

NEGATIVE DECLARATION

FILE: SA09-1231

PROJECT NAME: Pacific Gas & Electric Road and Public Utility Easement Acquisition & Temporary Use

NAME OF APPLICANT: El Dorado County

ASSESSOR'S PARCEL NO.: 090-430-23

SECTION: 1 T: 9N R: 9E

LOCATION: On the southeast corner of the intersection of Sunset Lane and Becken Lane in the Shingle Springs area, in El Dorado County.

GENERAL PLAN AMENDMENT: **FROM:** **TO:**

REZONING: **FROM:**

TENTATIVE PARCEL MAP **SUBDIVISION**
SUBDIVISION (NAME):

Request to acquire a 10,959 square foot portion of the parcel for a road and utility easement, and a 367 square-foot portion for a temporary construction easement. The acquisition would allow the construction of a 28 foot wide road approximately 460 feet long that would provide secondary access to the 40 unit Mercy Housing project approved by the County on March 21, 2011 and is required pursuant to Condition 16 of DR11-0001-S.

REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:

NO SIGNIFICANT ENVIRONMENTAL CONCERNS WERE IDENTIFIED DURING THE INITIAL STUDY.

MITIGATION HAS BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.

OTHER:

In accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), State Guidelines, and El Dorado County Guidelines for the Implementation of CEQA, the County Environmental Agent analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding, the Planning Department hereby prepares this **NEGATIVE DECLARATION**. A period of twenty (20) days from the date of filing this negative declaration will be provided to enable public review of the project specifications and this document prior to action on the project by COUNTY OF EL DORADO. A copy of the project specifications is on file at the County of El Dorado Planning Services, 2850 Fairlane Court, Placerville, CA 95667.

This Negative Declaration was adopted by the Board of Supervisors on _____.

Executive Secretary



**EL DORADO COUNTY PLANNING SERVICES
2850 FAIRLANE COURT
PLACERVILLE, CA 95667**

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST**

Project Title: SA09-1231 Pacific Gas & Electric Road and Public Utility Easement Acquisition & Temporary Use

Lead Agency Name and Address: El Dorado County, 2850 Fairlane Court, Placerville, CA 95667

Contact Person: Tom Dougherty

Phone Number: (530) 621-5355

Applicant's Name and Address: El Dorado County, 2850 Fairlane Court, Placerville, CA 95667

Project Location: On the southeast corner of the intersection of Sunset Lane and Becken Lane in the Shingle Springs area.

Assessor's Parcel Number: 090-430-23 **Acres:** 1.00 acres

Sections: 1 **T:** 9N **R:** 9E

General Plan Designation: Multifamily Residential (MFR)

Zoning: One-Acre Residential (R1A)

Description of Project: Request to acquire a 10,959 square foot portion of the parcel for a road and utility easement, and a 367 square-foot portion for a temporary construction easement. The acquisition would allow the construction of a 28 foot wide road approximately 460 feet long that would provide secondary access to the 40 unit Mercy Housing project approved by the County on March 21, 2011 and is required pursuant to Condition 16 of DR11-0001-S.

Surrounding Land Uses and Setting:

	Zoning	General Plan	Land Use/Improvements
Site	R1A	MFR	Off-site parking lot, electrical transmission line, telecommunications tower.
North	RM	MFR	Multifamily residential/Apartment buildings
South	R1A	MDR	Residential/Single-family residence
East	R1A	MDR	Sacramento-Placerville Transportation Corridor/El Dorado Trail
West	C	C	Commercial/Retail businesses.

Briefly describe the environmental setting: The project site varies in elevation from approximately 1,500 feet at Sunset Lane to 1,480 feet at the eastern boundary near the railroad tracks, above mean sea level. Vegetation is dominated by annual grassland and a graveled parking lot in the western portion. Approximately 1/3rd of the eastern portion of the project area is covered by tree canopy. The parcel is a PG&E utility easement parcel containing electrical transmission lines, a parking lot, with a cellular facility atop one of the poles with the ground support equipment located within a fenced enclosure. The Sacramento-Placerville Transportation Corridor/El Dorado Trail adjoins the parcel at the eastern project area boundary.

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

1. Department of Transportation
2. Pacific Gas & Electric
3. Public Utilities Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

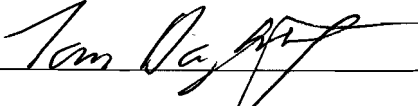
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.


	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Geology / Soils
	Greenhouse Gas Emissions		Hazards & Hazardous Materials		Hydrology / Water Quality
	Land Use / Planning		Mineral Resources		Noise
	Population / Housing		Public Services		Recreation
	Transportation/Traffic		Utilities / Service Systems		

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by Mitigation Measures based on the earlier analysis as described in attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION**, pursuant to applicable standards; and b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or Mitigation Measures that are imposed upon the proposed project, nothing further is required.

Signature:  Date: 11-1-12
 Printed Name: Tom Dougherty, Project Planner For: El Dorado County

Signature:  Date: 11-1-12
 Printed Name: Roger Trout, Development Services Director For: El Dorado County

PROJECT DESCRIPTION

Introduction

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts resulting from the acquisition of portion of an existing road and public utility easement.

Project Description

Request to acquire a 10,959 square foot portion of the parcel for a road and utility easement, and a 367square-foot portion for a temporary construction easement. The acquisition would allow the construction of a 28 foot wide road approximately 460 feet long that would provide secondary access to the 40 unit Mercy Housing project approved by the County on March 21, 2011 and is required pursuant to Condition 16 of DR11-0001-S.

Project Location and Surrounding Land Uses

The one-acre site is located on the southeast corner of the intersection of Sunset Lane and Becken Lane in the Shingle Springs area, and is located within a Shingle Springs Community Region Planning Concept Area. The surrounding land uses include a multi-family residential, affordable apartment housing project to the north, commercial to the west, vacant multifamily residential land to the east, and vacant single family residential land to the south.

Project Characteristics

1. Transportation/Circulation/Parking

The primary access to the site is from one direct encroachment of Becken Lane onto Sunset Lane. The El Dorado County Fire Protection District (Fire District) and the El Dorado County Department of Transportation (DOT) had reviewed the proposed on-site and off-site access and circulation proposed for the Sunset Lane Apartment project (DR11-0001-S) project approved for APN 090-430-62 adjoining to the north. That project was conditioned to provide a 50-foot total Right-of-Way (25-foot half width) along proposed roadway frontage along Becken Lane and to construct a 28-foot wide paved roadway with Type 2 vertical curb and gutter and a 6-foot sidewalk in accordance with Design Standard Plan 101B.

The Fire District found the proposed driveway and road circulation plans to be adequate for safe emergency ingress/egress and access width and surfacing. DOT had approved conditions to assure the encroachments onto Becken Lane from the project would be constructed to County standards for size, line-of-sight, turn-lane safety, and surfacing. The acquisition of the 10,959 square foot portion of the project parcel for a road and utility easement, and a 367square-foot portion for a temporary construction easement are necessary to make those improvements for the DR11-0001-S project as well as to eventually provide secondary access for Becken Lane to French Creek Road to the west.

The road construction allowed by the road and utility easement acquisition would only involve the portion of Becken Lane need currently for the DR11-0001-S project and a road barricade is required to be installed at the east end of those required improvements approximately 460 feet east from Sunset Lane. The remainder of the secondary road access to French Creek Road would be constructed at a later date.

2. Utilities and Infrastructure

There are existing electrical transmission lines and a telecommunications facility within the parcel. El Dorado Irrigation District domestic water service is available at the site. The project would not require utilization of these utilities because it concerns the acquisition of a portion of an existing road and utility easement.

3. Population

The project will not add to the population in the vicinity.

4. Construction Considerations

Construction of the project would consist of grading, paving, drainage facilities, and pavement surfacing of a 28-foot wide road surface. The project applicant would be required to obtain permits for grading from the Department of Transportation, and an approved Dust Mitigation Plan from the Air Quality Management District.

