

INITIAL STUDY/ NEGATIVE DECLARATION

EL DORADO COUNTY VEHICLE WASH FACILITY

(81134)

EL DORADO COUNTY

DEPARTMENT OF TRANSPORTATION

AUGUST 2012

PROJECT INFORMATION

1. **Project Title:** El Dorado County Vehicle Wash Facility (81134)
2. **Lead Agency Name and Address:** El Dorado County
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
3. **Contact Person and Phone Number:** Ms. Janet Postlewait, Principal Planner
(530) 621-5993, janet.postlewait@edcgov.us
4. **Project Location:** 2441 Headington Road, El Dorado County, California

5. Description of Project:

The El Dorado County (County) Department of Transportation (DOT) is developing plans to install a County Vehicle Wash Facility at the County owned Headington Road Corporation Yard, 2441 Headington Road, El Dorado County. The project is proposed for construction in Spring 2013.

The project improvements includes construction of a covered vehicle wash building, electrical power supply, relocation of a domestic water line, a sand/oil separator, and sewer line.

6. **General plan designation:** Public Facility
7. **Zoning:** R1A
8. **Surrounding Land Uses and Setting:** Existing land uses are mostly commercial with some medium density residential.
9. **Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement):**

El Dorado County Development Services, El Dorado County Air Quality Management District, El Dorado Irrigation District

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1. INTRODUCTION

INTRODUCTION

The El Dorado County (County) Department of Transportation (DOT) is developing plans to install a County Vehicle Wash Facility at the County owned Headington Road Corporation Yard, 2441 Headington Road, El Dorado County. The project is proposed for construction in spring 2013.

The project improvements include construction of a covered vehicle wash building, electrical power supply, relocation of a domestic water line, a sand/oil separator and sewer line. The entire project takes place within the existing paved area of the site.

DOT 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.). Based on the results of this Initial Study, the County has determined that the project could not have a significant effect on the environment. Therefore, the County may complete the project CEQA review with a Negative Declaration (ND).

This document is divided into the following sections:

- **Section 2, Project Description**—Provides a detailed description of the proposed project;
- **Section 3, Initial Study Checklists and Supporting Documentation**—Provides CEQA Initial Study resource impact checklists and supporting documentation;
- **Section 4, Initial Study Determination and Findings**
- **Section 5, Supporting Information Sources**—Provides a listing of sources of information used for the preparation of this document.

2. PROJECT DESCRIPTION

Location

The proposed wash facility project is located at the El Dorado County Department of Transportation Corporation Yard, 2441 Headington Road, one block east of the intersection of Missouri Flat Road and Headington Road, in El Dorado County.

Project Purpose and Objectives:

The purpose of this project is to replace the existing un-covered wash rack for County fleet vehicles to decrease runoff and improve the water quality of discharged water.

Description of Improvements

The project improvement includes; construction of a covered vehicle wash building; electrical power supply; relocation of a domestic water line; relocation and installation of a sand/oil separator; placing a new sewerline and replacing a portion of existing sewerline. The project is situated within the existing, fully paved, DOT vehicle Corporation Yard for County fleet vehicles. The wash facility is being placed where a storage structure previously stood. The existing pavement under the proposed facility footprint will be removed and replaced with 3" of asphalt concrete slab (AC) over 7-1/2" aggregate base (AB) over 8" of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project.

This 7.6-acre site is zoned R1A, and the Land Use designation is Public Facility. Surrounding land uses within the project area are primarily commercial, including shopping centers, a gas station, fast food and a transmission shop. Missouri Flat Road is a major collector in the County, providing access to U.S. Highway 50 from areas in north and south county.

Lighting, Utilities, and Drainage Facilities

Lighting

No additional lighting for the site is proposed for this project.

Utilities

- Electric, gas and phone utilities are not affected by this project.
- The project proposes to replace a portion of an existing sewerline and water line, both of which are owned and operated by the County. The relocation work is limited to the County yard and does not enter into the other rights of way or easements.

The El Dorado Irrigation District (EID) has reviewed the plans and has indicated agreement by signing off on the building permit for the project.

Drainage Facilities

A sump pit that serves the existing, uncovered wash facility will continue to service this new facility, subject to the standard requirements of the Environmental Management Department. A sand-oil separator will be relocated for the purpose of controlling and preventing harmful pollutants from entering the drainage system. Pollutants such as oils, fuels, grit, and other waste produced by the vehicle wash facility are separated and prevented from draining into the storm drain.

Vegetation Removal and Replacement

No vegetation will be affected by this project. The entire project will take place within an existing paved area.

Right-of-Way Requirements

The limits of this project are within the County Corporation Yard and do not encroach onto rights-of-way or easements.

