Initial Study/
Mitigated Negative Declaration

Pleasant Valley Road (State Route 49)/
Patterson Drive Intersection Signalization Project

April 2009

El Dorado County
Department of Transportation

09-0566.D.1

Notice of Intent to Adopt
A Mitigated Negative Declaration

El Dorado County Department of Transportation (DOT) proposes to adopt a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.), for the project described below.

TITLE: Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

IDENTIFICATION NUMBER: County Project 73320

LOCATION: The Project is located along Pleasant Valley Road at the intersection of Pleasant Valley Road and Patterson Drive in El Dorado County, California, approximately 1 mile northeast of the community of El Dorado. The site is located within the Placerville, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Township 10 North, Range 10 East, Section 25, MDBM).

GENERAL DESCRIPTION: El Dorado County plans to signalize and improve the intersection of Pleasant Valley Road and Patterson Drive. The Project Area consists of approximately 1,800 feet of Pleasant Valley Road (SR 49), short segments of Ryan Drive and Lake Oaks Drive, a portion of the vacant lot on the southwest corner as a potential staging area, approximately 850 feet of Patterson Drive, and most of the existing commercial property (Tower Mart store) frontage. Proposed improvements include the widening of the approaches to the intersection; the addition of turn pockets; installation of traffic signals; installation of curbs, gutters, and sidewalks; grading and paving; drainage improvements, and minor landscaping. (See Initial Study for a more detailed project description).

HAZARDOUS SITE DISCLOSURE: The Project site is located adjacent to a hazardous substance site. The listed site (ID: T0601700077), a leaking underground tank, is located at the Tower Mart property, southeast of the Pleasant Valley Road/Patterson Drive intersection. The site is currently under active cleanup and remediation.

REVIEW: Interested parties are invited to comment on the proposed Mitigated Negative Declaration. The comment period is from April 27, 2009 to May 28, 2009. The proposed Mitigated Negative Declaration, Initial Study, and supporting documents can be reviewed at the El Dorado County Department of Transportation, 2850 Fairlane Court, Placerville, California 95667; telephone (530) 621-5900. The Initial Study/Mitigated Negative Declaration is also available on the DOT website at http://www.co.el-dorado.ca.us/DOT/index.html. Comments during the review period regarding the Initial Study/Mitigated Negative Declaration should be directed to:

Janet Postlewait, Principal Planner
El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, California 95667

Comments may also be submitted electronically to jpostlewait@co.el-dorado.ca.us. Failure to comment in writing will not preclude your right to testify at any future public hearing for the proposed project.

Signed: Janet Postlewait Date: April 21, 2009

Title: Principal Planner

Mitigated Negative Declaration

The El Dorado County Department of Transportation (DOT) has reviewed the project described below under the California Environmental Quality Act (CEQA). Measures have been incorporated into the project to avoid or mitigate the potential environmental effects. Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations this Mitigated Negative Declaration has been prepared for public review and for filing with the State of California.

1. Title and Short Description of Project: Pleasant Valley Road [State Route (SR) 49]/Patterson Drive Intersection Signalization Project (Project).

El Dorado County plans to signalize and improve the intersection of Pleasant Valley Road and Patterson Drive. The Project Area consists of approximately 1,800 feet of Pleasant Valley Road (SR 49), short segments of Ryan Drive and Lake Oaks Drive, a portion of the vacant lot on the southwest corner as a potential staging area, approximately 850 feet of Patterson Drive, and most of the existing commercial property (Tower Mart store) frontage. Proposed improvements include the widening of the approaches to the intersection; the addition of turn pockets; installation of traffic signals; installation of curbs, gutters, and sidewalks; grading and paving; drainage improvements, and minor landscaping. (See Initial Study for a more detailed project description).

2. Location of Project: The Project is located along Pleasant Valley Road at the intersection of Pleasant Valley Road and Patterson Drive in El Dorado County, California, approximately 1 mile northeast of the community of El Dorado.

3. Project Proponent: El Dorado County Department of Transportation

4. Mitigation Measures Included in the Project:

Potential to impact California red-legged frog habitat.

The County shall implement the following measures to avoid or minimize effects to California red-legged frogs and their habitat:

- Appropriate sediment and pollution control measures [e.g., silt fences, coir rolls, hay bales, vegetated swales, catch basins, etc., as determined by the County best management practices (BMPs)] shall be in place prior to the onset of construction activities at all locations where there is a potential for surface runoff to drain into the seasonal wetlands. Sediment and pollution control measures shall be monitored and maintained until all construction activities have ceased. Temporary stockpiling of excavated or imported material shall be placed as far away from the seasonal wetlands as practicable. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (i.e., through use of BMPs, as above).

- A qualified biologist shall conduct a pre-construction inspection for California red-legged frog within the Project Area and within 500 feet of the Project Areas (where accessible) within 24 hours prior to initiation of any construction activities within the seasonal wetlands. If any California red-legged frogs are detected during the pre-construction inspection, the U.S. Fish and Wildlife Service shall be notified and no construction activities within the seasonal wetlands shall be initiated until Incidental Take authorization, or other authorization to proceed, has been obtained from the U.S. Fish and Wildlife Service.

Potential to impact western burrowing owls or occupied habitat.