Project Schedule and Approvals

This Initial Study is being circulated for public and agency review for a 30-day period. Written comments on the Initial Study should be submitted to the project planner indicated in the Summary section, above.

Following the close of the written comment period, the Initial Study will be considered by the Lead Agency in a public meeting and will be certified if it is determined to be in compliance with CEQA. The Lead Agency will also determine whether to approve the project.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as 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 a fair argument that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the Mitigation Measures, and briefly explain how they reduce the effect to a less than significant level.
5. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (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.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (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.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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ENVIRONMENTAL IMPACTS

I. AESTHETICS. <i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Discussion: A substantial adverse effect to Visual Resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista.

- a. **Scenic Vista:** The project site and vicinity is not identified by the County as a scenic view or resource (El Dorado County Planning Services, El Dorado County General Plan Draft EIR (SCH #2001082030), May 2003, Exhibit 5.3-1 and Table 5.3-1). There would be no impacts.
- b. **Scenic Resources:** The project site is not located near any roadway that is classified as a State Scenic Highway (California Department of Transportation, California Scenic Highway Program, Officially Designated State Scenic Highways, (http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm)). There are no trees or historic buildings found at the project site. There would be no impacts.
- c. **Visual Character:** The proposed project would not degrade the visual character or quality of the site and its surroundings because it is an existing road and utility easement that is graded flat and graveled. There would be no impacts.
- d. **Light and Glare:** The acquisition of the easement would not introduce new lighting. There would be no impacts.

FINDING: For the “Aesthetics” category, the thresholds of significance have not been exceeded. No significant environmental impacts would result from the project and no mitigation is required.

II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by California Department of forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forrest Protocols adopted by the California Air Resources Board. Would the project:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Locally Important Farmland (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion: A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
 - The amount of agricultural land in the County is substantially reduced; or
 - Agricultural uses are subjected to impacts from adjacent incompatible land uses.
- a. **Farmland Mapping and Monitoring Program:** Review of the Important Farmland GIS map layer for El Dorado County developed under the Farmland Mapping and Monitoring Program indicates that the project site contains RfC (Rescue very stony sandy loam, 3-15 percent slopes), and some AxD (Auburn very rocky silt loam, 2-30 percent slopes) adjacent to the eastern boundary. Neither types are classified as unique and soils of local importance or as statewide important farmland or prime farmland. Review of the General Plan Land Use Map for the project area indicates that the project site is designated as Multifamily Residential (MFR) and is not located within or adjacent to lands designated with the Agricultural Districts (A) General Plan Land Use Overlay. There would be no impacts.
 - b. **Williamson Act Contract:** The property is not located within a Williamson Act Contract and the project would not conflict with existing zoning for agricultural use, and would not affect any properties under a Williamson Act Contract. There would be no impact.
 - c. **Conflicts with Zoning for Forest/timber Lands:** No conversion of timber or forest lands would occur as a result of the project. There would be no impact.
 - d. **Loss of Forest land or Conversion of Forest land:** Neither the General Plan nor the Zoning Ordinance designate the site as an important Timberland Preserve Zone and the underlying soil types are not those known to support timber production. There would be no impact.
 - e. **Conversion of Prime Farmland or Forest Land:** The project would not result in conversion of existing lands designated by the General Plan and zoned for agricultural uses. There would be no impact.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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FINDING: This project would have no impact on agricultural lands, would not convert agricultural lands to non-agricultural uses, and would not affect properties subject to a Williamson Act Contract. For this “Agriculture” category, there would be no impacts.

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

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

- Emissions of ROG and No_x, will result in construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Pollution Control District – CEQA Guide);
 - Emissions of PM₁₀, CO, SO₂ and No_x, as a result of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for ozone, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
 - Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.
- a. **Air Quality Plan:** El Dorado County has adopted the *Rules and Regulations of the El Dorado County Air Pollution Control District*, (February 15, 2000), establishing rules and standards for the reduction of stationary source air pollutants (ROG/VOC, NO_x, and O₃). Any activities associated with the grading and construction of this project would pose a less than significant impact on air quality because the El Dorado County Air Quality Management District (AQMD) would require that the project implement a Fugitive Dust Plan during grading and construction activities. Such a plan would address grading measures and operation of equipment to minimize and reduce the level of defined particulate matter exposure and/or emissions below a level of significance.
- b. **Air Quality Standards:** The project would create air quality impacts which may contribute to an existing or projected air quality violation during construction. Construction activities, project related include grading and site improvements for roadway expansion and surfacing. These activities are typically intermittent and for short time frames in days. Construction related activities would generate PM₁₀ dust emissions that would exceed either the state or federal ambient air quality standards for PM₁₀. The AQMD reviewed the project plans for construction of the roadway for the DR11-0001 apartment project and determined that with the implementation of standard County

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measures, including requiring a Fugitive Dust Plan during grading and construction activities, the project would have a less than significant impact on the air quality.

Operational air quality impacts would be minor, and would cause an insignificant contribution to existing or projected air quality violations. Source emissions would be from vehicle trip emissions. Those effects would be typical of similar road construction projects. Impacts would be less than significant as measured with current air quality standards.

- c. **Cumulative Impacts:** There would be intermittent and short-term impacts from the construction of the roadway from construction equipment exhaust. Those impacts would be less than significant.
- d. **Sensitive Receptors:** No sensitive receptors were identified in the area that would be exposed to substantial pollutant concentrations. There would be no impacts.
- e. **Objectionable Odors:** The proposed project would not be anticipated to create significant levels of odors as measured with current standards. There would be no impacts

FINDING: The proposed project would not significantly affect the implementation of regional air quality regulations or management plans. The project would result in increased emissions due to construction and operation; however existing regulations would reduce these impacts to a less-than-significant level. The proposed project would not cause substantial adverse effects to air quality, nor exceed established significance thresholds for air quality impacts.

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
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?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?				X
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?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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Discussion: A substantial adverse effect on Biological Resources would occur if the implementation of the project would:

- Substantially reduce or diminish habitat for native fish, wildlife or plants;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a native plant or animal community;
- Reduce the number or restrict the range of a rare or endangered plant or animal;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species; or
- Interfere substantially with the movement of any resident or migratory fish or wildlife species.

- a. **Special Status Species:** The project would allow construction of a 28-foot wide roadway in an area that is graded flat, graveled and is devoid of vegetation. The road surface improvements would not enter the portion of the parcel covered with tree and shrub vegetation. There would be no impacts.
- b-c. **Riparian Habitat, Wetlands:** The proposed development area would not impact a habitat considered to be a sensitive habitat or wetland because there is no vegetation existing within the road construction area. There would be no impacts.
- d. **Migration Corridors:** The project would allow construction of a 28-foot wide roadway in an area that is graded flat, graveled and is devoid of vegetation. The road surface improvements would not enter the portion of the parcel covered with tree and shrub vegetation. There would be no impacts.
- e. **Local Policies:** The project would allow construction of a 28-foot wide roadway in an area that is graded flat, graveled, and is devoid of vegetation. The road surface improvements would not enter the portion of the parcel covered with tree and shrub vegetation. There would be no impacts.
- f. **Adopted Plans:** This project, as designed, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no impacts.

FINDING: For the “Biological Resources” category, the thresholds of significance have not been exceeded and no significant environmental impacts would result from the project.