Project Construction

Construction is anticipated to begin in spring 2013. DOT would retain a construction contractor to construct the project and be responsible for compliance with all applicable rules, regulations and ordinances associated with construction activities. DOT and the County Building Safety Services would provide construction inspection and would be responsible for verifying standards are met. The project would be constructed in accordance with the Public Contracts Code of the State of California,

The following are a combination of standard and project-specific procedures/requirements applicable to project construction:

- Construction contract special provisions will require Contract special provisions will require compliance with EDCAQMD Rules 223, 223-1;
- Compliance with the California Air Resources Board Airborne Toxic Control Measure at Title 17 §93105 addressing Construction, Grading, Quarrying, and Surface Mining activities and with the Asbestos ATCM for Surfacing Applications (Title 17, §93106);
- Contract provisions will require notification of DOT and compliance with California Health and Safety Code §7050.5 and California Public Resources Code §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;
- A County Building Permit shall be issued for this project and is subject to:
 - 2007 California Electrical Code (CEC) CCR Title 24, Part 3
 - 2007 California Building Standards Administrative Code, CCR Title 24, Part 2
 - 2007 California Building Standards Administrative Code, CCR Title 24, Part 1

Construction Schedule:

Construction of the proposed project is anticipated to commence in spring 2013 and would require approximately five months (110 working days) to complete.

Permits and Regulatory Approvals

Below is a preliminary listing of the potential permits or other regulatory approvals that may be required for the project.

APPROVING AGENCY	REQUIRED PERMIT/APPROVAL	REQUIRED FOR
Local Agencies		
El Dorado County Building Department	Building Permit	Construction of Wash Facility Project, and associated sewer, water and water treatment facilities (Sump pit and sand-oil separator)
El Dorado County Air Quality Management District	Sign off on Building Permit	
El Dorado Irrigation District	Sign off on Building Permit	
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.

