in the region. Because the proposed project would not result in increases in motor vehicle travel or associated air pollutant emissions, the proposed project would not impact air quality under

cumulative conditions.

Biological Resources

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on biological resources due to planned development which has the potential to reduce populations of special-status species, such as rare plant communities and the California red-legged frog, that occupy oak woodland, chaparral, and riparian habitats. Because **Mitigation Measure 2** would be implemented, potential cumulative impacts on special-status species is considered less than significant.

Cultural Resources

No resources have been identified within the project area. Implementation of **Mitigation Measure 3 and 4** would ensure that the proposed project would not adversely impact any previously undiscovered historical, archaeological, paleontological, or cultural resources in the project area. If previously undiscovered cultural resources are discovered during construction activities, the proposed project would comply with the provisions of the California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.94 et seq., regarding the discovery and disturbance of human remains should any human remains be discovered during project construction. With implementation of **Mitigation Measure 5,** the project level impacts to human remains associated with the proposed project are considered less than significant. Therefore, the project would not contribute to potential cumulative impacts associated with the destruction of undiscovered cultural resources.

Geology and Soils

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on geology and soils due to planned development as site-specific. No cumulative effects were identified in the General Plan EIR. Project-related impacts on geology and soils would be site-specific and implementation of the proposed project would not contribute to seismic hazards or water quality impacts associated with soil erosion. Cumulative water quality impacts associated with soil erosion by the proposed project would be less than significant through compliance with regulatory requirements including: the El Dorado County Grading Ordinance, Storm Water Management Plan, Statewide General Permit for Small Municipalities, and Statewide General Permit for Construction Discharges (all requiring revegetation of disturbed areas, and implementation of BMP's for erosion control in accordance with Resource Conservation District recommendations, including storm drain outlet protection, overside drains, rip rap, lined ditch and vegetation practices). Therefore, the proposed project is anticipated to have a less than significant impact on cumulative geophysical conditions in the region.

Hazards and Hazardous Materials

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on human health and safety (which includes hazardous materials transportation safety, electromagnetic fields, naturally occurring asbestos, and wildland fire exposure) due to planned development as site-specific. The proposed project is not expected to result in any site-specific public health or hazard impacts. The project is expected to have no impact on cumulative hazard conditions.

Hydrology and Water Quality

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on hydrology and water quality due to planned development. The proposed project would contribute to minimal increased storm drainage flows in the project area and would not negatively impact surface water quality. The project includes improvements to the drainage infrastructure, and adherence to the Statewide General Permit for Construction Discharges and the County's NPDES General Permit for Discharges of Storm Water from Small Municipal Separate Storm Sewer Systems, would result in a less than significant impact to hydrology and water quality. The proposed project would not violate any water quality standard and would not increase the risk of flooding in the project area. Therefore, the project would not contribute to cumulative surface or groundwater impacts.

Land Use and Planning

As described in this Initial Study, the proposed project consists of the development of a shared use path. No land use impacts were identified for this project; therefore, the proposed project would not contribute to cumulative impacts associated with land use that were identified in the 2003 El Dorado County General Plan EIR. The proposed project is anticipated to have no impact on cumulative land use conditions in the region.

Mineral Resources

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on mineral resources due to planned development as site-specific. The proposed project is not expected to result in any site-specific significant impacts to mineral resources. Additionally, the project is expected to have no impact on mineral resources under cumulative conditions.

Noise

The El Dorado County General Plan EIR (2003) discusses the cumulative effects on noise levels outside of the regional freeway and U.S. 50 corridors due to planned development as site-specific. Construction contractors will be required to conduct construction activities in compliance with the El Dorado County General Plan Noise Element. Due to compliance with these policies, the proposed project would have a less than significant cumulative impact to the project area.

Population and Housing

As described in this Initial Study, the proposed project consists of development of a mixed use pathway. No new construction of housing or removal of existing housing is proposed in association with the project. The proposed project is anticipated to have no impact on cumulative population and housing conditions in the region.

Public Services

The project would not result in a significant effect on public services and is not expected to contribute to cumulative public service impacts.

Recreation

The project would not directly or cumulatively affect the use of parks or other recreation facilities. Because the proposed project is a segment of the comprehensive bicycle transportation system proposed for El Dorado County, development of this project is considered a beneficial cumulative recreational impact.

Transportation/Traffic

As described in Section 4.14 of the Initial Study, the proposed project would result in development of a mixed use pathway. The project is not anticipated to result in changes in levels of service on area roadways or generate additional vehicular traffic; therefore, the proposed project would result in a less than significant transportation/traffic impact.

Utilities and Service Systems

Construction activities related to the proposed project may result in temporary impacts to utilities and service systems, including gas, electric, telephone, water and sewer facilities. The proposed project includes project commitments that require the County to coordinate with local utility providers early in the planning process to ensure that existing infrastructure in the project area is not damaged during construction activities, and that planned improvements to the underground utilities in the project area are coordinated with the roadway improvements.

c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant. The project would provide a mixed use pathway for use by bicyclists and pedestrians. The project would not result in substantial direct or indirect adverse effects from noise, either during project operation or construction, nor would it result in impacts to air quality, water quality, or utilities and public services. Therefore, the project would have a less than significant impact on human beings.