The County shall implement the following measures for western burrowing owl avoidance and impact minimization:

- A protocol-level survey for burrowing owls will be conducted by a qualified biologist no more than 30 days before the initiation of any construction activities within the Project Area and 250 feet beyond the Project Area. The surveys shall be conducted in accordance with the CDFG guidelines (http://www.dfg.ca.gov/wildlife/species/ survey_monitor.html#Birds). If no burrowing owls are detected, no further mitigation is necessary.
- If burrowing owl are identified within the designated area of potential effect, then the following measures shall be implemented.
  - All burrows occupied by western burrowing owl, and a 250-foot buffer around the active burrow, shall not be disturbed if the burrow is discovered during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

  - In the event that a biologist determines that owls can be moved the owls must be moved away from the Project Area using passive relocation techniques (e.g., one-way doors). All passive relocation measures shall be implemented by a qualified biologist. Construction activities within 250 feet of burrows (formerly occupied by burrowing owl) containing passive relocation devices shall not be initiated for a minimum of 15 days after the installation of passive relocation devices unless the qualified biologist, based on observation of the owls successfully relocating to alternate burrows, allows a shortened waiting period.

  - If burrowing owls are present in the Project Area, any permanent loss of burrowing owl foraging and nesting habitat within the Project Area shall be offset by either (1) acquiring and permanently protecting off-site, at a location satisfactory to El Dorado County, a minimum of 6.5 acres of suitable foraging habitat per pair or unpaired resident owl, or (2) purchasing the requisite number of acres of credit at a CDFG-approved mitigation bank.

Potential to impact white-tailed kites, loggerhead shrikes, other raptors, and migratory birds.

The County shall implement the following measures to protect white-tailed kites, loggerhead shrikes, other raptors, and migratory birds:

- To the extent practicable, construction activities shall be conducted outside of the nesting season. Each species has a slightly different nesting period, some of which start earlier or extend longer into the year. If construction occurs between October 1 and February 14 the nesting season of all protected birds potentially occurring in the Project Area would be avoided, and no further mitigation would be necessary. If construction activities are to occur during the nesting season, the following measures shall be implemented. Depending on when project construction will commence, the nesting season for some protected bird species may be avoided. The following list provides the estimated nesting periods for white-tailed kites, loggerhead shrikes, other raptors, and other migratory birds protected under the MBTA.

White-tailed kite	October 1 through February 14
Loggerhead shrike	March 1 through August 31
Other raptors	March 1 through August 31
Most non-raptor, migratory birds	March 1 through August 31

- Any potential nesting substrate (e.g., shrubs and trees) that would be removed by the Project should be removed before the onset of the nesting season. This would help preclude nesting and substantially decrease the likelihood of direct impacts.
- Pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests will be disturbed during Project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the biologist shall inspect all trees within 250 feet of projected impact areas for white-tailed kite, loggerhead shrike, and other raptor nests and 50 feet for non-raptor, migratory birds. If an active nest is found within 250 feet or 50 feet, respectively, of a projected impact area, the biologist (in consultation with the CDFG) shall determine the extent of a construction-free buffer zone to be established around the identified nest.

Permanent impact of up to 0.34 acre of seasonal wetlands/waters of the U.S.

The County shall implement the following measures to minimize impacts to wetlands and to mitigate for permanent losses:

- All required permits and authorizations shall be obtained from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the California Department of Fish and Game (if necessary) prior to any direct impacts to the seasonal wetlands. All terms and conditions of the required permits and authorizations shall be met.
- Avoided areas of the seasonal wetland shall be fenced (e.g., 4-foot orange temporary fence) prior to initiation of construction activities and no entry into avoided areas shall be allowed. Fencing shall be adequately maintained throughout the duration of construction and shall be removed upon completion of construction activities.
- Indirect impacts to the seasonal wetland shall be avoided through the use of BMPs to control erosion and similar standard contract provisions in County construction plans and specifications (e.g., site stabilization and seeding; use of coir rolls, hay bales, silt fences, sediment barriers, etc.). Sediment control measures shall be in place prior to the onset of construction and shall be monitored and maintained until construction activities have ceased.

The construction contractor shall implement appropriate BMPs to prevent the accidental release of hazardous materials (e.g., fuel, oil) into the seasonal wetland.

- To the extent practicable, all construction activities that involve direct impacts to the seasonal wetlands shall be conducted during the dry season to minimize the potential for erosion and sedimentation.
- Any permanent loss of seasonal wetlands shall be offset by purchasing credits (1:1 acreage ratio) at a U.S. Army Corps of Engineers-approved mitigation bank or by payment of in-lieu fees to a U.S. Army Corps of Engineers-approved in-lieu fee program (according to current fee schedule).
- Any seasonal wetland areas temporarily impacted by construction activities shall be restored, as close as practicable, to pre-construction contours and conditions.
- Appropriate sediment control measures (e.g., coir rolls, hay bales, silt fences, vegetated swales, catch basins, etc.) shall be in place prior to the onset of construction activities within the seasonal wetlands and in all Project areas where there is a potential for surface runoff to drain into the seasonal wetlands. Sediment control measures shall be monitored and maintained until construction activities have ceased. Temporary stockpiling of excavated or imported material shall be placed as far away from the seasonal wetlands as practicable. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (i.e., through use of BMPs , as above).

Impact 5: Potential impact on native oak trees not planned for removal.

The County shall implement the following measures to minimize impacts to the remaining oak trees:

- To protect oak trees intended to remain undisturbed, a 4-foot tall, brightly colored fence shall be installed as far outside the edge of the tree driplines as feasible. No encroachment into the fenced areas shall be permitted; fencing shall remain in place until all construction activities have ceased. Upon completion of construction activities, the fencing shall be removed.
- If a retained tree has roots that must be severed, the cuts shall occur at the maximum distance from the trunk as is practicable. Any roots over 1 inch in diameter that are damaged as a result of construction activities shall be traced back and cleanly cut behind any split, cracked, or damaged area.
- Stockpiling of materials or equipment shall not occur under the dripline of any retained oak tree.

