Revised Northside School Bicycle Path Project: Utility Relocations and Rock Removal Portion

Addendum

to the Northside Bicycle Path Project (CIP # 72304 & 72306) Initial Study/Mitigated Negative Declaration

El Dorado County, California

August 2011

1.1. Purpose of the Addendum

The El Dorado County Board of Supervisors approved the Northside School Bicycle Path Project ("Bike Path Project") on December 16, 2008 and certified the accompanying Initial Study/Mitigated Negative Declaration (IS/MND). The Bike Path Project includes construction of an 8-foot wide Class I Bike Path along the north side of SR-193 from SR-49 to American River Trail at the entrance of the Auburn Lake Trails subdivision (Phase I) and an 8-foot wide Class I Bike Path on the west side of SR-49 from Northside School (Cave Valley Road) to SR-193 (Phase 2). The overall length of the project is approximately two miles. Based on the results of the IS/MND, the County determined the project could have a significant effect on the environment, but mitigation measures were identified that would reduce impacts to less than significant.

During the design phase of the project, the El Dorado County (County) Department of Transportation (DOT) determined additional work items were necessary. DOT intends to relocate five utility poles, remove a portion of a rock outcropping, and relocate approximately 250 feet of 10" water line located along a portion of the Bike Path Project on SR-193 (Phase I) in order to provide adequate space for the proposed bike path. Relocation of the utility poles and removal of the rocks is more cost-effective than the previously-proposed solution of installation of retaining walls. Therefore, the retaining walls along SR-193 are no longer necessary and would be removed from the proposed Bike Path project. Removal of a portion of the rock outcropping, along with removal of an adjacent foothill pine tree, is necessary to avoid additional purchase of right of way and avoid creation of a bicycle sight distance conflict. Relocation of the water line is necessary to provide the minimum cover over the water line where the bike path is lowered to meet ADA grade requirements. In addition to the previously-mentioned foothill pine, removal of one additional pine tree, seven oak trees, and two willows is required due to topographic constraints. This Addendum is intended to address the environmental impacts associated only with the utility pole relocation, partial rock removal, and water line relocation portion of this "Revised Project" to comply with the requirements of the California Environmental Quality Act (CEQA), (PRC §21000, et seq.). El Dorado County is the lead agency for the Revised Project for purposes of environmental review under CEQA. Any relevant information and analyses in the 2008 MND are briefly summarized or described, rather than repeated.

The applicable CEQA section authorizing the use of this Addendum is reproduced below:

15164. Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in §15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Pursuant to §15164 (e) set forth above, the following is a brief explanation of the decision not to prepare a subsequent ND or EIR pursuant to §15162.

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Discussion: As demonstrated in the attached CEQA Checklist, no new significant environmental effects or increase in the severity of previously identified effects will occur as a result of the Revised Project.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

Discussion: As demonstrated in the attached CEQA Checklist, no substantial changes have occurred that require major revisions to the 2008 MND.

(3) New information of substantial importance not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Discussion: No new information of substantial importance has been received or discovered since adoption of the 2008 IS/MND. This Addendum addresses the relocation of five utility poles, partial removal of rocks, and relocation of 250 feet of waterline located along a portion of SR-193 as part of Phase I of the proposed Revised Project. As demonstrated in the attached CEQA Checklist, no new impacts result from these revisions and no new mitigation measures are warranted.

Project Background

The Bike Path Project, approved by the Board of Supervisors in 2008, is currently in the Permitting phase of development. DOT was awarded two federal grant monies for this project. The first grant was from the Transportation Enhancement (TE) program in 2005/06, and funded the planning, environmental and design of the project. The second grant was approved in 2008 from the federal Safe Routes to School (SRTS) program, and will fund construction of Phase I. Finally, Phase 2 was awarded a state Safe Routes to School (SR2S) grant. All grants are administered through Caltrans.

Because the entire project is located within Caltrans right-of-way, a Cooperative Agreement with Caltrans was prepared to define the responsibilities for the environmental and planning phase. In the existing Cooperative Agreement, the County is responsible for planning and environmental, function as the Lead Agency under CEQA. Caltrans is responsible for quality assurance and provides oversight for the National Environmental Policy Act (NEPA) process with the Federal Highway Administration (FHWA) as the Federal Lead Agency for NEPA.

Project Location

The utility pole relocation would occur on the north side of SR-193 starting approximately 0.26 miles (Sta 23+50) east of the intersection of SR-193 and SR-49 in the northwestern County community of Cool, and ending 0.38 miles (Sta 30+00) from the intersection. The rock

outcropping to be partially removed is located Sta 19+50 east of the SR-193/SR-49 intersection. The waterline relocation would occur along SR-193 from Sta 10+50 to Sta 13+00. The various required tree removals are located as shown on Figure 5.