V. CULTURAL RESOURCES. <i>Would the project:</i>				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			X
b.	Cause a substantial adverse change in the significance of archaeological resource pursuant to Section 15064.5?			X
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X
d.	Disturb any human remains, including those interred outside of formal cemeteries?			X

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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Discussion: In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a historical or cultural resource significant or important. A substantial adverse effect on Cultural Resources would occur if the implementation of the project would:

- Disrupt, alter, or adversely affect a prehistoric or historic archaeological site or a property or historic or cultural significant to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Affect a landmark of cultural/historical importance;
- Conflict with established recreational, educational, religious or scientific uses of the area; or
- Conflict with adopted environmental plans and goals of the community where it is located.

a. **Historic Resources:** The Cultural Resources Study prepared by Historic Resource Associates, dated December 2008 studied the project area and reported that no significant prehistoric or historic archaeological sites, features, or artifacts were found. In the event sub-surface historical, cultural, or archeological sites or materials are disturbed during earth disturbances and grading activities on the site, standard conditions of approval are included in the conditions of approval for the road construction, to reduce impacts to a less than significant level.

b-c. **Archaeological Resource, Paleontological Resource:** According to the submitted Cultural Resources Study, no significant prehistoric or historic archaeological sites, features, or artifacts were found and the project site does not contain any known paleontological sites or known fossil strata/locales. In the event sub-surface historical, cultural, or archeological sites or materials are disturbed during earth disturbances and grading activities on the site, standard Conditions of Approval would be included to reduce impacts to a less than significant level.

d. **Human Remains:** There is a small likelihood of human remain discovery on the project site. During all grading activities, standard Conditions of Approval would be required that address accidental discovery of human remains. Impacts would be less than significant.

FINDING: No significant cultural resources were identified on the project site. Standard conditions of approval are required with requirements for accidental discovery during project construction. This project would have a less than significant impact within the Cultural Resources category.

VI. GEOLOGY AND SOILS. <i>Would the project:</i>				
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
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				X

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS. <i>Would the project:</i>			
landslide, lateral spreading, subsidence, liquefaction or collapse?			
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?			X
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?			X

Discussion: A substantial adverse effect on Geologic Resources would occur if the implementation of the project would:

- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as groundshaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
- Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or
- Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.

a. **Seismic Hazards:**

i) According to the California Department of Conservation, Division of Mines and Geology, there are no Alquist-Priolo fault zones within El Dorado County. The nearest such faults are located in Alpine and Butte Counties. There would be no impact.

ii) There potential for seismic ground shaking in the project area would be considered less than significant. Any potential impacts due to seismic impacts to the road construction would be addressed through compliance with the Design Improvement standards Manual. Impacts would be less than significant.

iii) El Dorado County is considered an area with low potential for seismic activity. There are no potential areas for liquefaction within the road easement. There would be no impacts.

iv) The project area is graded flat, devoid of vegetation, and is currently graveled. There would be no impacts.

b. **Soil Erosion:** All grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the *County of El Dorado - Grading, Erosion, and Sediment Control Ordinance* Adopted by the County of El Dorado Board of Supervisors, August 10, 2010 (Ordinance #4949). All grading activities onsite would comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance including the implementation of pre- and post-construction Best Management Practices (BMPs). The implemented BMPs are required to be consistent with the County's California Stormwater Pollution Prevention Plan issued by the State Water Resources Control Board to eliminate run-off and erosion and

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sediment controls. Implementation of these BMPs would reduce potential significant impacts of soil erosion or the loss of topsoil to a less than significant level.

- c-d. **Geologic Hazards, Expansive Soils:** There are no excessively steep slopes on the surrounding parcels entering into the road easement area. The site would not be subject to off-site landslide, lateral spreading, subsidence, liquefaction or collapse, nor does it have expansive soils. There would be no impacts.
- e. **Septic Capability:** The project is for road easement acquisition which would allow road construction. There would be no impact.

FINDING: All grading activities would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance which would address potential impacts related to soil erosion, landslides and other geologic impacts. For this 'Geology and Soils' category impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>			
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X

- a. **Generate Greenhouse Gas Emissions:** The project could result in the generation of green house gasses, which could contribute to global climate change. However, the amount of greenhouse gases generated by the project construction vehicles would be negligible compared to global emissions or emissions in the County, so the project would not substantially contribute cumulatively to global climate change. These measures are included as standard grading permit requirements and would reduce impacts to a level of less than significant.
- b. **Conflict with Policy:** The project would result in the generation of green house gasses, which could contribute to global climate change. However, the amount of greenhouse gases generated by the project road construction vehicles would be negligible compared to global emissions or emissions in the county, so the project would not substantially contribute cumulatively to global climate change. Impacts would be less than significant.

FINDING: The project would generate amounts of greenhouse gases would be negligible compared to global emissions or emissions in the County. For this 'Greenhouse Gas Emissions' category impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>			
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
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?			X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
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			X

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VIII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>			
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?			X
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?			X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

Discussion: A substantial adverse effect due to Hazards or Hazardous Materials would occur if implementation of the project would:

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
 - Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
 - Expose people to safety hazards as a result of former on-site mining operations.
- a-b. **Hazardous Materials:** The project may involve transportation, use, and disposal of construction materials, fuels, and paving supplies. The use of these hazardous materials would occur during construction, would be intermittent and temporary. Impacts would be less than significant.
- c. **Hazardous Materials near Schools:** Two pre-school daycares are located within 0.25 mile of the project site; Adventure Begins CDE 0.17 mile to the south; and Cameron Park Montessori 0.24 mile to the north. The project would not be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The AQMD Rules and regulations apply during the road construction and dust would not be permitted to leave the project site. As the road construction is conditioned to occur, impacts would be less than significant.
- d. **Hazardous Sites:** No parcels within El Dorado County are included on the Cortese List which lists known hazardous sites in California. There would be no impact.
- e-f. **Aircraft Hazards, Private Airstrips:** As shown on the El Dorado County Zoning Map, the project is not located within an Airport Safety (AA) District overlay. No impacts would occur within these categories.

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- g. **Emergency Plan:** The road construction allowed by the acquisition of the road easement is conditioned by DOT to ensure public safety and adequate emergency vehicle circulation which would address the additional impacts to the road systems. Impacts would be less than significant.
- h. **Wildfire Hazards:** The acquisition of the road easements would allow road construction which would improve the ability to fight wildfires. There would be no impacts.

FINDING: The proposed project is not anticipated to expose the area to hazards relating to the use, storage, transport, or disposal of hazardous materials. The roadway would enhance wildfire fighting capabilities. For this 'Hazards and Hazardous Materials' category, impacts would be less than significant.

IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
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?			X	
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?			X	
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?			X	
f. Otherwise substantially degrade water quality?			X	
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?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j. Inundation by seiche, tsunami, or mudflow?				X

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Discussion: A substantial adverse effect on Hydrology and Water Quality would occur if the implementation of the project would:

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
 - Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
 - Substantially interfere with groundwater recharge;
 - Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
 - Cause degradation of groundwater quality in the vicinity of the project site.
- a. **Water Quality Standards:** Any grading, encroachment, and improvement plans required by the DOT for the road construction, allowed by the road and utility easement acquisition, would be required to be prepared and designed to meet the County of El Dorado Grading, Erosion, and Sediment Control Ordinance. These standards require the implementation and execution of Best Management Practices (BMPs) to minimize degradation of water quality during construction. Impacts would be less than significant.
- b. **Groundwater Supplies:** The road construction would impact ground water supplies. The implementation and execution of Best Management Practices (BMPs) would minimize degradation of water quality during construction. Impacts would be less than significant.
- c-f. **Drainage Patterns:** The submitted *Preliminary Grading and Drainage Plan* map submitted for DR11-0001-S for the construction of the Becken Road improvements, was reviewed by the DOT and Building Services and it was found to show proper drainage considerations, and no adverse increase in the overall runoff and flows are expected. The project would be required to conform to the El Dorado County Grading, Erosion Control and Sediment Ordinance. Impacts would be less than significant.
- g-h. **Flood-related Hazards:** The project site is not located within any mapped 100-year flood areas as shown on Firm Panel Number 06017C0750E, revised September 26, 2008, and would not result in the construction of any structures that would impede or redirect flood flows. No dams are located in the project area which would result in potential hazards related to dam failures. There would be no impact.
- i. **Dam or Levee Failure:** The subject property is not located adjacent to or downstream from a dam or levee that has the potential to fail and inundate the project site with floodwaters. There would be no impacts.
- j. **Inundation by Seiche, Tsunami, or Mudflow:** The proposed project is not located near a coastal area or adjacent to a large body of water such as a lake, bay, or estuary, volcanoes, or other volcanic features, and the site is located on relatively stable soils nor surrounded by steep terrain. Due to the project location, there is no potential for impacts from seiche or tsunami, or from mudflow at this site. There would be no impacts.