Project Information

1. Project Title:	Pleasant Valley Road (State Route 49)/Patterson Drive Intersection Signalization Project
2. Lead Agency Name and Address:	El Dorado County Transportation Department 2850 Fairland Court Placerville, CA 95667
3. Contact Person and Phone Number:	Ms. Janet Postlewait, Principal Planner (530) 621-5993 jpostlewait@co.el-dorado.ca.us
4. Project Location:	Intersection of Pleasant Valley Road (State Route 49) and Patterson Drive, near Diamond Springs, El Dorado County, California

5. Description of Project:

The El Dorado County (County) Department of Transportation (DOT) plans to signalize and improve the intersection of Pleasant Valley Road [State Route (SR) 49] and Patterson Drive, near Diamond Springs, in El Dorado County, California (Project). The Project is proposed for construction in 2009.

The Project Area consists of approximately 1,800 feet of Pleasant Valley Road (SR 49) (975 feet east of the intersection and 825 feet west of the intersection), short segments of Ryan Drive and Lake Oaks Drive, the majority of a vacant lot on the southwest corner as a potential staging area, approximately 850 feet of Patterson Drive, and the majority of a commercial property (a Tower Mart store) frontage. The Project Area encompasses approximately 9.0 acres, of which approximately 4.9 acres would be subject to ground-disturbing activities.

The proposed improvements include the widening of the approaches to the intersection; the addition of turn pockets; installation of traffic signals; installation of curbs, gutters, and sidewalks; grading and paving; modifications to drainages and installation of drainage improvements, and minor landscaping. The Project is intended to improve the level of service through the intersection in conformance with the adopted County General Plan. The traffic signals would be installed in accordance with the California Manual of Uniform Traffic Control Devices (CAMUTCD). A combination of County and State funds would be used for the implementation of this Project.

6. General plan designation:	The Project Area includes parcels designated: High-Density Residential, Multifamily Residential, Commercial, and Industrial
7. Zoning:	The Project Area includes parcels zoned: R1 (One-family Residential), R2 (Limited Multifamily Residential), C (Commercial), CP (Planned Commercial), RE-10 (Estate Residential 10-acre), and MP (Mobile Home Park).
8. Surrounding Land Uses and Setting:	The Project Area is located approximately 1 mile northeast of the community of El Dorado. Surrounding land uses are primarily low-density residential with a few commercial uses. Local roadways within the Project Area include Pleasant Valley Road (SR 49), Patterson Drive, and two residential collector roads (Lake Oaks Drive and Ryan Drive)

9. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement):

The Project may require permits or approvals from the following:

- U.S. Army Corps of Engineers – Section 404 Clean Water Act Nationwide Permit
- Central Valley Regional Water Quality Control Board – Section 401 Water Quality Certification
- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) permit / Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Order No. 99-08 DWQ)
- State of California Department of Fish and Game – Streambed Alteration Agreement
- State of California Department of Transportation – Encroachment permit

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Appendices (B-H provided on CD)

1 Introduction

1.1 Purpose of this Document and Regulatory Framework

The El Dorado County (County) Department of Transportation (DOT) proposes to signalize and improve the intersection of Pleasant Valley Road (which functions through this location as a segment of State Highway (SR) 49) and Patterson Drive in El Dorado County, California (Project).

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.), which require that state and local government agencies consider the potential environmental effects of projects over which they have discretionary authority before acting on those projects. DOT is serving as the Lead Agency under CEQA.

This Initial Study identifies the potential environmental impacts of the proposed Project to determine whether the Project may have a significant effect on the environment. As required, mitigation measures have been incorporated into the project to reduce the potential effects to levels that are less than significant. A Mitigation Monitoring and Reporting Plan has been prepared for this Project and is attached to this document as Appendix A.

1.2 Supporting Technical Studies

This document is supported by several site-specific investigations and technical studies, as listed below. These technical studies are attached to this document as appendices B through H.

- Archaeology Survey Report for the Pleasant Valley Road (SR 49)/ Patterson Drive Intersection Signalization Project, Diamond Springs, El Dorado County, California (North State Resources, Inc. 2008a)
- Biological Resources Assessment for the Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project, Diamond Springs, El Dorado County, California (North State Resources, Inc. 2008b)
- Delineation of Waters of the U.S., Including Wetlands for the Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project (North State Resources, Inc. 2008c)
- California Red-Legged Frog Site Assessment for the Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project (North State Resources, Inc. 2008d)
- Environmental Noise Assessment, Pleasant Valley Road/Patterson Drive, El Dorado County, California (J.C. Brennan and Associates 2008)

- Air Quality Letter Report for the Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project, Diamond Springs, El Dorado County, California (KD Anderson 2008)

- Traffic Report for the Pleasant Valley Road (State Route 49)/Patterson Drive Intersection Project Study Report (Fehr & Peers 2008)

2 Project Description

2.1 Location

The Project Area is located along Pleasant Valley Road at the intersection of Pleasant Valley Road and Patterson Drive in El Dorado County, California, approximately 1 mile northeast of the community of El Dorado. Pleasant Valley Road is an east-west arterial roadway, which at this location functions as State Route (SR) 49. The Project Area is located within the *Placerville*, *California* U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Township 10 North, Range 10 East, Section 25 MDBM). A location and vicinity map of the Project Area is presented as Figure 1.