The project area is located approximately 3 miles east of the town of Auburn and Interstate 80 (I-80) (Figure 1). Adjacent land use designations as identified in the County General Plan are comprised primarily of open space, commercial, medium-density residential and multifamily residential uses. Additional information concerning surrounding land uses within and adjacent to the project area is included Section 3 of the original Northside Bike Path Project IS/MND.

Project Purpose and Objectives

Bicycle and pedestrian travel within the community of Cool is limited to travel along the shoulders of both State Route 49 and State Route 193. Development of the proposed Class I bicycle path would encourage alternative methods of transportation and provide a safe travel route for bicyclists and pedestrians by removing them from the shoulders of SR-49 and SR-193. By providing a safe pedestrian and bicycle route to Northside Elementary School, the Bicycle Path Project would encourage children to ride their bicycles or walk to school. The project would connect the vital community centers of Northside Elementary School, the Holiday Market commercial center and Auburn Lake Trails Subdivision.

Project Description - Proposed Improvements

The utility relocations and partial rock removal portion of the Revised Project includes 1) relocation of five utility poles, 2) partial removal of an outcropping of rocks, and 3) relocation of 250 feet of an existing 10-inch waterline on the north side of SR-193 in Cool. Relocation of the utility poles would eliminate the need for the previously proposed 575-foot long retaining wall along the north side of SR-193 but would require acquisition of additional right of way.

Lighting, Utilities and Drainage Facilities

No existing lighting fixtures would be affected and no lighting fixtures are proposed. Approximately 650 feet of the existing powerlines and 250 feet of existing waterline north of SR-193, near the intersection with SR-49, would be relocated. No drainage facilities are involved with the utility relocations or rock removal.

Vegetation Removal and Replacement

The utility relocations and bicycle path placement would result in the need to remove 2 foothill pines, 7 oaks, and 2 willows, (Figure 5). The remaining disturbed ground due to the relocation would be included in the revegetation plan as part of the overall Bike Path Project.

Signage

The utility relocations and rock removal would not include the installation of signage within the project area other than temporary construction signs.

Right-of-Way Requirements

The utility relocations would require right-of-way acquisition or easements (including temporary construction easements) from the adjacent parcel(s) to the north.

Construction Schedule

DOT anticipates the utility relocations and partial rock removal (together with the previously approved Bike Path Project) will commence in Summer 2012 and require approximately 125 days to complete.

1.2. CEQA Checklist

The attached CEQA Checklist provides supporting documentation demonstrating no additional impacts or mitigation measures required for the utility relocations and partial rock removal portion of the Revised Project.

1.3 Mitigation Measures from 2008 MND

The following is a discussion of the applicable mitigation measures placed on the 2008 IS/MND, included as Attachment B. No additional mitigation measures are required.

1.4 Air Quality:

The Air Quality analysis conducted for the 2008 IS/MND determined the project would result in short-term, temporary air pollutant emissions from construction activities. Specifically, the IS/MND concluded construction activities of the Bike Path Project would expose sensitive receptors to substantial pollutant concentrations. The "sensitive receptors" were identified as Northside Elementary School, Cool Christian School, and 5 residences adjacent to the project site. Standard air quality emission abatement measures were applied to the project

Additionally, the project is located within an area identified on the most recent Naturally Occurring Asbestos Review Area Map as being "More Likely to Contain Asbestos" (along SR-193) and "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line" (along SR-49) (July 22, 2005). The Revised Project would have the potential to expose receptors to naturally occurring asbestos. As discussed in Section 3.4.7 of the MND, the Revised 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, therefore,

Mitigation Measure #1 requiring compliance with Standard Special Provisions and a worker health and safety program was applied.

The proposed utility relocations and partial rock removal project would use the same construction equipment and techniques as the overall Bike Path Project. Therefore Mitigation Measure #1 would still apply. No additional mitigation measures are required.

1.5 Biological Resources:

The Biological Resource analysis conducted for the 2008 IS/MND concluded there were no biologically important areas within the project study area, based on a search of the California Natural Diversity Database (CNDDB). However, the MND did identify potential impacts that were "less than significant with mitigation incorporated" due to the disturbance of potential habitat for California Red-Legged Frogs (CRLF), Foothill Yellow-Legged Frogs (FYLF), Northern Pacific Pond Turtle (NPPT). While no special-status species of flora or fauna were identified during field investigations or historical records research, Mitigation Measure #2 was included in the MND to ensure potentially significant impacts to these species would be less than significant. Finally, the Bike Path project has the potential to permanently impact 0.32 acres of potentially jurisdictional wetlands within the purview of the Army Corp of Engineers (ACOE). Therefore, Mitigation Measure #3 was included to ensure impacts to potential wetlands were minimized.

The proposed utility relocations and partial rock removal project would have the same potential for impacts to biological resources as the previously approved project does; therefore, these mitigation measures are still applicable. The removal of one foothill pine, three oak trees, and two willows is considered less than significant.