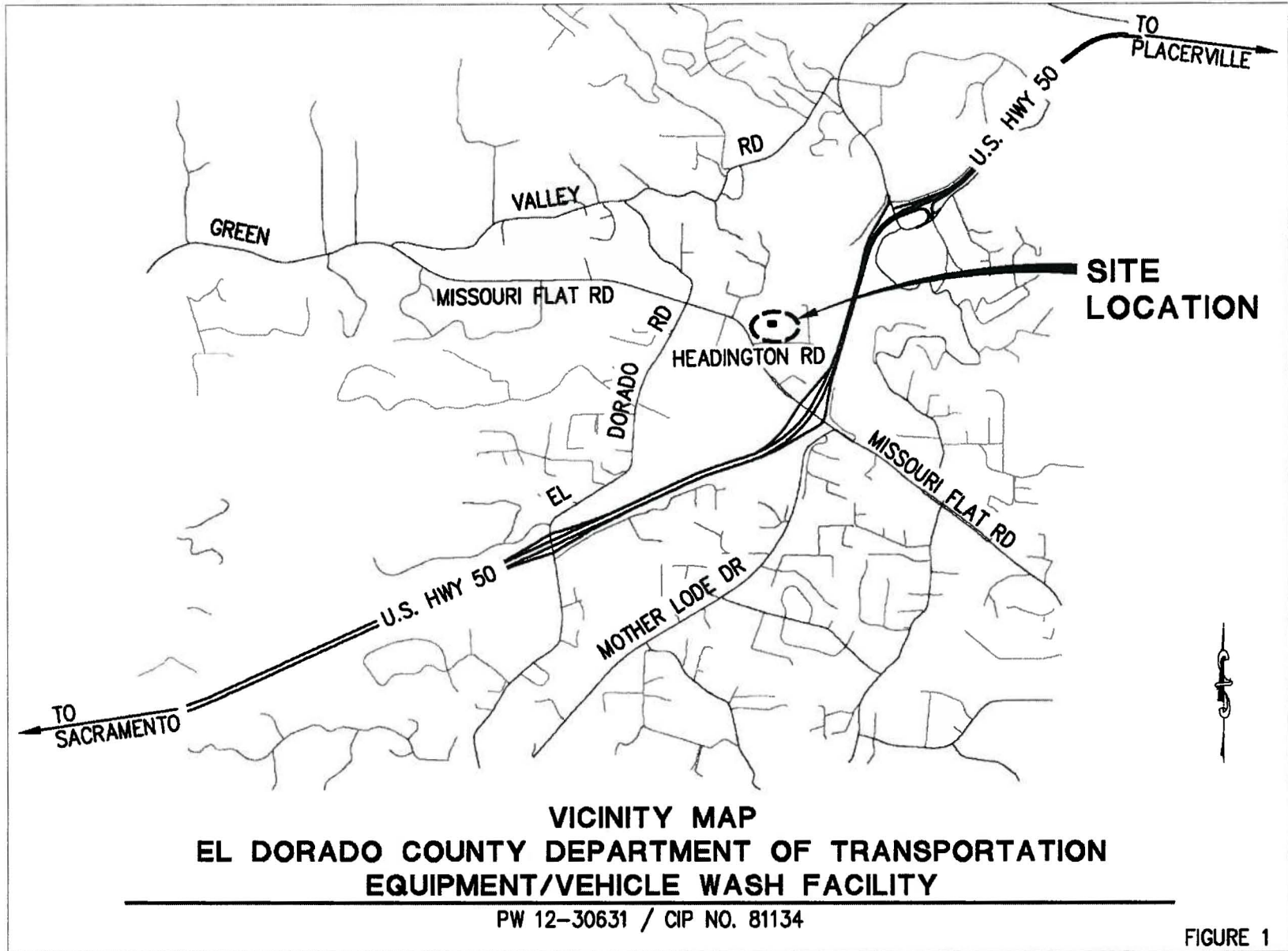


FIGURE 1

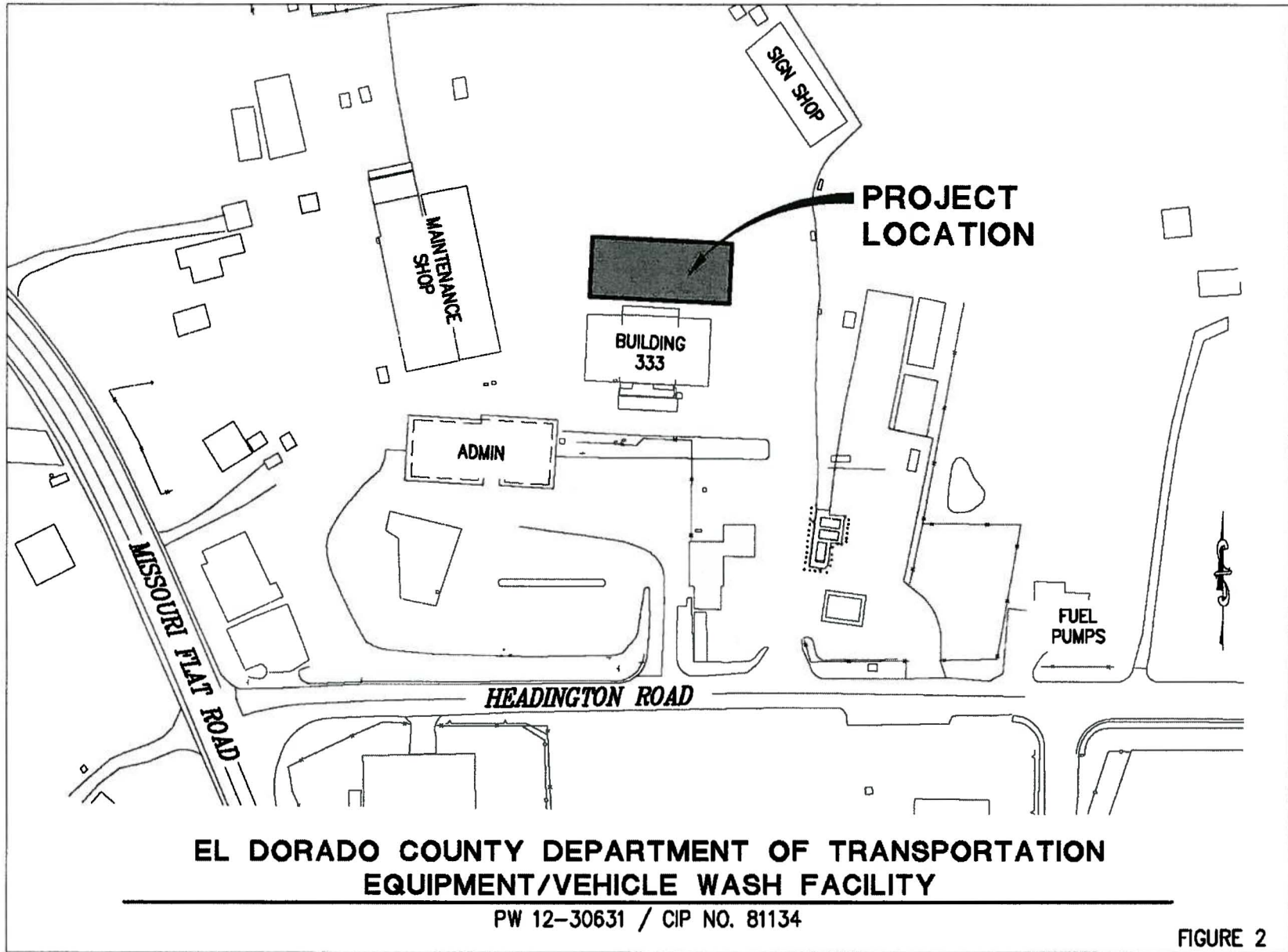


FIGURE 2

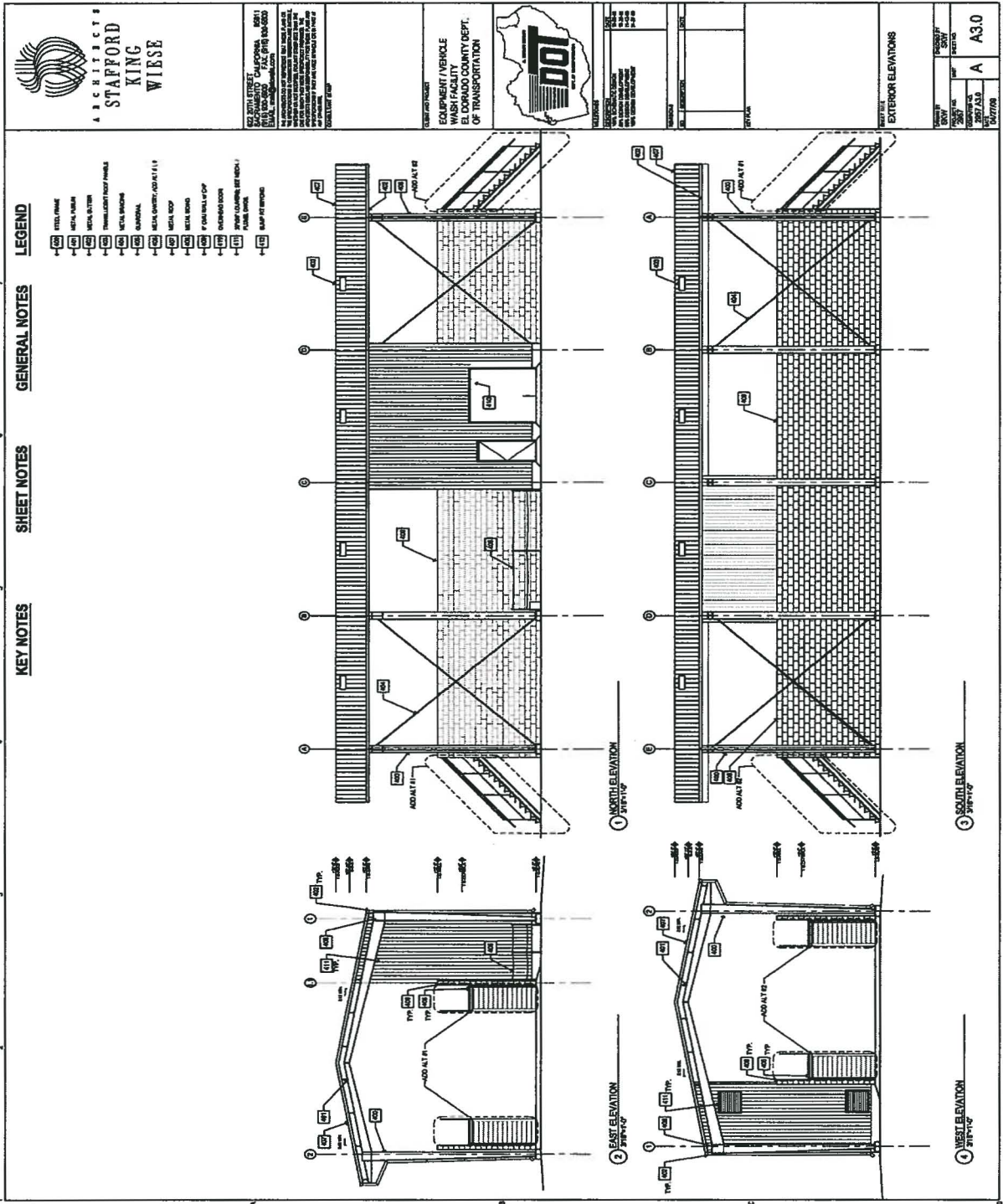


Figure 4

3. INITIAL STUDY CHECKLIST AND SUPPORTING DOCUMENTATION

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. Each resource topic section provides a determination of potential impact and an explanation for the checklist impact questions. The following 16 environmental categories are addressed in this section:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities

Each of the above listed environmental categories was fully evaluated and one of the following four determinations was made for each checklist question:

- **“No Impact”** means that no impact to the environment would occur as a result of implementing the project.
- **“Less than Significant Impact”** means that implementation of the project would not result in a substantial and/or adverse change to the environment and no mitigation is required.
- **“Potentially Significant Unless Mitigation is Incorporated”** means that the incorporation of one or more mitigation measures would reduce the impact from potentially significant to less than significant.
- **“Potentially Significant Impact”** means that there is either substantial evidence that a project-related effect would be significant or, due to a lack of existing information, could have the potential to be significant.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: This 7.6-acre paved site supports the County DOT Maintenance Offices, Construction, and the Corporation Yard for fleet vehicles. A storage structure was recently removed where the new wash facility is proposed

a-d No Impacts

The proposed structure and associated improvements are not visible from the surrounding area and are similar to other structures in the Corporation Yard. Therefore, there are no impacts to aesthetics.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURAL RESOURCES: In determining the significance of impacts upon agricultural resources, lead agencies may refer to the Ca Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the Ca Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) No Impacts: The project is located within an existing paved area of a government facility within an otherwise commercial area. No impacts to agriculture will occur.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY -- Where available, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The air quality of a region is determined by air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary. Primary pollutants are those emitted directly into the air – for example, carbon monoxide

(CO) – and can be traced to a single pollutant source. Secondary pollutants are those that form through chemical reactions in the atmosphere – for example, reactive organic gasses (ROG) and nitrogen oxides (NOX) – and combine to form ground-level ozone, or smog.

The Federal Clean Air Act of 1977 established national ambient air quality standards (NAAQS). Primary standards are set to protect public health. The State of California has adopted its own, more stringent, ambient air quality standards (CAAQS). Within the County, including the project area, the El Dorado County Air Quality Management District (AQMD) administers the state and federal Clean Air Acts, in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority and participates in planning review of discretionary project applications.