2.2 Project Description

DOT plans to signalize and improve the intersection of Pleasant Valley Road and Patterson Drive. The Project Area includes approximately 1,800 feet of Pleasant Valley Road (SR 49), short segments of Ryan Drive and Lake Oaks Drive, the majority of the vacant lot on the southwest corner as a potential staging area, approximately 850 feet of Patterson Drive, and the majority of the existing commercial property (Tower Mart store) frontage. The approximate acreage of the Project Area is 9.0 acres, of which approximately 4.9 acres would be subject to ground-disturbing activities. An aerial photograph of the Project Area is presented as Figure 2.

Proposed improvements include the widening of the approaches to the intersection; the addition of turn pockets; installation of traffic signals; installation of curbs, gutters, and sidewalks; grading and paving; drainage improvements; and minor landscaping. Proposed Project improvements are shown in Figure 3. The improvements are intended to improve the level of service through the intersection in conformance with the adopted County General Plan. Traffic signals will be installed in accordance with the California Manual of Uniform Traffic Control Devices (CAMUTCD). A combination of County and state funds would be used for this Project. All work for this Project is anticipated to occur within the current rights-of-way (ROW); some acquisition of frontage ROW may be necessary.

The improvement of Pleasant Valley Road would entail the reconstruction of the road prism 975 feet northeast from the intersection and 825 feet southwest from the intersection. The alignment and profile of Pleasant Valley Road would remain unchanged; road widening will occur to allow for turn pockets at the intersection.

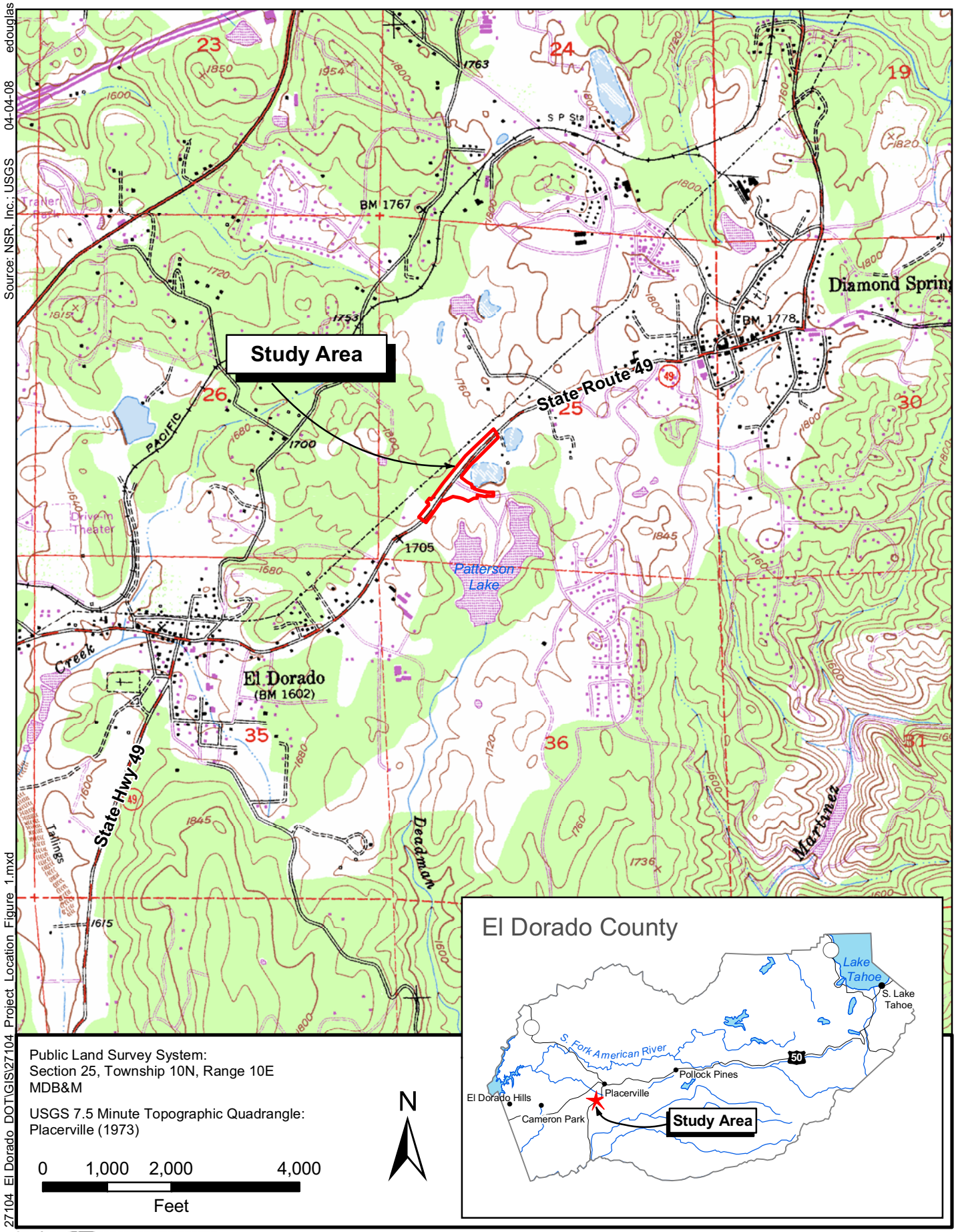
The improvement of Patterson Drive would entail the reconstruction of 850 feet of the road prism. In addition, turn pockets would be added to the roadway approach, requiring an increase in the width of Patterson Drive approaching the intersection. An excavation depth of 12 to 18 inches is anticipated at the new structural sections where the road is to be widened. Approximately 800 cubic yards of fill would be imported to balance the earthwork. The alignment and profile of Patterson Drive would remain unchanged.