1.6 Cultural Resources:

The 2008 IS/MND identified three areas in or near the Bike Path Project area with potential historic and prehistoric significance. An Extended Phase I (XPI) was conducted, yielding more information about the historic resources onsite. The 2008 IS/MND concluded the potential impact to a historic resource was Less Than Significant with Mitigation and added Mitigation Measure #4 to ensure potentially significant impacts would be less than significant. Subsequent to the approval of the 2008 IS/MND in February 2009, a Historic Resources Evaluation Report (HRER) was prepared by Peak and Associates, and a Historic Properties Survey Report (HPSR) was prepared and approved by Caltrans in April 2009. Both studies concluded the historic sites found in the project area are not eligible for inclusion on the National Register of Historic Places

and are not considered historic resources for the purposes of CEQA. Mitigation Measure #4 is therefore no longer applicable to the proposed Revised Project.

The 2008 IS/MND identified the project had the potential to directly or indirectly destroy a unique paleontological resource or site or unique geological feature, more specifically, limestone cave deposits. This impact is reduced to Less Than Significant with inclusion of Mitigation Measure #5. This standard discovery mitigation measure is therefore still applicable to the proposed Revised Project.

Finally, the 2008 IS/MND identified the Bike Path Project has the potential to disturb undiscovered human remains. Therefore, the standard discovery Mitigation Measure #6 was applied to the proposed Revised Project to reduce this potential impact to a less than significant level.

LIST OF FIGURES

LIST OF ATTACHMENTS

Department of Transportation

El Dorado County

Figure 5 – Tree Removal Locations

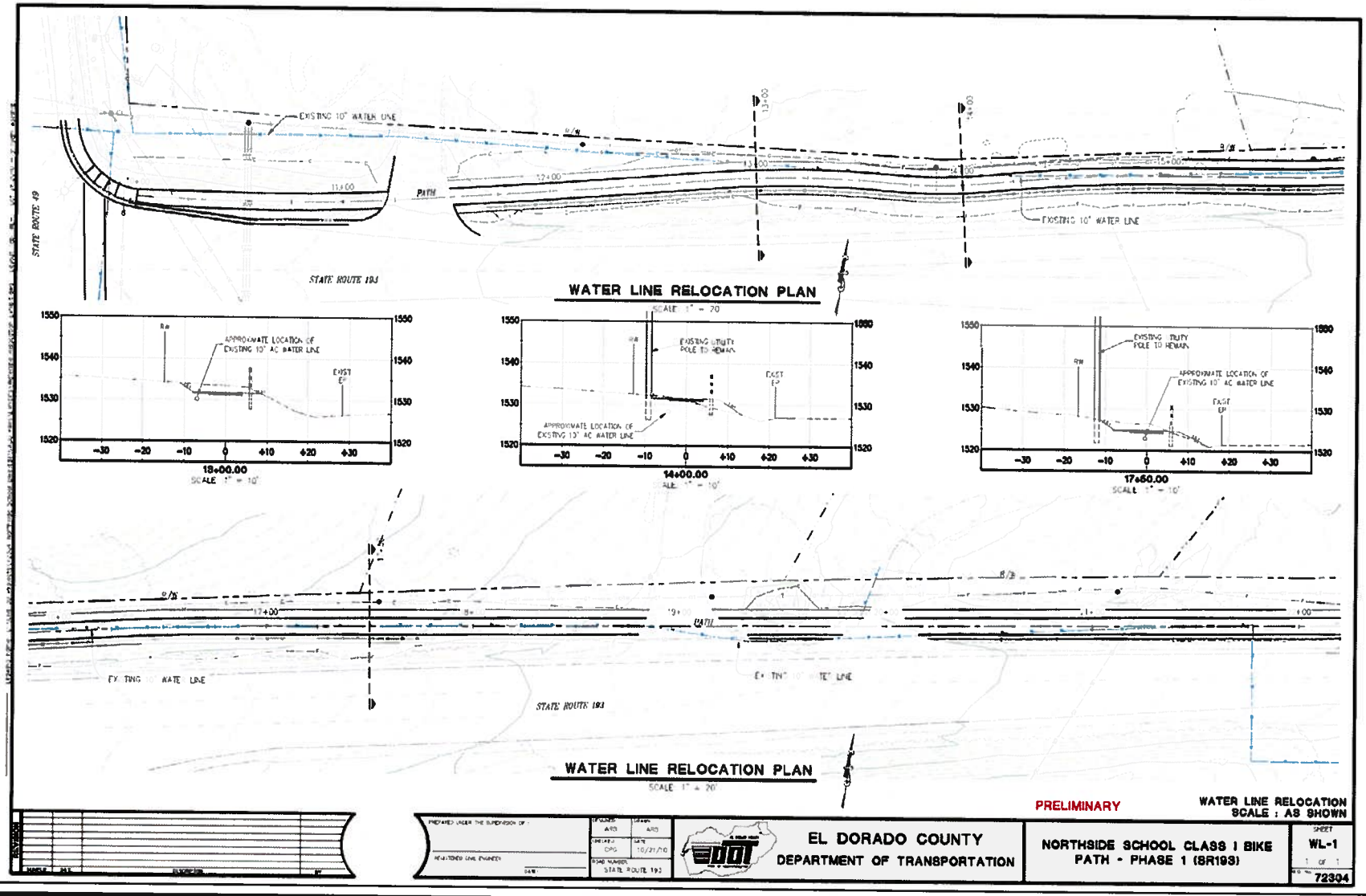
Figure5
Project Limits
Northside Bicycle Path Project
El Dorado County, California