FINDING: The proposed project road construction allowed by the road and public utility easement acquisition, would require a grading permit through DOT that would address erosion and sediment control. As conditioned and with adherence to County Code, no significant hydrological impacts are expected with the development of the project either directly or indirectly. For this "Hydrology" category, impacts would be less than significant.

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X. LAND USE PLANNING. <i>Would the project:</i>			
a. Physically divide an established community?			X
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?			X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			X

Discussion: A substantial adverse effect on Land Use would occur if the implementation of the project would:

- Result in the conversion of Prime Farmland as defined by the State Department of Conservation;
- Result in conversion of land that either contains choice soils or which the County Agricultural Commission has identified as suitable for sustained grazing, provided that such lands were not assigned urban or other nonagricultural use in the Land Use Map;
- Result in conversion of undeveloped open space to more intensive land uses;
- Result in a use substantially incompatible with the existing surrounding land uses; or
- Conflict with adopted environmental plans, policies, and goals of the community.

- a. **Established Community:** The project would not result in the physical division of an established community. The right-of-way acquisition and temporary construction easement would allow road uses necessary for road construction that would promote and enhance public safety. Impacts would be less than significant.
- b. **Land Use Consistency:** The proposed project would be consistent with the specific, fundamental, and mandatory land use development goals, objectives, and policies of the 2004 General Plan, and would be consistent with the development standards contained within the El Dorado County Zoning Ordinance. The project proposes acquisition and the temporary use of portions of an existing road easement. The resultant road construction would adhere to County Code. Impacts would be less than significant.
- c. **Habitat Conservation Plan:** The project site is not within the boundaries of an adopted Habitat Conservation Plan (HCCP), or a Natural Community Conservation Plan (NCCP), or any other conservation plan. As such, the proposed project would not conflict with an adopted conservation plan. There would be no impact.

FINDING: The proposed use as a road and public utility easement would be consistent with the Zone District and the General Plan because it allows the construction of a roadway surface that is conditioned to comply with County Code. As the ensuing road construction is conditioned, and with adherence to County Code, no significant impacts are expected.

XI. MINERAL RESOURCES. <i>Would the project:</i>			
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?			X
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?			X

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Discussion: A substantial adverse effect on Mineral Resources would occur if the implementation of the project would:

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.
- a. **Mineral Resource Loss-Region, State:** The project site is not mapped as being within a Mineral Resource Zone (MRZ) by the State of California Division of Mines and Geology or in the El Dorado County General Plan. No impacts would occur.
- b. **Mineral Resource Loss-Locally:** The Western portion of El Dorado county is divided into four, 15 minute quadrangles (Folsom, Placerville, Georgetown, and Auburn) mapped by the State of California Division of Mines and Geology showing the location of Mineral and Resource Zones (MRZ). Those areas which are designated MRZ-2a contain discovered mineral deposits that have been measured or indicate reserves calculated. Land in this category is considered to contain mineral resources of known economic importance to the County and/or State. Review of the mapped areas of the County indicates that this site does not contain any mineral resources of known local or statewide economic value. No impacts would occur.

FINDING: No impacts to any known mineral resources would occur as a result of the project. Therefore, no mitigation is required. For the 'Mineral Resources' category, the project would not exceed the identified thresholds of significance.

XII.NOISE. <i>Would the project result in:</i>			
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?			X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

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

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;

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- Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
 - Results in noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.
- a. **Noise Exposures:** The project would allow temporary noise from construction equipment. The easement has been used as a driveway easement and parking area in the past. The immediate construction noise allowed by the acquisition would be temporary and intermittent. Impacts would be less than significant.
 - b. **Ground Borne Shaking:** The project construction resultant from the acquisition and temporary use may generate intermittent ground borne vibration or shaking events during project construction. These potential impacts would be limited to project construction. Adherence to the time limitations of construction activities to 7:00am to 7:00pm Monday through Friday and 8:00am to 5:00pm on weekends and federally recognized holidays would limit the ground shaking effects in the project area. Impacts would be less than significant.
 - c. **Short-term Noise Increases:** The project would allow construction activities for the grading of the road surface and drainage facilities. The short-term noise increases could potentially exceed the thresholds established by the General Plan. Standard Conditions of Approval would limit the hours of construction activities to 7:00am to 7:00pm Monday through Friday and 8:00am to 5:00pm on weekends and federally recognized holidays. Adherence to the limitations of construction would reduce potentially significant impacts to a less than significant level.
 - d. **Long-term Noise Increases:** The project would not increase the ambient noise levels in the area in excess of the established noise thresholds. The resultant intermittent use of the road would not be anticipated to exceed the established General Plan noise thresholds. Impacts would be less than significant.
 - e-f. **Aircraft Noise:** The proposed project is not located within an airport land use plan or within two miles of a public airport or private landing strip. There would be no impacts.

FINDING: For the ‘Noise’ category, the thresholds of significance have not been exceeded and no significant environmental impacts would result from the project.

XIII. POPULATION AND HOUSING. <i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion: A substantial adverse effect on Population and Housing would occur if the implementation of the project would:

- Create substantial growth or concentration in population;
- Create a more substantial imbalance in the County’s current jobs to housing ratio; or
- Conflict with adopted goals and policies set forth in applicable planning documents.

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- a. **Population Growth:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section would not increase population. There would be no impacts.
- b. **Housing Displacement:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section would not increase population. There would be no impacts.
- c. **Replacement Housing:** No persons would be anticipated to be displaced necessitating the construction of replacement housing elsewhere. No impacts would occur.

FINDING: It has been determined that there would less than significant impacts to population growth and no impacts to population or housing displacement as a result of the project proposal. For this "Population and Housing" category, there would be no impacts.

XIV. PUBLIC SERVICES. <i>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:</i>				
a. Fire protection?				X
b. Police protection?				X
c. Schools?				X
d. Parks?				X
e. Other government services?				X

Discussion: A substantial adverse effect on Public Services would occur if the implementation of the project would:

- Substantially increase or expand the demand for fire protection and emergency medical services without increasing staffing and equipment to meet the Department's/District's goal of 1.5 firefighters per 1,000 residents and 2 firefighters per 1,000 residents, respectively;
- Substantially increase or expand the demand for public law enforcement protection without increasing staffing and equipment to maintain the Sheriff's Department goal of one sworn officer per 1,000 residents;
- Substantially increase the public school student population exceeding current school capacity without also including provisions to adequately accommodate the increased demand in services;
- Place a demand for library services in excess of available resources;
- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Be inconsistent with County adopted goals, objectives or policies.

- a. **Fire Protection:** Development of the project would not result in an increase in the demand for fire protection services. The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section would enhance fire protection capabilities and public safety. There would be no impacts.
- b. **Police Protection:** The project site would be served by the El Dorado County Sheriff's Department (Department) with a response time depending on the location of the nearest patrol vehicle. The project is for road and utility

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easement acquisition and temporary use and the resultant road surfacing of a 460-foot section would enhance response time capabilities and public safety. There would be no impacts.

- c. **Schools:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section would enhance response time capabilities and public safety. There would be no impacts.
- d. **Parks:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section would enhance response time capabilities and public safety. There would be no impacts.
- e. **Government Services:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section would enhance response time capabilities and public safety. There would be no impacts.