Sidewalks, curbs, and gutters would be added or replaced along the roadway in the improved intersection. The staging area would likely be located in the vacant lot [Assessor's Parcel Number (APN) 331-310-09] on the southwest corner of the Pleasant Valley Road and Patterson Drive intersection. Segments of Lake Oaks Drive, 50 feet from its intersection with Patterson Drive, and Ryan Drive, 50 feet from its intersection with Pleasant Valley Road, would also be resurfaced. Proposed Project improvements are shown in Figure 3.

The construction start date is currently planned for summer 2009. The County estimates that the Project will take 140 working days (approximately 200 calendar days) to complete. Project construction would be conducted according to County DOT policies, best management practices (BMPs), and standard provisions in contract documents (plans and specifications). As a matter of policy, all DOT contracts include standard provisions that anticipate a number of potential environmental impacts that commonly result from construction activities; these standard provisions help to ensure that adverse effects are avoided or minimized to the extent practicable. Among the BMPs that would be implemented are those that help to avoid or minimize adverse effects on air quality, *in situ* cultural resources, retained native vegetation, and surface water quality.

2.3 Required Permit Approvals

APPROVING AGENCY	REQUIRED PERMIT/APPROVAL	REQUIRED FOR
Federal Agencies		
Army Corps of Engineers	Nationwide Section 404 Discharge Permit (Clean Water Act, 33 USC 1341)	Discharge of dredge/fill material into "Waters of the United States," including wetlands.
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.)	Storm water discharges associated with industrial activity, unless covered by individual NPDES permit.
	Water Quality Certification (Clean Water Act), if Project requires Army Corps of Engineers 404 permit.	Discharge into "Waters of the U.S.," including wetlands (see Army Corps of Engineers Section 404 Permit above).
State Department of Transportation (Caltrans)	Encroachment Permit	Work within state rights-of-way
State Department of Fish and Game	Streambed Alteration Agreement	Notification is required for work in or near a water course; an agreement may be prepared with conditions to reduce impacts



Public Land Survey System:
Section 25, Township 10N, Range 10E
MDB&M

USGS 7.5 Minute Topographic Quadrangle:
Placerville (1973)

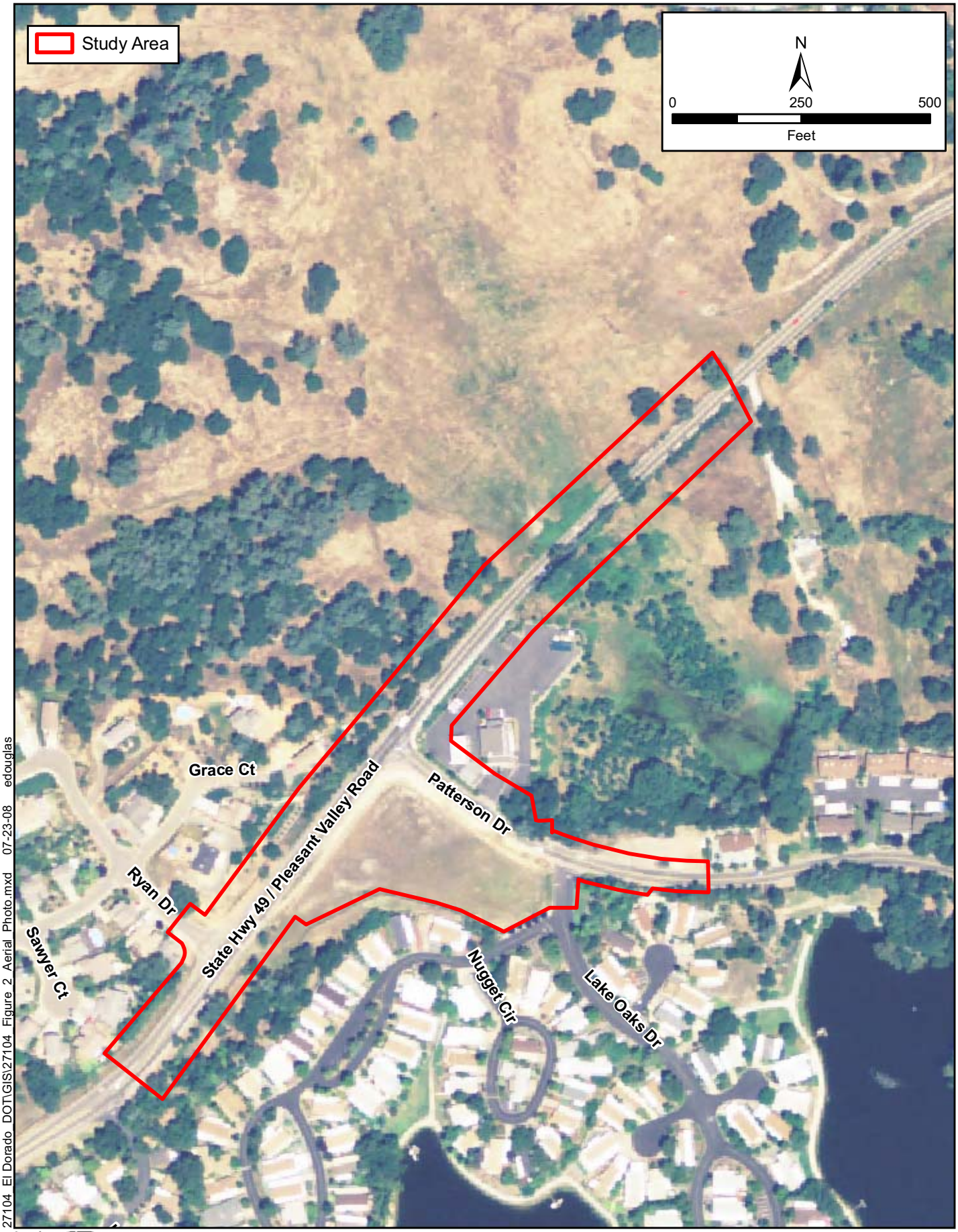
27104 El Dorado DOTGIS\27104 Project Location Figure 1.mxd 04-04-08 edouglas
Source: NSR, Inc.; USGS