5 Supporting Information Sources

Blackburn Consulting. 2008. Preliminary Geotechnical Report, Hwy 50 HOV Lane CMIA Project, El Dorado County, California. November 2008.

California Environmental Quality Act (CEQA) Statutes (Public Resources Code Section 21000, et seq.)

California Fire Alliance. 2004. Fire Planning and Mapping Tools. Available at: http://wildfire.cr.usgs.gov/fireplanning/. Accessed on: March 19, 2009.

County of El Dorado Grading, Erosion and Sediment Control Ordinance (Ordinance No. 3883, amended Ordinance Nos. 4061, 4167, 4170)

County of El Dorado. 2005. Agricultural Preserves.

El Dorado County Air Quality Management District CEQA Guide to Air Quality Assessment (2002)

El Dorado County General Plan Draft Environmental Impact Report (2003 and 2004)

Volume I - Comments on Draft Environmental Impact Report

Volume II - Response to Comment on DEIR

Volume III - Comments on Supplement to DEIR

Volume IV - Responses to Comments on Supplement to DEIR

Volume V - Appendices

El Dorado County General Plan: A Plan for Managed Growth and Open Roads; a Plan for Quality Neighborhoods and Traffic Relief (2004)

Google Earth: California Watersheds Database. Accessed March 2008.

LSA Associates. 2009. Natural Environment Study, U.S. 50/El Dorado Hills Boulevard Interchange Pedestrian Overcrossing Project, El Dorado County, California. March 2009.

Soil Survey of El Dorado Area, California (1974)

Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (Section 15000, et seq.)

Appendix A

Mitigation Monitoring Plan

Mitigation Monitoring Plan

for the

El Dorado Hills Pedestrian Overcrossing

CEQA Lead Agency:

El Dorado County

Prepared: October 2009

Adopted by Board of Supervisors on: _____

INTRODUCTION

Purpose

LSA has prepared a Mitigated Negative Declaration (MND) for the proposed El Dorado Hills Pedestrian Overcrossing Project. The MND identified five mitigation measures that are required to avoid potentially significant impacts of the proposed project or to reduce impacts to less-than-significant levels. This Mitigation Monitoring Plan (MMP) identifies each of the mitigation measures that must be implemented in association with the project, if adopted by the Board of Supervisors, upon adoption of the MND. This document lists each individual impact for which mitigation measures were identified in the project MND, presents each corresponding mitigation measure, identifies the implementation process for each mitigation measure, identifies criteria to determine the effectiveness of mitigation implementation, defines the time frame for implementation, and provides signed verification of the party responsible for monitoring and reporting the implementation of each measure. This MMP will be used by the County to ensure implementation of the mitigation requirements of the project and to verify that all required mitigation measures are incorporated into the project.

El Dorado County, as the lead agency in CEQA compliance, will be responsible for overseeing implementation and administration of this MMP. The County will designate a staff member to manage the MMP. Duties of the staff member responsible for program coordination would include conducting routine inspections, reporting activities, coordinating with the project contractor, and ensuring enforcement measures are taken if necessary.

Regulation

California Public Resources Code Section 21081.6 requires public agencies to adopt mitigation or reporting plans when they approve projects requiring preparation of a MND that identifies significant environmental impacts. The reporting and monitoring plans must be adopted when a public agency makes its findings pursuant to the California Environmental Quality Act (CEQA) so that the mitigation requirements can be made conditions of project approval.

Format

The MMP outlines the impacts and mitigation measures described in the project MND. Each of the impacts discussed within this MMP are numbered based upon the sequence in which they are discussed in the MND.

A summary of each impact with the corresponding specific mitigation measure identified within the MND is provided. Each mitigation measure is followed by an implementation description, the criteria used to be used to determine the effectiveness of the mitigation, implementation timing and the party responsible for monitoring the implementation of

the measure. Although the implementation of certain measures may be the responsibility of County contractors, the ultimate monitoring and confirmation responsibility lies with County staff. Finally, each measure also contains a "Verified By" signature line which will be signed by the County project manager when the measure has been fully implemented and no further actions or monitoring is necessary for the implementation or effectiveness of the measure.

Impact 4.3(d): **The project has the potential to expose sensitive receptors to substantial pollutant concentrations.**

Mitigation Measure 1: Earthwork performed within areas identified as "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line" (as shown on Naturally Occurring Asbestos Review Area Map (July 22, 2005) shall be in accordance with Section 19 of the Standard Specifications and Section 19-910 of the 2006 Standard Special Provisions. In addition, a worker health and safety program shall be developed and implemented in accordance with all regulatory requirements, including California Occupational Safety and Health Administration requirements.

Implementation: The County will include language in the construction specifications that construction shall be completed in accordance with applicable standards, regulations, and guidelines relating to areas potentially containing naturally occurring asbestos.