FINDING: Adequate public services are available to serve the project. There would be insignificant levels of increased demands to services anticipated as a result of the project. For this 'Public Services' category, there would be no impacts.

XV. 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?			X
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?			X

Discussion: A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.

- a. **Parks:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.
- b. **Recreational Services:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.

FINDING: The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. For this 'Recreation' category, there would be no impacts.

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XVI. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>			
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X	
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?			X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X	
e. Result in inadequate emergency access?		X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X

Discussion: A substantial adverse effect on Traffic would occur if the implementation of the project would:

- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
- Result in, or worsen, Level of Service “F” traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county as a result of a residential development project of 5 or more units.

a-b. **Traffic Increases, Levels of Service Standards:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. DOT has review the subject application request as well as the use of the resultant roadway by the 40-unit apartment complex approved by DR11-0001-S. It has been determined that the project would not add a significant amount of traffic to the existing transportation system. Impacts would be less than significant.

c. **Air Traffic:** The project would not result in a change in established air traffic patterns for publicly or privately operated airports or landing field in the project vicinity. No impacts would occur.

d. **Design Hazards:** The project does not include any design features, such as sharp curves, dangerous intersection or incompatible uses that would increase hazards. The project is conditioned to require an encroachment permit for the resultant project-related improvements ingress/egress points which would assure they are constructed for safe and adequate widths, turning capacity and for line-of-sight safety. No traffic hazards would result from the project design. Impacts would be less than significant.

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- e. **Emergency Access:** The resultant roadway project was reviewed by the El Dorado County Fire Protection District for the adequacy of the interior project road circulation and availability of adequate emergency ingress and egress emergency access in the project design. The Fire District requires unobstructed widths of the apparatus access roads. The Fire District did not respond with any concerns pertaining to the proposed projects emergency ingress and egress capabilities. Impacts would be less than significant.
- f. **Alternative Transportation:** The project would not conflict with adopted plans, policies or programs relating to alternative transportation because the project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.

FINDING: For the "Transportation/Traffic" category, the identified thresholds of significance have not been exceeded and no significant environmental impacts would result from the project.

XVII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>			
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X
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?			X
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X
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?			X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X

Discussion: A substantial adverse effect on Utilities and Service Systems would occur if the implementation of the project would:

- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially increase the demand for potable water in excess of available supplies or distribution capacity without also including provisions to adequately accommodate the increased demand, or is unable to provide an adequate on-site water supply, including treatment, storage and distribution;

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- Substantially increase the demand for the public collection, treatment, and disposal of wastewater without also including provisions to adequately accommodate the increased demand, or is unable to provide for adequate on-site wastewater system; or
- Result in demand for expansion of power or telecommunications service facilities without also including provisions to adequately accommodate the increased or expanded demand.

- a. **Wastewater Requirements:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.
- b. **Construction of New Facilities:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.
- c. **New Stormwater Facilities:** According to the submitted preliminary grading and drainage plan for the construction of the 28-foot wide road resultant of the road and utility easement acquisition and temporary use, overall existing drainage patterns would not be modified and pre- and post-development drainage conditions would not change. All grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the *County of El Dorado - Grading, Erosion, and Sediment Control Ordinance* adopted by the County of El Dorado Board of Supervisors, August 10, 2010 (Ordinance #4949). All drainage facilities would be required to be constructed in compliance with standards contained in the County of El Dorado Drainage Manual. As such, impacts would be less than significant.
- d. **Sufficient Water Supply:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.
- e. **Adequate Wastewater Capacity:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.
- f. **Solid Waste Disposal:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.
- g. **Solid Waste Requirements:** The project is for road and utility easement acquisition and temporary use and the resultant road surfacing of a 460-foot section. There would be no impacts.

FINDING: Adequate stormwater facilities would be available to serve the project. For this 'Utilities and Service Systems' category, impacts would be less than significant.

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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:			
a. 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?			X
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Discussion:

- a. No substantial evidence contained in the project record has been found that would indicate that this project would have the potential to significantly degrade the quality of the environment, with the exception of potential impacts on nesting raptors or other migratory birds, and wetlands. With adherence to County permit requirements, the road and utility easement acquisition and temporary use, and the resultant road surfacing of a 460-foot section would not be anticipated to have the potential to 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 California history or pre-history. Any impacts from the project would be less than significant due to the design of the project and required standards that would be implemented with the grading process.
- b. Cumulative impacts are defined in Section 15355 of the California Environmental Quality Act (CEQA) Guidelines as two or more individual effects, which when considered together, would be considerable or which would compound or increase other environmental impacts.

The project would not involve development or changes in land use that would result in an increase in population growth. There would be no impacts anticipated due to increased demand for public services associated with the project. The project would not contribute substantially to increased traffic in the area and would not require an increase in the wastewater treatment capacity of the County.

The project would result in the generation of greenhouse gases, which could contribute to global climate change. However, the amount of greenhouse gases generated by the project would be negligible compared to global emissions or emissions in the county, so the project would not substantially contribute cumulatively to global climate change. Further, as discussed throughout this environmental document, the project would not contribute to a substantial decline in water quality, air quality, noise, biological resources, agricultural resources, or cultural resources under cumulative conditions.

As outlined and discussed in this document, and with compliance with County Codes, this project, as proposed, would have a less than significant chance of having project-related environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Based on the analysis in this study, it has been determined that the project would have a less than significant impact based on the issue of cumulative impacts.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- c. All impacts identified in this Negative Declaration would be less than significant and do not require mitigation. Therefore, the proposed project would not result in environmental effects that cause substantial adverse effects on human beings either directly or indirectly. Impacts would be less than significant.

FINDINGS: It has been determined that the proposed project would not result in significant environmental impacts. The project would not exceed applicable environmental standards, nor significantly contribute to cumulative environmental impacts.

INITIAL STUDY ATTACHMENTS

Attachment 1..... Location Map
Attachment 2..... U.S.G.S. 7.5 Minute Quadrangle
Attachment 3..... PG&E Easement Details-Exhibits A and B

SUPPORTING INFORMATION SOURCE LIST

The following documents are available at El Dorado County Planning Services in Placerville.

El Dorado County General Plan Draft Environmental Impact Report
Volume 1 of 3 – EIR Text, Chapter 1 through Section 5.6
Volume 2 of 3 – EIR Text, Section 5.7 through Chapter 9
Appendix A
Volume 3 of 3 – Technical Appendices B through H

El Dorado County General Plan – A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief (Adopted July 19, 2004)

Findings of Fact of the El Dorado County Board of Supervisors for the General Plan

El Dorado County Zoning Ordinance (Title 17 - County Code)

County of El Dorado Drainage Manual (Resolution No. 67-97, Adopted March 14, 1995)

County of El Dorado - Grading, Erosion, and Sediment Control Ordinance Adopted by the County of El Dorado Board of Supervisors, August 10, 2010 (Ordinance #4949).