North State Resources, Inc.

Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

Figure 1
Location and Vicinity Map

09-0566.D.17



27104 El Dorado DOT\GIS\27104 Figure 2 Aerial Photo.mxd 07-23-08 edouglas

North State Resources, Inc.

Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

Figure 2
Aerial Photograph

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North State Resources, Inc.

Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

Figure 3
Proposed Project Improvements

3 Environmental Setting, Impacts, and Mitigation Measures

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. Mitigation measures are identified where appropriate for adoption by El Dorado County to reduce potential impacts to less-than-significant levels.

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 Setting

The Project Area is located at the intersection of Pleasant Valley Road (SR 49) and Patterson Drive in El Dorado County, California, on the western side of the Sierra Nevada foothills, near the community of Diamond Springs. Diamond Springs is situated approximately 0.42 mile to the northeast of the Project Area, and the community of El Dorado is situated approximately 1 mile to the southwest (Figure 1). The Project Area is approximately 0.4 mile north of Patterson Dam and Reservoir.

Existing land uses within the Project Area include commercial property (the Tower Mart store), private residential parcels, and open or vegetated resource areas. Local roadways within the Project Area include paved county and state roadways [Pleasant Valley Road (SR 49); Patterson Drive] and local residential collector roads (Lake Oaks Drive and Ryan Drive). Pleasant Valley Road at this location is currently a two-lane state highway (State Route 49) and is a major east/west arterial roadway in the vicinity. Patterson Road runs south from the T-intersection with Pleasant Valley Road and provides access for several residential communities near Patterson Lake. Patterson Road does not connect to any other major arterial roadway other than Pleasant Valley Road. Ryan Drive and Lake Oaks Drive are low-volume, residential roads.

The Project Area includes parcels zoned C (Commercial), RE-10 (Estate Residential Ten-acre), CP (Planned Commercial), MP (Mobile Home Park), and R1 (One-family Residential), R2 (Limited Multifamily Residential). The Tower Mart property has three zoning designations (C, CP, and R2). The staging area parcel is zoned CP and MP. The residential homes located on Ryan Drive are zoned R1, and a large open parcel (APN 329-280-15) located near the northwestern section of the Project Area is zoned RE-10. These zoned areas generally correspond to the current General Plan land use designations of commercial, high density residential, multifamily residential, and rural residential.

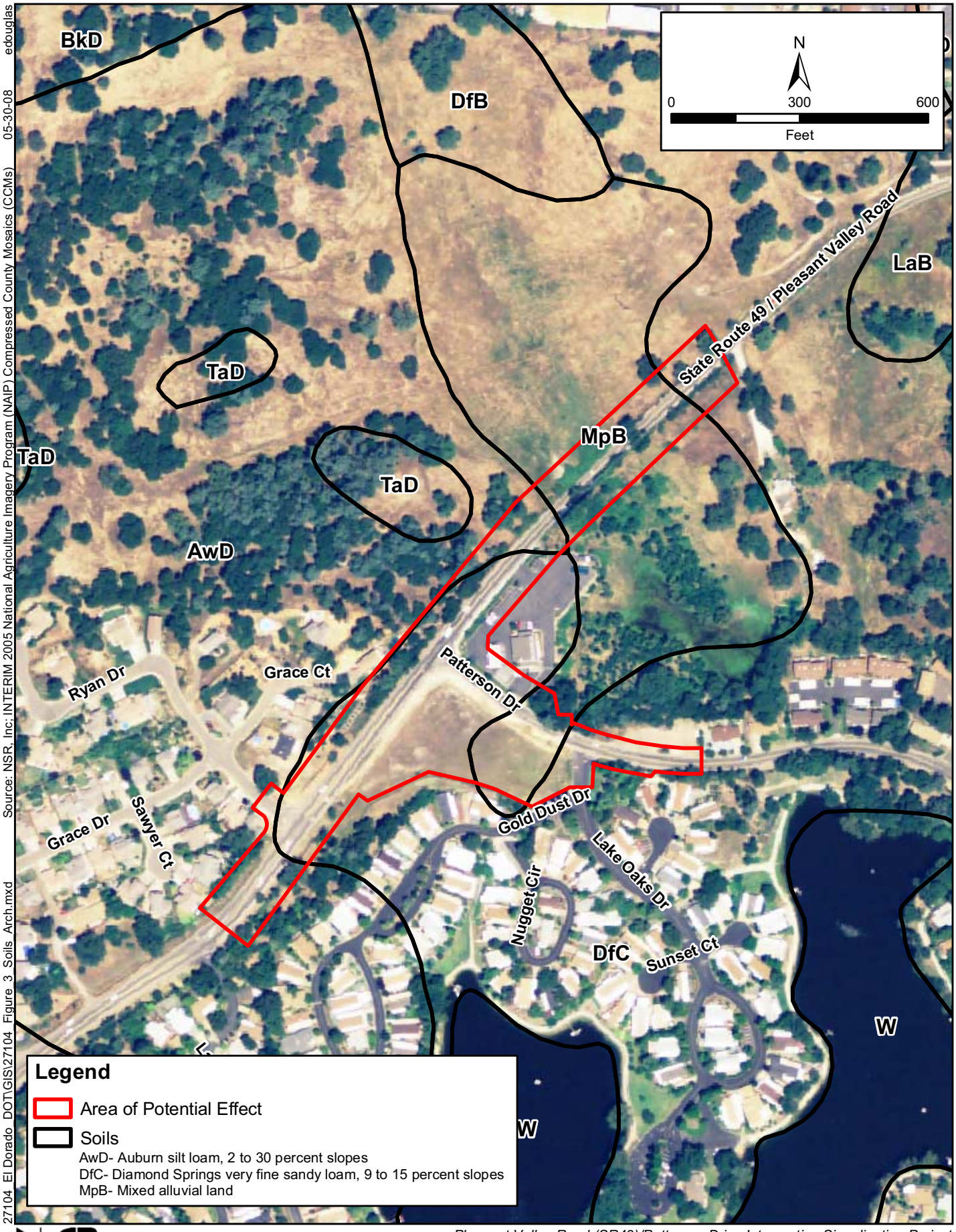
Elevations within the Project Area range from approximately 1,710 feet (above mean sea level) to 1,750 feet. The Project Area is situated on relatively level land, at the base of a hill and in a trough-like landform with a swale-like drainage that crosses under Pleasant Valley Road. Surrounding topography includes hills, flats, swales, valleys, and slopes. The swale-like landform crosses through the Project Area and under Pleasant Valley Drive (SR 49), northeast of the Patterson Drive intersection.