11-0947.A.9

Department of Transportation

El Dorado County

Figure 4 – Water Line Relocation Plans



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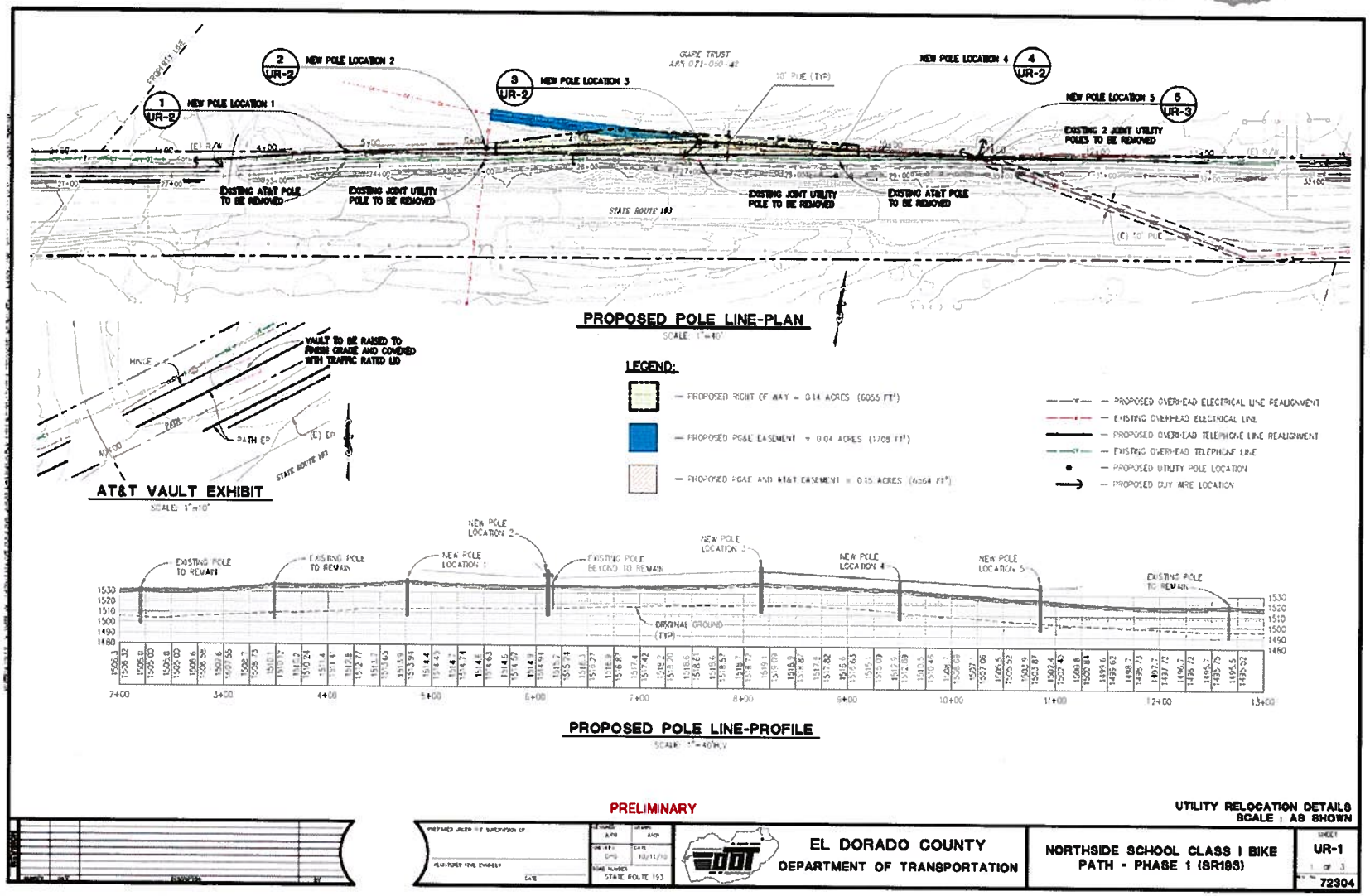
Department of Transportation