El Dorado County Design and Improvement Standards Manual

El Dorado County Subdivision Ordinances (Title 16 - County Code)

Soil Survey of El Dorado Area, California

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

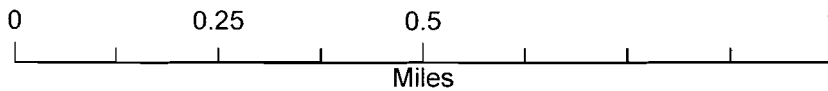
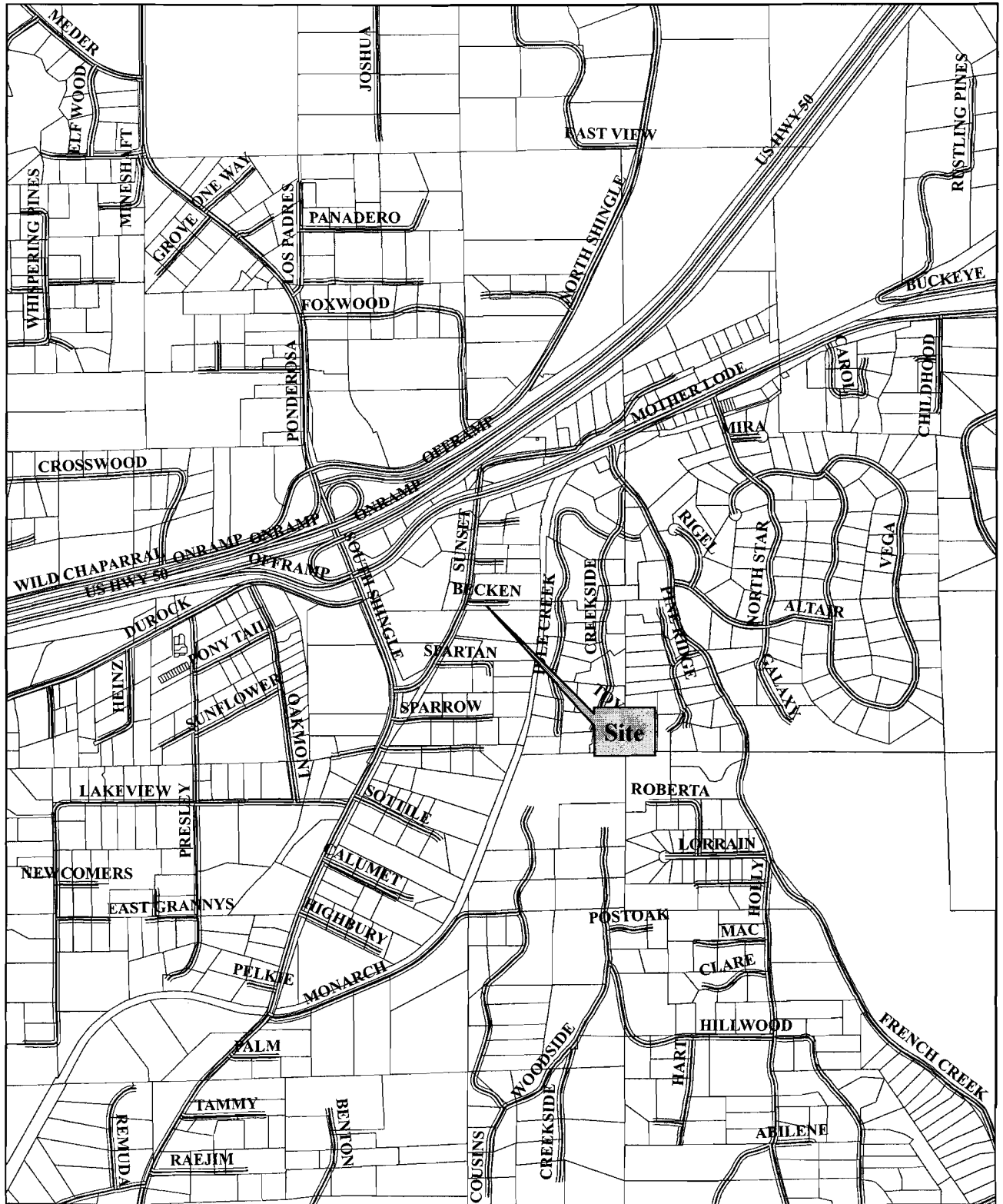
Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (Section 15000, et seq.)

Project Specific Resource Material

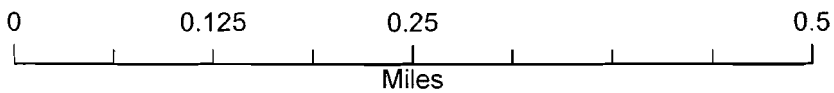
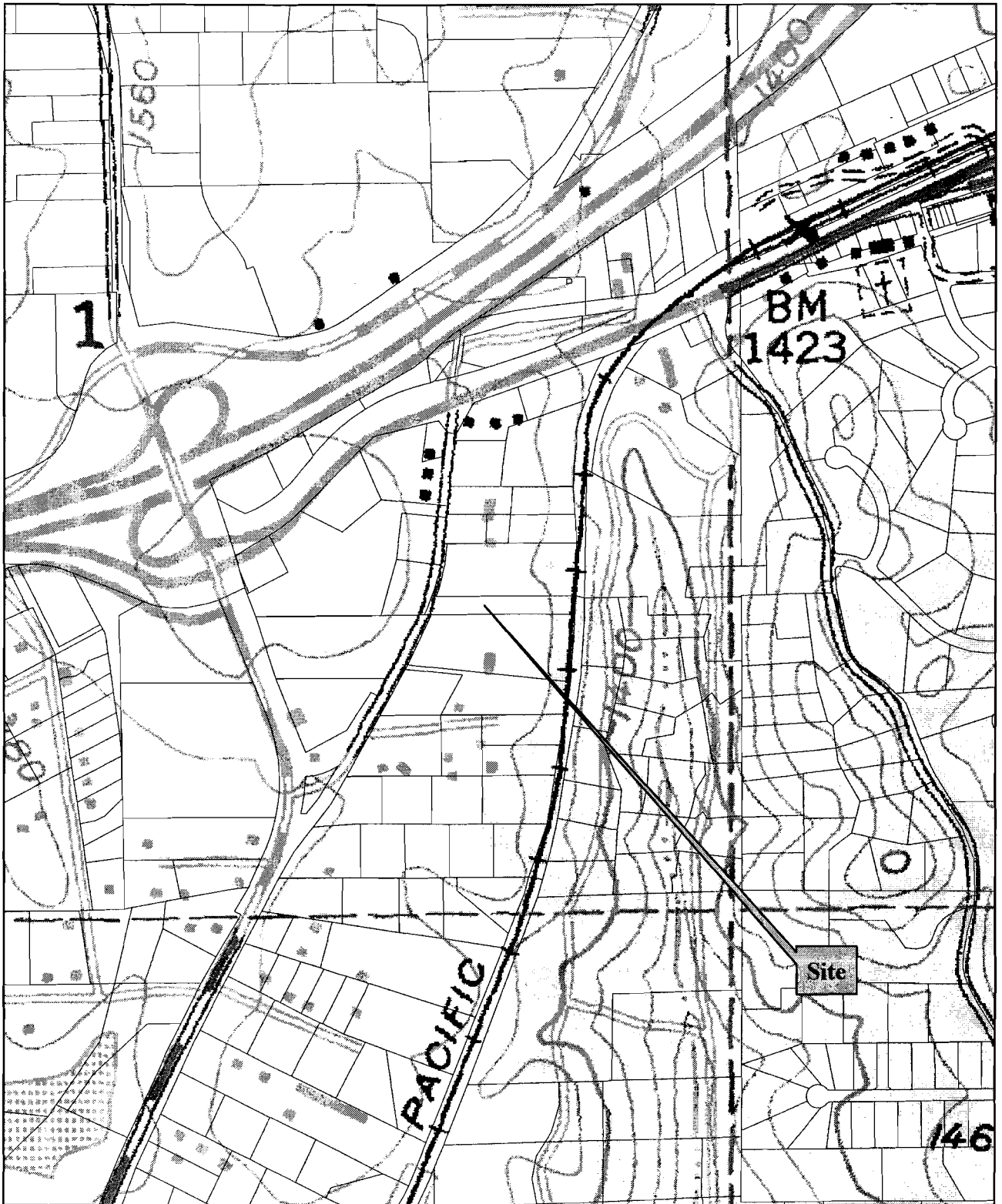
Cultural Resources Study prepared by Historic Resource Associates, dated December 2008