The following AQMD rules apply to the proposed project:

- Rule 223 Fugitive Dust – General Requirements
- Rule 223-1 Fugitive Dust – Construction Requirements
- Rule 224 – Cutback Asphalt

These rules regulate fugitive dust generated by construction activities and require appropriate mitigation measures to reduce air quality impacts. Rule 224 relates to asphalt cement that has been liquefied by blending with petroleum solvents. El Dorado County AQMD'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
- NOx: 82 lbs/day
- CO: AAQS
- PM10: AAQS

Discussion of Impacts

- (a) **Less Than Significant Impact.** The proposed project would result in minimal, temporary emissions of particulate matter (PM10 and PM2.5), reactive organic compounds (ROG), and nitrogen oxides (NOx) during construction, the operation of construction vehicles and equipment. Therefore, short-term project construction emissions are not anticipated to conflict or obstruct the implementation of the applicable air quality plans.
- (b) **Less Than Significant Impact.** El Dorado County is in non-attainment status for both federal and state ozone standards and for the state PM10 standard. Construction activities would result in short-term increases in emissions from the use of equipment that generate dust and exhaust emissions. This very small project takes place within an existing paved area. Although the County, is designated nonattainment for PM10 and ozone, the PM10 and ozone precursor (ROG and NOx) emissions estimated for the project have been determined to be less than significant, 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 greenhouse gas (GHG) emissions] that may contribute to global climate change. Because construction-related emissions are minimal, and because there are no post-construction emissions, the level of impact would be less than significant.

- (c) **Less Than Significant Impact.** Because of the small size of the project and the fact that it takes place within an existing paved area, it would not be expected to result in a cumulatively considerable net increase of any criteria pollutant. The project would generate minimal short-term air quality impacts because of construction activities; however, these would not result in long-term or cumulatively considerable increases in air quality pollutant emissions for which El Dorado County is currently in nonattainment (ozone precursors, NO_x and ROG, and PM₁₀). The temporary air pollutant emissions increase associated with construction activities would result in less-than-significant contributions to cumulative pollutant levels in the region.
- (d) **Less Than Significant Impact.** “Sensitive receptors” for air pollutants are considered to be residences, schools, parks, hospitals, or other land uses where children or the elderly congregate, or where outdoor activity is the primary land use. The only potential sensitive receptors in the vicinity are a few residential parcels. However, these homes are estimated to be several hundred feet away from the proposed new structure. With expected generated pollutant levels well below AQMD thresholds and the implementation of standard air quality emission abatement measures, construction activities associated with the proposed project are not anticipated to expose these homes to substantial pollutant concentrations. Impacts to sensitive receptors are considered less than significant, and no mitigation is required.
- (e) **Less Than Significant Impact.** Construction activities would involve the use of gasoline or diesel-powered equipment that emit exhaust fumes; construction would also involve small amounts of asphalt paving to replace existing, which has a distinctive odor during application. These emissions would occur intermittently throughout the workday, and the associated odors are expected to dissipate 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 less-than-significant levels of impact associated with construction odors.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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IV. BIOLOGICAL RESOURCES -- 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 the Ca Dept of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, or regulations or by the Ca Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

This 7.6-acre paved site supports the County DOT Maintenance Offices, Construction, and the Corporation Yard for fleet vehicles. A storage structure was removed where the new wash facility is proposed.

a-f No Impact: The existing pavement under the proposed facility footprint will be removed and replaced with 3” of asphalt concrete slab (AC) over 7-1/2” aggregate base (AB) over 8” of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project. Trenches will be dug through the pavement to accommodate the relocation of the sewer and water lines, but no vegetation exists within this

fully paved facility. Therefore, no impacts to biological resources will occur as a result of this project.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

This 7.6-acre paved site supports the County DOT Maintenance Offices, Construction, and the Corporation Yard for fleet vehicles. A storage structure was recently removed where the new wash facility is proposed. The existing pavement under the proposed facility footprint will be removed and replaced with 3” of asphalt concrete slab (AC) over 7-1/2” aggregate base (AB) over 8” of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project. Trenches will be dug through the pavement to accommodate the relocation of the sewer and water line.

Discussion of Impacts

a-d) **Less Than Significant:** Because the project site is entirely paved, no historical or archaeological resources are known to be present. Therefore, no impacts can result to an historical, archaeological or paleontological resource.

County’s standard contract provisions give direction to construction forces to cease work in the unlikely event of an unanticipated discovery and appropriate notifications to be given. The low probability of discovery and compliance with the County’s standard provisions reduce the level of potential impact to less than significant.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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VI. GEOLOGY AND SOILS -- 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 Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the UBC, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for wastewater disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting: The project site is a previously disturbed, paved site. The wash facility will be placed at the same location as a previous structure that has been removed. The existing pavement under the proposed facility footprint will be removed and replaced with 3” of asphalt concrete slab (AC) over 7-1/2” aggregate base (AB) over 8” of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project. Trenches will be dug through the pavement to accommodate the relocation of the sewer and water line and pavement replaced in kind.