El Dorado County

Figure 3 – Utility Pole Relocation Plans



11-0947.A.11

Department of Transportation

El Dorado County

Figure 2 – Project Aerial and Location

Proposed Utility Relocations / Rock Removal portion of Revised Northside School Bicycle Path Project

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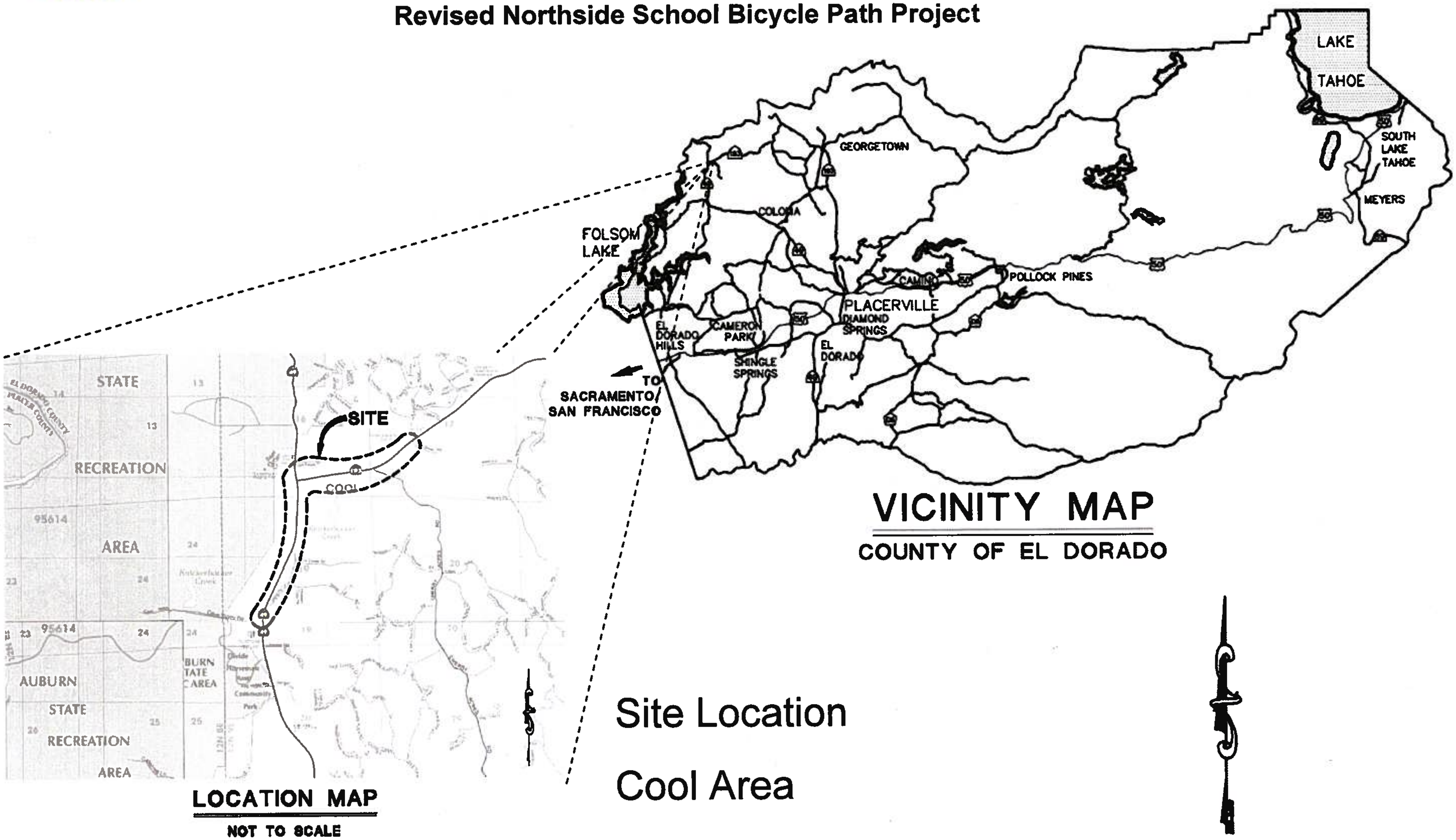
Figure 1 – Vicinity Map

Proposed Utility Relocations / Rock Removal portion of

Revised Northside School Bicycle Path Project



Site Location

Cool Area

11-0347.A.13

ATTACHMENT A
CEQA Guidelines Appendix G
Environmental Checklist Form

1. **Project title**: REVISED NORTHSIDE SCHOOL BICYCLE PATH PROJECT: UTILITY RELOCATIONS AND PARTIAL ROCK REMOVAL PORTION

2. **Lead agency name and address:**
El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

3. **Contact person, phone & email**: Janet Postlewait, Principal Planner,
(530) 621-5993 janet.postlewait@edcgov.us

4. **Description of project:**

The proposed Revised Northside School Bicycle Path Project includes: 1) relocation of five utility poles, 2) partial removal of an outcropping of rocks, and 3) relocation of approximately 250 feet of an existing 10-inch waterline, all located on the north side of SR-193 in Cool, northwestern El Dorado County. Relocation of these utilities would eliminate the need for the previously proposed 575-foot long retaining wall along the north side of SR-193.