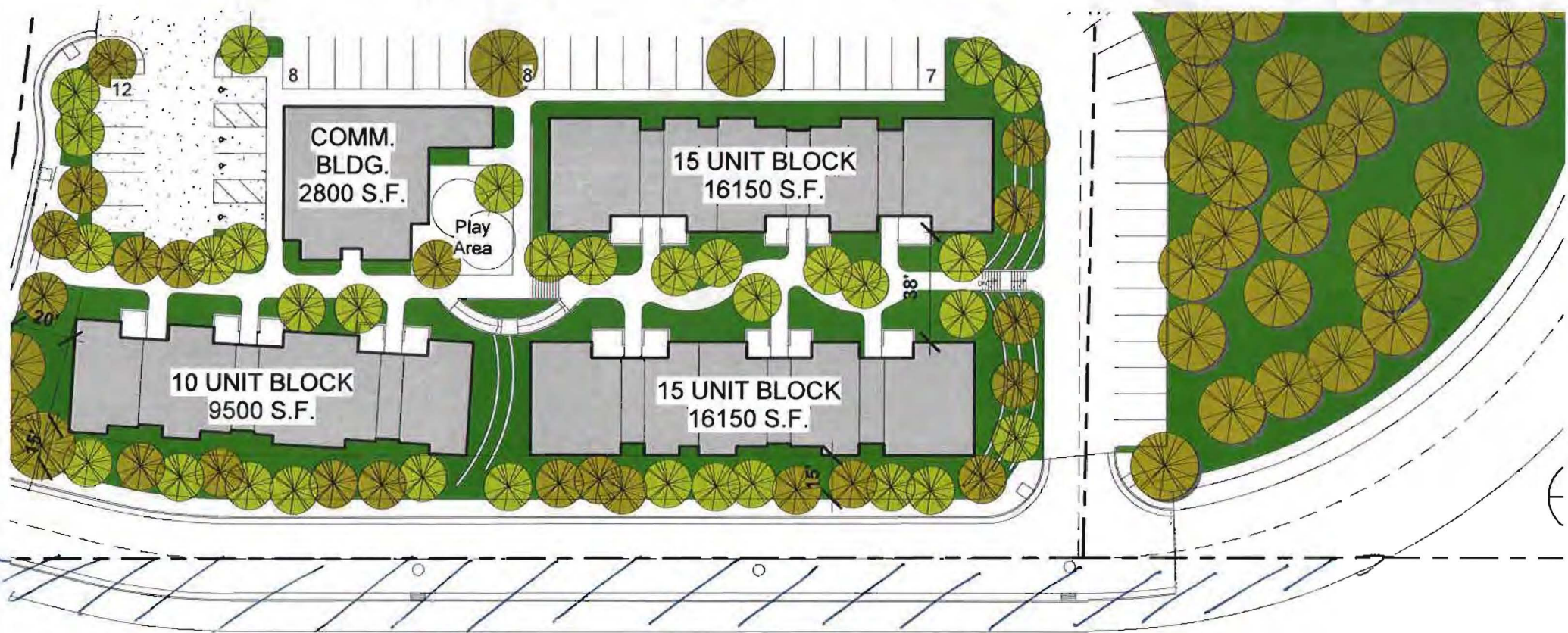
Preliminary Grading and Drainage Plan map, Gene Thorne and Associates, dated January 31, 2011

Location Map



Shingle Springs U.S.G.S. Quadrangle with El Dorado County Parcels Overlaid





Attachment 3

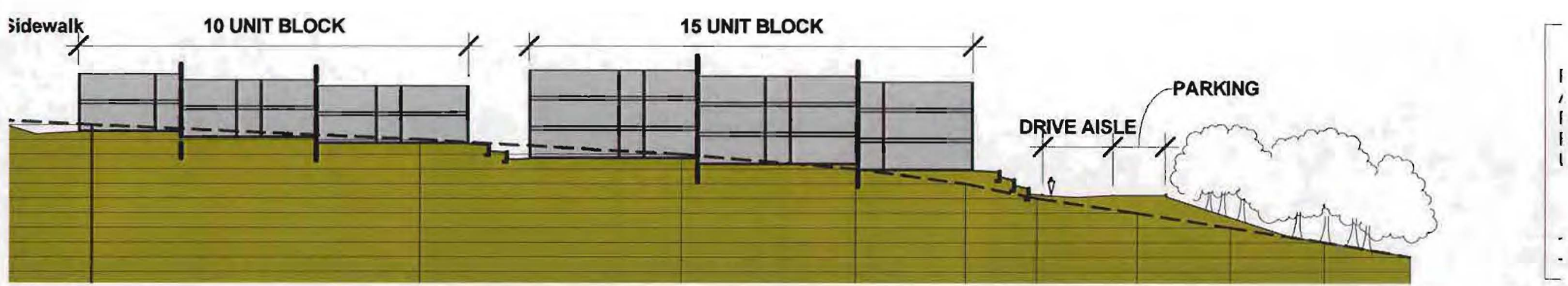


EXHIBIT A

ROAD AND PUBLIC UTILITIES RIGHT OF WAY EASEMENT

Being a portion of that certain real property described in Book 0727 of Official Records at Page 598, El Dorado County Records, lying in Section 1, Township 9 North, Range 9 East, Mount Diablo Base and Meridian, County of El Dorado, State of California, being more particularly described as follows:

BEGINNING at a found 3/4" iron pipe, stamped 4130 as shown on that certain map filed in Book 25 of Parcel Maps, at Page 32, El Dorado County Records, said pipe being at the southwest corner of Parcel A as shown on said Parcel Map; thence, along the south line of Parcels A and B of said Parcel Map, North 89°50'46" East 512.99 feet to the beginning of a non-tangent curve to the right, from which a radial line bears North 27°25'13" West, having a radius of 225.00 feet, a central angle of 27°15'59" and a chord bearing and distance of South 76°12'47" West 106.07 feet; thence, leaving said southerly line and along the arc of said curve, 107.07 feet; thence, South 89°50'46" West 293.06 feet to the beginning of a curve to the right, from which a radial line bears North 00°09'14" West, having a radius of 225.00 feet, a central angle of 14°08'12" and a chord bearing and distance of North 83°05'08" West 55.37 feet; thence, along the arc of said curve, 55.51 feet; thence, North 76°01'02" West 64.79 feet; thence, North 21°24'51" East 2.54 feet to the point of beginning.

Containing a total of 10,959 square feet, more or less.

The bearings contained herein are based upon the south property lines of Parcels A and B as shown upon the map filed for record in Book 25 of Parcel Maps at Page 32, El Dorado County Records.

See Exhibit "B" attached hereto and made a part hereof.



R. Vance

EXHIBIT A

TEMPORARY CONSTRUCTION EASEMENT

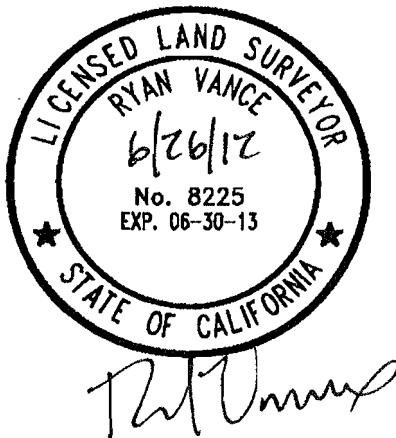
Being a portion of that certain real property described in Book 0727 of Official Records at Page 598, El Dorado County Records, lying in Section 1, Township 9 North, Range 9 East, Mount Diablo Base and Meridian, County of El Dorado, State of California, being more particularly described as follows:

BEGINNING at a found 3/4" iron pipe, stamped 4130 as shown on that certain map filed in Book 25 of Parcel Maps, at Page 32, El Dorado County Records, said pipe being at the southwest corner of Parcel A as shown on said Parcel Map; thence South 21°24'51" West 2.54 feet; thence, South 76°01'02" East 64.79 feet to the beginning of a curve to the left, having a radius of 225.00 feet, a central angle of 14°08'12" and a chord bearing and distance of South 83°05'08" West 55.37 feet; thence, along the arc of said curve, 55.51 feet; thence, North 89°50'46" East 115.81 feet to the **POINT OF BEGINNING** of this description; thence, North 89°50'46" East 136.35 feet to the beginning of a non-tangent curve to the left, from which a radial line bears North 10°32'16" West, having a radius of 1315.62 feet, a central angle of 00°56'02" and a chord bearing and distance of South 79°55'45" West 21.44 feet; thence, along the arc of said curve, 21.44 feet; thence, South 89°48'53" West 54.15 feet; thence, North 87°58'57" West 18.47 feet; thence, North 86°05'44" West 42.72 feet to the point of beginning.