Discussion of Impacts:

- (ai) **No Impact.** No significant earthquake fault zones are mapped within the project area (California Geological Survey, Alquist-Priolo Earthquake Fault Zones, Index to Earthquake Fault Zone Maps; Figure 4H 2008). The project is not located in a known surface fault rupture zone, according to the most recent Alquist-Priolo Earthquake Fault Zoning Map. No impacts are anticipated.

- (aii) **No Impact.** The proposed project is not in a seismic hazard zone (California Geological Survey 2008). No impacts are anticipated.
- (aiii) **No Impact.** The project would be constructed according to current seismic and building codes that would minimize risks from seismic-related ground failure. No impacts are anticipated.
- (aiv) **No Impact.** Slopes in the project area are not high and steep enough to be subject to large scale mass wasting such as landslides. No impacts are anticipated.
- (b) **No Impact.** The existing pavement under the proposed facility footprint will be removed and replaced with 3" of asphalt concrete slab (AC) over 7-1/2" aggregate base (AB) over 8" of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project. Trenches will be dug through the pavement to accommodate the relocation of the sewer and water line and pavement replaced in kind. No erosion or loss of topsoil will occur.
- (c) **No Impact.** The soils in the project area have a relatively low shrink-swell potential and are not susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse. No impacts are anticipated from unstable soil.
- (d) **No Impact.** Soils in the project area have a relatively low expansive potential. No impacts are anticipated.
- (e) **No Impact:** This project will relocate an existing sewer line.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
e) For a project located within airport land use plan or, where such a plan has not been adopted within 2 miles of a public or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For projects within the vicinity of a private airstrip, would there result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response or evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Exposure to a significant risk of loss, injury or death involving wildland fires, including wildlands adjacent to urbanized areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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. (CCR, Title 22, Section 66261.10)

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity (as defined in CCR, Title 22, §66261.20-66261.24). The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies. Under Government Code §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 (EMD) 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 EMD, which refers large cases of hazardous materials contamination or violations to the RWQCB and the State Department of Toxic Substances Control (DTSC).

Other agencies, such as the County AQMD and the Federal and State OSHA, may also be involved when issues related to hazardous materials arise.

Discussion of Impacts

- (a) **Less than Significant Impact.** Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, resurfacing 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. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public would have a less than significant impact.

The project area is not located within the El Dorado County-mapped natural occurring asbestos (NOA) area. The proposed project is not expected to encounter asbestos, and therefore impacts would be less than significant impact. No mitigation is required.

- (b) **Less than Significant Impact.** Construction activities would require the use of certain potentially hazardous materials (e.g., petroleum-based fuels) and could expose the public and environment to related hazards. Spills during on-site fueling or equipment or an upset condition (e.g., puncture of a fuel tank through operator error) could result in a release of fuel or oils into the environment. Standard County construction specifications require construction contractor make adequate preparations, including training and equipment, to contain spills of oil and other hazardous materials. The contractor shall ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills shall be cleaned up immediately and all wastes and used spill control materials shall be properly disposed of at approved disposal facilities. Compliance with these standard provisions would reduce the potential impacts to less-than-significant.
- (c) **No Impact.** There are no existing or proposed schools within a quarter mile of the project area. The project is not expected to generate hazardous emissions or handle hazardous materials that would affect any school.
- (d) **No Impact.** The site is not located in the vicinity of a listed hazardous material site
- (e), (f) **No Impact.** The project area is not located in an area covered by an airport land use plan, nor is it located within 2 miles of a public airport. The closest airport is the publicly owned Placerville Airport, located approximately 3 miles east of the project area.
- (g) **No Impact.** The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. The project is located within a paved County Corporation Yard. Construction is not expected to block access to internal facilities within the Corporation Yard.
- (h) **No Impact.** The project area is not located in an area rated high for fire hazard. Further, the project is located within a paved County Corporation Yard – no significant vegetation is in the vicinity of the project.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of nearby wells drop to a level to not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream or river, resulting in erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter existing drainage pattern of the site or area, including alteration of the course of a stream or river, or increase surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water that exceeds the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation of seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The project site is a previously disturbed, paved site. No additional impervious material will occur. The wash facility is proposed at the same location as a previous structure that has been removed. The existing pavement under the proposed facility footprint will be removed and replaced with 3" of asphalt concrete slab (AC) over 7-1/2" aggregate base (AB) over 8" of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project. Trenches will be dug through the pavement to accommodate the relocation of the sewer and water line and repaved.

Discussion of Impacts

- (a) **Less Than Significant Impact.** As a standard requirement of the County Building Permit required for this project, 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 County Storm Water Management Plan (SWMP), to minimize water quality impacts from construction projects. DOT would obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity, Order No. 99-08 DWQ. Pursuant to the General Permit and the SWMP, DOT 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.

Additionally, the purpose of this project is to improve water quality through the installation of the covered wash facility. The associated sump pit and sand/oil separator diverts the water used in the wash facility away from running off into the storm drain. Instead, the water is directed through the separator and into the sewer line, after which will be directed into a water treatment facility. Water quality impacts are thus improved and therefore determined to be less than significant.