5. **Location of Project:** The utility relocations and rock removal would occur in various locations between the intersection of State Route 193 and State Route 49 (Sta 10+00) and 0.38 miles (Sta 30+00) east of the intersection. The required tree removals would occur in the areas shown on Figure 5. All construction would occur on the northern side of SR-193. Figure 1 identifies the location of the project area.

6. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement:** The El Dorado County Board of Supervisors has authority to approve the Project. No additional approvals are anticipated.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project:

☐ Aesthetics	☐ Agriculture Resources	X Air Quality
X Biological Resources	X Cultural Resources	☐ Geology/Soils
☐ Hazards and Hazardous Materials	☐ Hydrology/ Water Quality	☐ Land Use Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Services	☐ Mandatory Findings of Significance	

DETERMINATION:
On the basis of this initial evaluation: (choose appropriate one)

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

X 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 other than this addendum to the previously approved MND for the Latrobe Road Realignment project (CIP# 73359)

Janet Postlewait 8-8-11

Signature *Date*

Janet Postlewait El Dorado County Department of Transportation

Printed Name *For*

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by information sources cited in parentheses following each question. "No Impact" is adequately supported if referenced information shows that the impact does not apply to projects like the one involved (e.g., project falls outside a fault rupture zone).

2) Answers must take account of the whole action involved, including both on and off site, cumulative and project-level; indirect and direct; construction and operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. An EIR is required if there are one or more "Potentially Significant Impacts" determinations.

4) "Negative Declaration: Less Than Significant with Mitigation" applies where mitigation reduces an effect from "Potentially Significant " to "Less Than Significant". The lead agency must describe the mitigation and briefly explain how the effect is reduced to less than significant ("Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. §15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the checklist were within the scope, adequately analyzed and addressed by mitigation measures in an earlier document pursuant to applicable legal standards.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation," describe the mitigation measures which was incorporated or refined from the earlier document and extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate information sources into the checklist references (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significant

CEQA Environmental Checklist

REVISED NORTHSIDE SCHOOL BICYCLE PATH PROJECT:
UTILITY RELOCATIONS AND PARTIAL ROCK REMOVAL PORTION
ADDENDUM TO THE 2008 NORTHSIDE SCHOOL BICYCLE PATH PROJECT MND

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: 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?	☐	☐	☐	☒

Environmental Setting

The project area is adjacent to Highway 193 from Highway 49 to American River Trails. Areas adjacent to and within the project area are comprised primarily of ruderal roadside vegetation; however, the project alignment also traverses oak savanna, riparian woodland, annual grassland, and disturbed lands. No unique scenic resources or notable vistas are present within the project area.

Discussion: The Revised Project involves the relocation of five utility poles just a few feet from their current locations. The waterline relocation is all underground and will not be noticeable once completed and revegetated. The partial removal of the rock outcropping will be noticeable, however, much of the rock outcropping will remain and the change will be minimal. The project will not have an impact on a state scenic highway as SR-193 is not designated as such. The partial removal of the rock outcropping is considered a less than significant impact to the visual character of the area. The removal of the foothill pine, three oak trees, and two willows is not considered a significant aesthetic impact.

II. AGRICULTURE RESOURCES: To determine if 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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on 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 of Farmland, to non-agricultural use?	☐	☐	☐	☒

Discussion: The utility relocations and rock removal will not impact Agricultural resources.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f) Create greenhouse gas emissions and contribute to global climate change	☐	☐	☐	☒

Discussion: The Revised Project will generate minimal temporary air quality impacts associated with the required construction to relocate the utility poles, remove the rocks, and relocate the waterline. No new permanent air quality impacts will occur. These impacts are temporary and only related to construction activities. Since the proposed Revised Project is located within an area identified on the Naturally Occurring Asbestos Review Area Map as being "More Likely to Contain Asbestos," Mitigation Measure #1 (recommended in the 2008 MND) is sufficient mitigation to reduce this impact to a less than significant level.