Effectiveness Criteria: The County will prepare and keep on file documentation verifying the compliance with Mitigation Measure 1.

Timing: Pre-Construction and Construction Phases

Verified By: _____ **Date:** _____
County Project Manager

Impact 4.4(a): **The Proposed Project has the potential to impact tricolored blackbird, Swainson's hawk, white-tailed kite, western burrowing owl, and other raptors habitat.**

Mitigation Measure 2: The County shall implement the following measures for avoidance and impact minimization:

- At least 14 days prior to the start of construction, a survey for nesting tricolored blackbirds and other birds shall be conducted in the BSA by a qualified biologist. If nesting birds are found within the BSA, a setback of 100 feet from nesting areas shall be established and maintained during the nesting season. This setback applies whenever construction or other ground disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing and maintained until construction is complete or the young have fledged, as determined by a qualified biologist.

- Alternatively, the setback (if required) may be reduced if a qualified biologist is present to monitor the nest(s) when construction begins. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 100 feet of a nest shall be halted until the biologist can establish an appropriate setback.

- Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals [http://www.dot.ca.gov/hq/construc/Construciton_Site_BMPs.pdf]) shall be implemented to reduce erosion during and after construction.

Implementation: The County will retain the services of a qualified biologist to conduct pre-construction surveys and will implement the measures as described above.

Effectiveness Criteria: The County will prepare and keep on file documentation verifying the implementation of the above referenced measures.

Timing: Pre-Construction and Construction Phases

Verified By: _____ **Date:** _____
County Project Manager

Impact 4.5(a, b): **The project has the potential to cause adverse change to a historical resource.**

Mitigation Measure 3: No historical resources, as defined in § 15064.5 have been identified within the project site. However it is possible that undiscovered historical resources may be encountered during project construction activities. Some historical resources could be adversely affected by project activities. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

If undiscovered cultural resources are encountered during project construction, all work within 25 feet of the discovery shall halt. A qualified archaeologist shall assess the finds to determine whether they qualify as an historical resource as defined by *CEQA Guidelines* § 15064.5. If they do qualify as an historical resource, avoidance is recommended. If avoidance is not feasible, adverse effects shall be avoided or a mitigation plan shall be developed and implemented. If the finds are determined not to be an historical resource, the finds shall be assessed to determine if they constitute a unique archaeological resource as defined by CEQA section 21083.2. If a unique archaeological resource is present, avoidance is recommended. If this is not feasible, adverse affects shall be avoided or a mitigation plan shall be developed and implemented. If the finds do not comprise an historical resource or unique archaeological resource as defined by the *CEQA Guidelines* in § 15064.5, impacts to this resource would not constitute a significant effect on the environment.

Implementation: In the event that cultural resources are encountered during project construction, the above mitigation will occur.

Effectiveness Criteria: The County will prepare and keep on file documentation verifying the methods used by, conditions observed by, and conclusions reached during archaeological monitoring (as applicable).

Timing: Construction Phase

Verified By: _____ **Date:** _____
County Project Manager

Impact 4.5(c): **Construction activities could potentially disturb a paleontological resource.**

Mitigation Measure 4: If paleontological resources are encountered during construction activities, all work within 25 feet of the discovery shall be redirected until a qualified paleontologist has evaluated the resources, prepared a fossil locality form documenting them, and made recommendations regarding their treatment. If paleontological resources are identified, it is recommended that such resources be avoided by project activities. Paleontologists shall be empowered to halt construction activities within 25 feet of the discovery to review the possible paleontological material and to protect the resource while it is being evaluated. If avoidance is not feasible, adverse effects to such resources shall be mitigated. Mitigation can include data recovery and analysis, preparation of a report and the accession of fossil material recovered to an accredited paleontological repository.

Implementation: In the event that a paleontological resource is discovered during project construction, the County will retain the services of a qualified paleontologist to assess the find and implement appropriate measures.

Effectiveness Criteria: The County will prepare and keep on file documentation verifying the methods used by, conditions observed by, and conclusions/recommendations of the qualified paleontologist retained by the County in the event construction activities unearth a paleontological resource.

Timing: Construction Phase

Verified By: _____ **Date:** _____
County Project Manager

Impact 4.5(d): **Construction activities could potentially disturb human remains.**

Mitigation Measure 5: If human bone, or bones of unknown origin, is found during project construction, all work shall stop in the vicinity of the find and the El Dorado County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the County to develop a program for reinterment of the human remains and any associated artifacts. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed.

Implementation: In the event that human bone or bones of unknown origin are discovered during project construction, the El Dorado County Coroner will be immediately notified. If it is discovered that the remains are Native American, the County will develop a program for re-internment in coordination with the most likely descendant.

Effectiveness Criteria: The County will prepare and keep on file documentation verifying the methods used by, conditions observed by, and conclusions/recommendations of the qualified archaeologist retained by the County in the event construction activities unearth human remains.

Timing: Construction Phase

Verified By: _____ **Date:** _____
County Project Manager