The Project Area straddles a gentle hydrologic divide between the Upper Cosumnes River watershed and the South Fork American watershed. Surface runoff north and east of the Pleasant Valley Road/Patterson Drive intersection generally flows south through the swale-like feature to behind the commercial parcel (the Tower Mart store and parking lot), where ponding occurs. From this ponded area, the drainage flows south, crossing under Patterson Drive to Patterson Lake. Patterson Lake drains to Martinez Creek, which eventually flows to the North Fork of the Cosumnes River. Surface runoff south and west of the intersection is diverted via drainage ditches and street gutters and flows away from the intersection into tributaries to Weber Creek, which eventually flows into the South Fork of the American River.

Soils

Three soil types are present within the Project Area. Diamond Springs very fine sandy loam; Mixed alluvium; and Auburn silt loam (U.S. Department of Agriculture, Natural Resources Conservation Service 2008). A soil unit map is presented as Figure 4.

Diamond Spring very fine sandy loam (DfC). This soil is a fine-grained, acidic residuum, weathered from igneous rock. Typical depth to weathered bedrock is 40 to 44 inches. This soil is not typically subject to flooding, and its erosion hazard is slight to moderate. A water holding capacity of 4 to 9 inches makes its shrink-swell potential low. The typical setting of this soil is on mountain backslopes (9 to 15 percent slope) (USDA 1974).



27104 El Dorado DOT\GIS\27104 Figure 3 Soils Arch.mxd 05-30-08 edouglas

Source: NSR, Inc; INTERIM 2005 National Agriculture Imagery Program (NAIP) Compressed County Mosaics (CCMs)

North State Resources, Inc.

Pleasant Valley Road (SR49)/Patterson Drive Intersection Signalization Project

Figure 4
Soils Map

Mixed alluvial land (MpB). This soil is mixed alluvium derived from volcanic and sedimentary rock. Typical depth to weathered bedrock is 36 to 40 inches. This soil is subject to frequent flooding and is typically moderately well drained to somewhat poorly drained. Surface runoff is slow to medium, and the erosion hazard is moderate. The typical setting of this soil is within channels of alluvial plains (USDA 1974).

Auburn silt loam (AwD). This soil is amphibolite schist. Typical depth to lithic unweathered bedrock is 14 to 18 inches. This soil is not typically subject to flooding. Permeability of Auburn soil is moderate, surface runoff is slow to medium, and the erosion hazard is slight to moderate. The typical setting of this soil is on backslopes (2 to 30 percent) of foothills (USDA 1974).

Biological Community

Three general biological communities or habitat types are present in the Project Area: urban, annual grassland, and oak woodland (Figure 5). The urban habitat includes roadways, residential areas, and commercial areas with impervious surfaces or ornamental vegetation. The annual grassland habitat type is characterized by the presence of annual grasses and herbaceous plant species. Species present in the grassland community include Fitch's tarweed (*Hemizonia fitchii*), ripgut brome (*Bromus diandrus*), cheatgrass (*Bromus tectorum*), yellow star-thistle (*Centaurea solstitialis*), and medusa-head (*Taeniatherum caput-medusae*). Generally, the grassland habitat type includes the portions of the Project Area that are not considered urban and are not densely vegetated with trees. The valley oak woodland habitat type is characterized as open-canopied woodland with an open understory. The dominant tree species of this community are valley oaks (*Quercus lobata*) and interior live oaks (*Q. wislizenii*).