Containing a total of 367 square feet, more or less.

The bearings contained herein are based upon the south property lines of Parcels A and B as shown upon the map filed for record in Book 25 of Parcel Maps at Page 32, El Dorado County Records.

See Exhibit "B-2" attached hereto and made a part hereof.



A.P.N. 090-430-37
PARCEL B
 CARDANINI
 DOC. 2004-0037209

A.P.N. 090-430-36
PARCEL A
 WARDLAW
 DOC. 2006-0081364

A.P.N. 090-440-25
 BROWN
 4771-492 O.R.

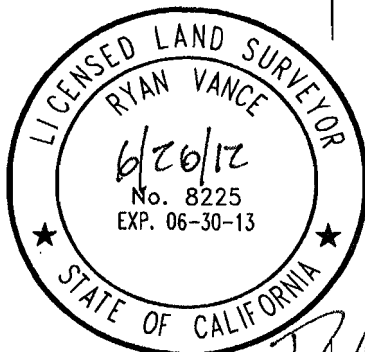
A.P.N. 090-430-35
PARCEL A
 GLOVER
 4425-139 O.R.

A.P.N. 090-430-34
PARCEL B
 TETER FAMILY
 DOC. 2010-0042643

A.P.N. 090-430-33
 ROBERT J. ARGROVES, TR.
 DOC. 2012-0011405

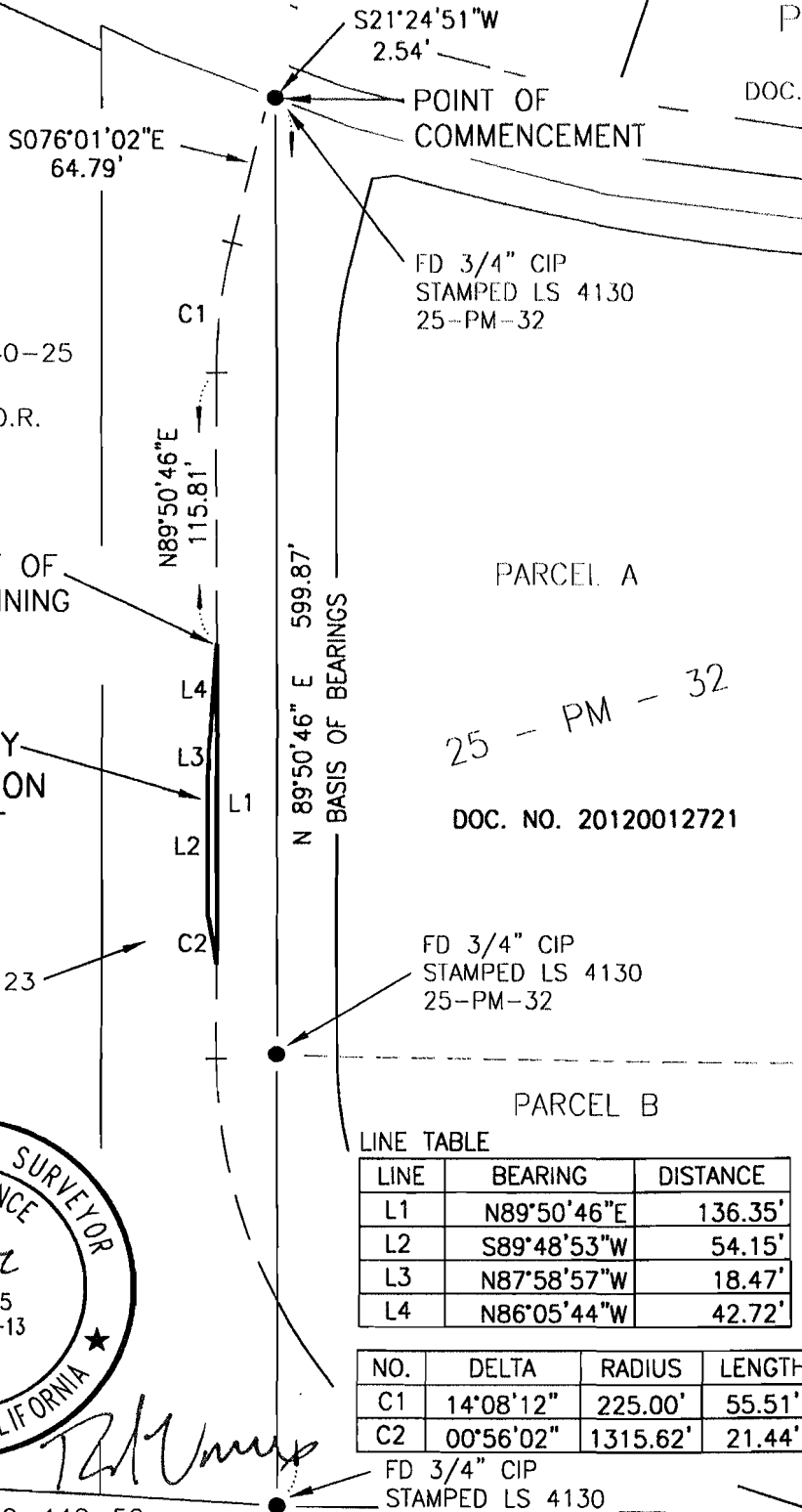
A.P.N. 090-430-23
 PACIFIC GAS &
 ELECTRIC
 0727-598 O.R.

**TEMPORARY
 CONSTRUCTION
 EASEMENT**
 367 SF



A.P.N. 090-440-50
 SAC PLACERVILLE TRANS CORR
 4764-134 O.R.

R.R. TRACKS - ABANDONED



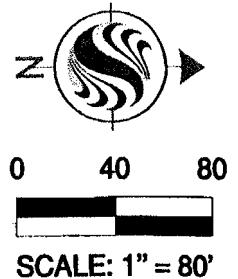
FD 3/4" CIP
 STAMPED LS 4130
 25-PM-32

FD 3/4" CIP
 STAMPED LS 4130
 25-PM-32

LINE TABLE

LINE	BEARING	DISTANCE
L1	N89°50'46"E	136.35'
L2	S89°48'53"W	54.15'
L3	N87°58'57"W	18.47'
L4	N86°05'44"W	42.72'

NO.	DELTA	RADIUS	LENGTH	CHORD	CH BEARING
C1	14°08'12"	225.00'	55.51'	55.37'	S83°05'08"W
C2	00°56'02"	1315.62'	21.44'	21.44'	S79°55'45"W



Stantec Consulting Services Inc.
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 Modesto, CA U.S.A.
 95354
 Tel. 209.521.8986
 Fax. 209.521.9045
 www.stantec.com

V:\1847\active\184710177\dwg\plots\PGE-const-plot.dwg NMonique 6/26/12 9:18

PACIFIC GAS AND ELECTRIC CO.
SECTION 1, T.9 N., R.9 E., M.D.B. & M.
 SHINGLE SPRINGS, EL DORADO COUNTY, STATE OF CALIFORNIA

**TEMPORARY CONSTRUCTION
 EASEMENT**
 APN 090-430-23 B 35 of 35

NM JUNE 2012

EXHIBIT NO.

B-2