> **Mitigation Measure 1.** Earthwork performed within areas identified as "More Likely to Contain Asbestos" and "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.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CA Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐

c) Have a substantial adverse effect on federally protected wetlands per Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through 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 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 local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Discussion: The proposed Revised Project would be located in essentially the same area as considered in the 2008 MND. The only new area of disturbance is associated with the relocation of the five utility poles. The five poles will be moved northward from their current locations a maximum of 10 feet. Even though an additional approximately 650-ft long, maximum 10-ft wide strip of right-of-way will be obtained from the property owner to the north to accommodate the relocation, the only actual ground disturbance will be limited to the footprint of each of the five new utility poles as the wires are overhead. However, like the rest of the Bike Path Project, the potential exists to impact Foothill Yellow-legged frog (Rana boylii) (FYLF), California Red-legged frog (Rana aurora draytonii) (CRLF), and Northern Pacific Pond Turtle (Actinemys marmorata marmorata) (NPPT). Mitigation Measure #2 would minimize potential impacts to these species.

Mitigation Measure 2. The County shall implement the following measures for FYLF (and CRLF and NPPT) avoidance and impact minimization:

- Wetted channel segments, areas of riparian scrub, and other Environmentally Sensitive Areas within the project area, but outside the construction impact area, shall be staked and flagged to avoid encroachment by equipment and construction crews. Environmentally Sensitive Areas within the construction impact area that can be avoided by equipment and crews shall also be staked and flagged to minimize effects of construction.

- A qualified biologist shall conduct a FYLF/CRLF survey of the project site 48 hours before the onset of work activities. If any life stage of the FYLF/CRLF is found, and these individuals are likely to be killed or injured by work activities, the approved biologist shall be allowed sufficient time to move them from the site before work activities begin. The biologist shall relocate the FYLFs/CRLFs the shortest distance possible to a location that contains suitable habitat and will not be affected by activities associated with the proposed project.

- During project activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

- All refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and not in a location from where a spill would drain directly toward aquatic habitat. The monitor shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the County shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

- Project sites that are temporarily impacted shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. This measure shall be implemented in all areas disturbed by activities associated with the project, unless the County determines that it is not feasible or practical. (For example, an area disturbed by construction that would be used for future activities need not be revegetated.)

- The number of access routes, size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the project goal. Environmentally Sensitive Areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to FYLF/CRLF habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

- The County shall attempt to schedule work activities for times of the year when impacts to the FYLF/CRLF would be minimal. To control sedimentation during and after project implementation, the County and its contractors shall

implement Best Management Practices outlined in any authorizations or permits, issued under the authorities of the Clean Water Act that it receives for the specific project. If best management practices are ineffective, the County shall attempt to remedy the situation immediately, in consultation with the USFWS.

- Although unlikely, if a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inches to prevent FYLFs/CRLFs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. The methods and materials used in any dewatering shall be determined by the County in consultation with the USFWS on site-specific basis. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.

- The monitoring biologist shall permanently remove any individuals of exotic species, such as bullfrogs (Rana catesbeiana), crayfish, and centrarchid fishes from the project area, to the maximum extent possible. The biologist shall be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.

- To ensure that diseases are not conveyed between work sites by the biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force shall be followed at all times.

The Revised Project, as part of the previously-approved Bike Path Project, would permanently impact approximately 0.32 acres of potentially jurisdictional wetlands. Implementation of Mitigation Measure 3 would result in a less than significant impact to wetlands and waters of the U.S.

Mitigation Measure 3. Prior to disturbing any of the wetland features within the project area, the Delineation of Waters of the United States prepared for the proposed project shall be submitted to the Corps and the appropriate Section 404 permit shall be acquired. Additionally, the County shall obtain a Section 401 permit from the California Regional Water Quality Control Board prior to disturbance. Any waters of the U.S. that would be lost or disturbed shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with the Corps' mitigation guidelines. Based on a projected combined loss of approximately 0.32 acre of waters and wetlands and an assumed replacement-to-loss compensation ratio of 3:1, the County shall acquire 0.96 acre of mitigation credits. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to the Corps. The County shall obtain a Streambed Alteration Agreement from CDFG, pursuant to Section 1600 of the CDFG Code, for each stream crossing and any other activities affecting the bed, bank or associated riparian vegetation of the stream. The County shall abide by the conditions of any executed permits.

Finally, the original Bike Path Project did not anticipate the need to remove trees. However, the need to remove 11 trees (2 foothill pines, 7 oaks, and 2 willows) to accommodate the bike path and/or utility relocations was identified during the design phase of project development (Figure 5). The removal of these 11 trees is considered to be a less than significant impact to biological resources.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion: The proposed Revised Project will still be in the same relative footprint as the previously approved Bike Path Project. The previous MND identified three areas in or near the Bike Path Project area with potential historic and prehistoric significance. An Extended Phase I (XPI) was then conducted at the site, yielding more information about the historic resources onsite. The MND concluded the potential impact to a historic resource was Less Than Significant with Mitigation and added Mitigation Measure #4 to ensure potentially significant impacts would be less than significant. Subsequent to the approval of the MND in February 2009, a Historic Resources Evaluation Report (HRER) was prepared by Peak and Associates, and a Historic Properties Survey Report (HPSR) was prepared and approved by Caltrans in April 2009. Both studies concluded the historic sites found in the project area are not eligible for inclusion on the National Register of Historic Places and are not considered historic resources for the purposes of CEQA. **Mitigation Measure #4** is therefore no longer applicable to the proposed Revised Project.