- (b) **No Impact.** The project would not involve any withdrawals from an aquifer or groundwater table. Construction activities will not interfere with groundwater supplies or water wells in the area.
- (c) **No Impact.** As stated in a) above, water from the wash facility is directed away from running off into the storm drain or off site drainage ditches. Instead, the water is directed into the sewer line, after which will be directed into a water treatment facility. No alteration of existing drainage patterns and no on or off-site erosion or siltation will occur as a result of this project.
- (d) **Less Than Significant Impact.** As stated above, the project would not result in increases in runoff.
- (e) **Less Than Significant Impact.** The proposed project would not result in any increase in impervious surface. Proposed improvements to the sewer lines associated with the project would accommodate the water generated by the wash facility, and is expected to contribute to a decrease in water runoff. Therefore, the project would decrease the amount of stormwater flows in the area.

Additionally, any potential temporary construction impacts could contribute sediments or pollutants to storm water runoff. Standard BMPs and erosion control requirements

will be included in the construction plans and specifications; the contractor would be required to comply with the specified BMPs, which would reduce potential impacts to a less than significant level.

- (f) **Less Than Significant Impact.** No potential impacts other than those discussed above are anticipated. Implementation of this project will decrease off-site run off.
- (g) **No Impact.** The proposed project does not include the construction of new housing.
- (h) **Less Than Significant Impact.** According to the Federal Emergency Management Agency (FEMA), the project area is not located within a 100-year flood hazard area.
- (i) **No Impact.** There are no dams or other levees located near the project area.
- (j) **No Impact.** The proposed project would not create an additional risk from seiche or tsunami in the project area, and the relatively flat topography precludes the potential for mudslides to inundate the project area.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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IX. LAND USE AND PLANNING – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural communities conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting:

This 7.6-acre site is zoned R1A, and the Land Use designation is Public Facility. Surrounding land uses within the project area are primarily commercial, plus a few residences on large parcels to the east. Immediately adjacent to the south are two shopping centers, a gas station, fast food and a transmission shop. Missouri Flat Road is a major collector in the County, providing access to U.S. Highway 50 from north and south county.

Discussion of Impacts

- (a and b) **No Impact.** The proposed project involves minor modifications to an existing public facility use.
- (c) **No Impact.** No conservation plans exist in proximity to the project area.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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X. MINERAL RESOURCES -- 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting:

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

Discussion of Impacts

- (a) **No Impact:** The project requires minimal earthwork within an existing paved area. No loss of minerals would occur as a result of the project.
- (b) **No Impact:** The project requires minimal earthwork within an existing paved area. No loss of minerals would occur as a result of the project.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XI. NOISE -- Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

Pertinent noise level criteria are contained within the 2004 El Dorado County General Plan Noise Element. The ambient noise levels within the project area are primarily from vehicular traffic along Missouri Flat Road.

Discussion of Impacts

- (a) **Less Than Significant Impact:** The proposed project involves minor modifications to an existing public facility use. The current uncovered wash facility will be replaced with a covered facility containing much of the noise therein. Noise levels either will remain the same or be decreased, but will not increase. Noise levels from construction would occur over a short time period, and would be limited to weekdays between 7:00 a.m. and 7:00 p.m.
- (b) **Less Than Significant Impact.** Project construction includes activities, such as operation of large pieces of equipment, which may result in the periodic, temporary generation of groundborne vibration. Given that, any groundborne vibrations would be temporary and periodic, potential impacts are considered less than significant.

- (c) **Less Than Significant Impact.** Because the project does not result in increased traffic, noise levels from traffic sources in and around the project area would not increase as a result of the project.
- (d) **Less Than Significant Impact.** Noise levels from construction would occur over a short time period, and would be limited to weekdays between 7:00 a.m. and 7:00 p.m.
- (e), (f) **No Impact.** The project area is not located in an area associated with an airport land use plan, nor is it located within 2 miles of a public airport. The closest airport is the publicly owned Placerville Airport, located approximately 3 miles east of the project area.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XII. POPULATION AND HOUSING -- 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion of Impacts

- (a) **No Impact.** The proposed project involves minor modifications to an existing public facility use and would not induce population growth directly or indirectly.
- (b) **No Impact.** The proposed project would not displace any housing.
- (c) **No Impact.** The proposed project would not displace any people nor would it necessitate the construction of replacement housing elsewhere.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XIII. PUBLIC SERVICES -- Would the project:

a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The proposed project involves minor modifications to an existing public facility use. General public safety and law enforcement services for the project area are provided by the El Dorado County Sheriff. The Diamond Springs-El Dorado County Fire District provides fire and emergency services to the project area. Missouri Flat Road is an important transportation artery, providing primary access for emergency vehicles serving this region.

(a) **No Impact.** The proposed project would not cause increase in population or presence in the area, nor be associated with population changes or new residential development. Therefore, additional facilities would not be needed for fire protection, police protection, schools, parks or other public facilities as a direct or indirect result of the project.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XIV. RECREATION --

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The proposed project involves minor modifications to an existing public facility use. No recreation or park facilities occur within or immediately adjacent to the proposed project.