The Bike Path MND identified the project had the potential to directly or indirectly destroy a unique paleontological resource or site or unique geological feature, more specifically, limestone cave deposits. This impact is reduced to Less Than Significant with inclusion of Mitigation Measure #5. This standard discovery mitigation measure is therefore still applicable to the proposed Revised Project.

Mitigation Measure 5. 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.

Finally, the MND identified the Bike Path Project has the potential to disturb undiscovered human remains. Therefore, the standard discovery Mitigation Measure #6 was applied to the project to reduce this potential impact to a less than significant level.

Mitigation Measure 6. 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.

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on unstable soil, or that would become unstable as a result of the project, that could result in on- or off-site landslide, lateral spreading, liquefaction or collapse?	☐	☐	☒	☐

d) Be located on expansive soil, as defined in Table 18-1-B of the UBC 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?	☐	☐	☐	☒

Discussion: The Revised Project will be contained primarily within the existing roadway with only a small disturbance for the installation of the five relocated utility poles within 10 feet of the northern right of way line of SR-193. The Revised Project would not result in impacts to Geologic resources.

VII. **HAZARDS AND HAZARDOUS MATERIALS**: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving 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 emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to significant risk of loss, injury or death involving wildland fires, including where adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion: The Revised Project will be contained primarily within the existing roadway. The utility relocations and partial rock removal would only involve potentially hazardous materials during construction. The revised bike path will be installed using El Dorado County DOT standard procedures, and would not result in impacts due to Hazardous materials.

VIII. **HYDROLOGY AND WATER QUALITY**: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lower 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 significant risk of loss, injury or death involving flooding, including as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Discussion: The Revised Project will be contained primarily within the existing roadway. The utility relocations and partial rock removal would not increase impervious surfaces. The existing drainage network, along with the drainage improvements of the original project, is adequate to accommodate the Revised Project. The Revised Project would not result in impacts to Hydrology or Water Quality.

IX. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (ie: general plan, specific plan, local coastal program, or zoning ordinance) adopted to avoid or mitigate an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion: The Revised Project would not change the land use in the project area and would not impact adjacent land uses.

X. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site from a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion: The Revised Project would not result in impacts to Mineral resources.

XI. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels?	☐	☐	☒	☐
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 located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion: The Revised Project would result in minimal and temporary noise impacts due to the use of construction equipment. These impacts are temporary, related only to construction. Therefore, impacts due to noise would be less than significant.

XII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly or indirectly?	☐	☐	☐	☒
b) Displace substantial existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion: The Revised Project would not result in an impact on Population or Housing.

XIII. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☐	☒

Discussion: The Revised Project would not result in an increased need for Public Services.

XIV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion: The Revised Project would not result in a significant impact to existing recreational resources in the vicinity of the project. Impacts to recreational resources would be less than significant.

XV. TRANSPORTATION/TRAFFIC: 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 substantial increase in either the number of vehicle trips, volume to capacity ratio, 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 increase in traffic levels or change in location resulting in safety risks?	☐	☐	☐	☒

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
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)?	☐	☐	☐	☒

Discussion: The Revised Project would not increase the existing vehicular capacity of SR-49 or SR-193. The project will not reduce the existing level of service of these roadways. The utility relocations and partial rock removal would not alter traffic patterns, increase hazards, impede emergency access, interfere with parking or be in conflict with any adopted plans or policies. No impacts to Transportation or Traffic would occur.

XVI. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Result in the construction of new or expanded water or wastewater treatment facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) 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 of 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?	☐	☐	☐	☒

Discussion: The Revised Project would not increase the existing demand for Utilities and Service Systems. The Revised Project would relocate existing utilities but would not increase or decrease their capacity or increase the demand for utilities. The project would not require the establishment of new utility service. No impacts to Utility and Service Systems would occur.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation	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 incremental effects are considerable when viewed in connection with effects of past projects, other current projects, and 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?	☐	☐	☐	☒

Discussion: The Revised Project will not result in significant environmental impacts. All potential less than significant and mitigable impacts identified in the checklist above are associated with construction activities and are therefore temporary in nature.

Revised Northside School Bicycle Path Project
Utility Relocations and Rock Removal
Mitigation Monitoring Program

The previous mitigation monitoring program developed for the Northside School Bicycle Path Project (except for Mitigation Measure #4 which is no longer necessary) is required as the project would have a less than significant impact on the environment.