(a and b) **No Impact.** This project would not affect neighborhood and regional parks or other recreational facilities in the region.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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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 a increase in number of vehicle trips, volume-to-capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The proposed project involves minor modifications to an existing public facility use, set entirely within the County Corporation Yard. No additional traffic will be generated as a result of this project

Discussion of Impacts

- (a and b) **No Impact.** The proposed project will not increase the number of vehicle trips, volume-to-capacity ratio, or congestion at intersections near the project area. No mitigation is required.
- (c) **No Impact.** This project has no relationship to air traffic patterns, and no effect on air traffic levels or safety. No impacts are anticipated, and no mitigation is required.
- (d) **No Impact.** This project takes place entirely within the County Corporation Yard. No mitigation is required.
- (e) **No Impact.** The proposed project would not result in inadequate emergency access. The project is located in the center of Corporation Yard. Construction vehicles would not block internal emergency access.
- (f) **No Impact.** The project does not affect existing parking capacity within the County Corporation Yard.
- (g) **No Impact.** The proposed project consists of minor modifications to an existing public facility use and would not affect adopted policies or programs supporting alternative transportation.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting:

The project improvement includes; construction of a covered vehicle wash building; electrical power supply; relocation of a domestic water line; relocation and installation of a sand/oil separator; placing a new sewerline and replacing a portion of existing sewerline.

The project is situated within the existing, fully paved, DOT vehicle Corporation Yard for County fleet vehicles. The wash facility is being placed where a storage structure previously stood. The existing pavement under the proposed facility footprint will be removed and replaced with 3" of asphalt concrete slab (AC) over 7-1/2" aggregate base (AB) over 8" of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project.

The purpose of this project is to improve water quality through the installation of the covered wash facility to replace the existing uncovered wash rack. The associated sump pit and sand/oil separator diverts the water used in the wash facility away from running off into the storm drain. Instead, the water is directed through the separator and into the relocated sewer line, after which will be directed into a water treatment facility.

Discussion of Impacts

- (a and b) **Less than significant Impact.** The proposed project would redirect surface runoff from the new wash facility into the sewer system onsite, which is directed into a water treatment facility. EID has signed off on this project, and agrees that the existing sewer capacity is adequate.
- (b) **Less than Significant Impact:** As stated above, the sewer capacity is determined to be adequate. Therefore, the project will not require the construction of new or expanded treatment facilities.
- (c) **Less than Significant Impact.** The project would not result in the addition of impervious surface. As stated above, the proposed project would redirect surface runoff from the new wash facility into the sewer system onsite, thus reducing the overall amount of surface runoff. Impacts are therefore less than significant.
- (d) **Less than Significant Impact.** The project involves the relocation of a domestic water line on site to serve the project. All standards required of the project by EID will be met with approval of the Building Permit. No mitigation is necessary.
- (e) **Less Than Significant Impact.** See a and b above. No mitigation is required.
- (f and g) **No Impact.** Construction of would generate solid waste, including construction debris. Solid waste disposal would occur at existing, permitted landfills in accordance with federal, state and local regulations pertaining to waste disposal. Quantities of solid waste would be readily accommodated at existing facilities. No impacts are anticipated, and no mitigation is required.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

(To be filled out by Lead Agency if required)

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have potential to degrade the quality of the environment, substantially reduce habitat of 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 number or restrict range of rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- (a) **Less than Significant Impact.** The project consists of a minor alteration to an existing public facility, and takes place fully within the paved County Corporation Yard. No vegetation will be affected. The wash facility is being placed where a storage structure previously stood. The existing pavement under the proposed facility footprint will be removed and replaced with 3” of asphalt concrete slab (AC) over 7 1/2” aggregate base (AB) over 8” of 95% compacted soil pursuant to the geotechnical report for subgrade compaction recommendations prepared for the project. All standards are in place to protect unanticipated discovery of historical or prehistorically artifacts or human remains.
- (b) **No Impact.** Project construction presents potential impacts regarding air quality, and water quality that have all been reduced to a level of insignificance through compliance with BMPs and other County standard contract provisions identified in this initial study. Therefore no cumulative impacts would occur.
- (c) **Less Than Significant Impact.** Project implementation during construction could result in temporary impacts to human beings. Potential adverse effects may be related to temporary increases in construction noise and any accidental spills of hazardous materials. However, compliance with standard provisions, BMPs, and standard County contract provisions, these impacts are reduced to a less-than-significant level.

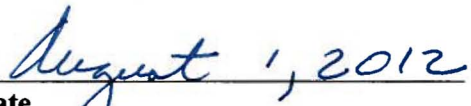
4. DETERMINATION

On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the 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 Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.



Signature



Date

Janet Postlewait, Principal Planner

Printed Name



For

5. REPORT PREPARATION AND REFERENCES

REPORT PREPARATION

EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION – CEQA LEAD AGENCY

Janet Postlewait Principal Planner

Jennifer Maxwell Project Manager

REFERENCES

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