3.1 Environmental Impacts and Mitigation Measures

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

Setting

Like much of SR49 through the Foothills, the landscapes in the general vicinity of the Project Area are moderately but not exceptionally scenic, with semi-rural vistas presenting a mixture of natural and man-made features. The Project Area is located on relatively level land, with a swale-like drainage that crosses under Pleasant Valley Road on the eastern side of the area. The surrounding terrain includes hills, flats, swales, valleys, and slopes. The Project Area includes existing roads, disturbed areas along the shoulders of the roads, driveways, homes, a moderately visually dominant commercial structure (the Tower Mart store), a vacant lot on the southwest corner, and other open or vegetated resource areas. Existing lighting illuminates the store parking lot at night.

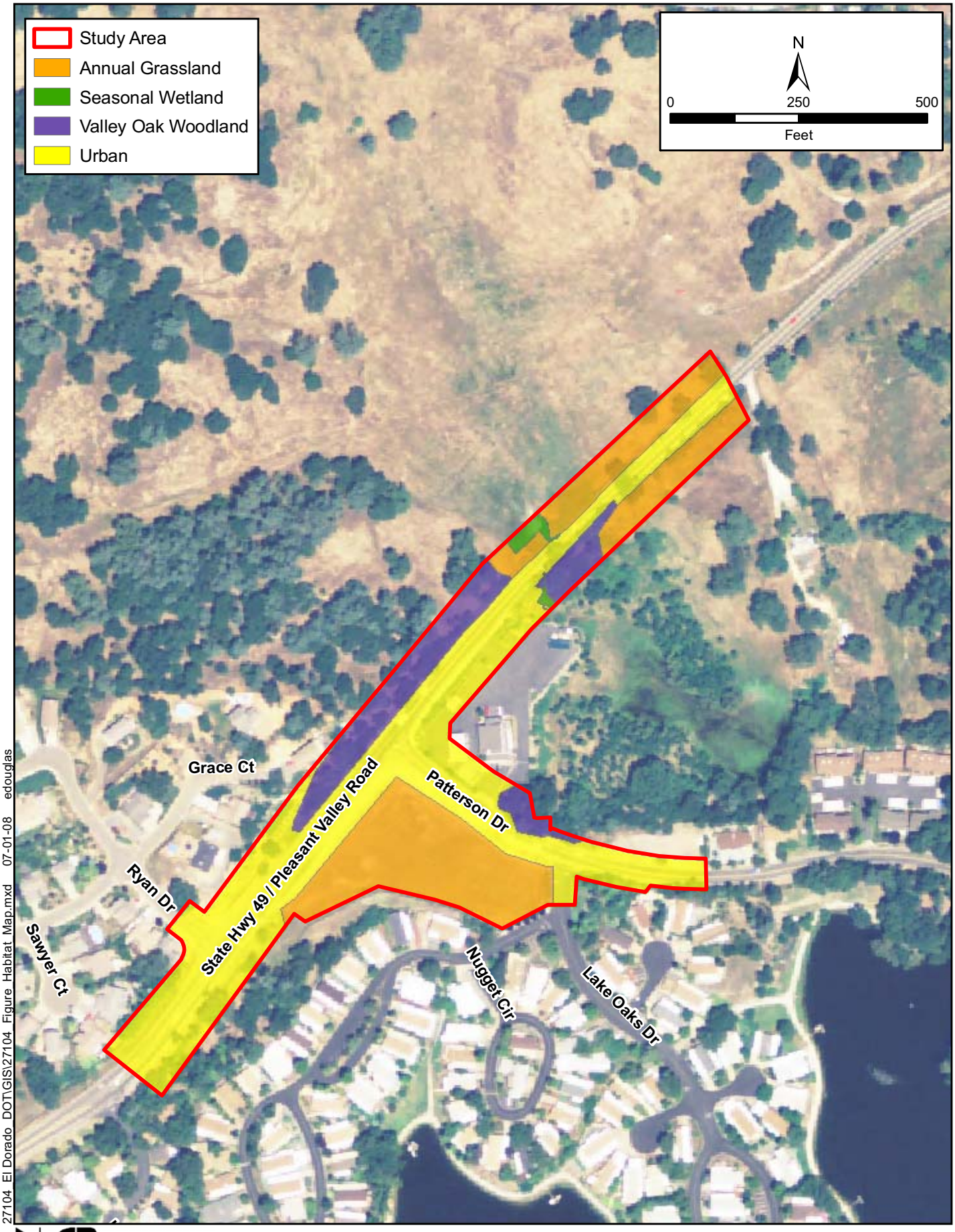
The primary vegetation in the Project Area consists of annual grassland and oak woodland. The dominant trees in the oak woodland habitat are valley oak and interior live oak, some of which grow along the roads, partly defining the roadway corridor. The oak trees vary in size, averaging approximately 10 inches in diameter at breast height (dbh), with 4 inches and 56 inches being the smallest and largest extremes (North State Resources, Inc. 2008b). No trees found within the Project Area would likely qualify as candidate unique or heritage trees. The oak woodland vegetation type includes open patches (lacking tree canopy) containing grasses and forbs.

Discussion of Impacts

(a) ***Less than Significant Impact.*** The Project Area is located in a semi-urbanized area along SR 49. Viewsheds are limited, due to the natural topography and surrounding land uses. Residential properties and homes buffered by roadside trees, the Tower Mart store, and a vacant lot are the primary views from the intersection itself. Further northeast along Pleasant Valley Road (within the Project Area and beyond) the terrain flattens, and larger parcels allow for a slightly less urbanized viewshed. The proposed Project would result in minor to moderate physical changes to the visual characteristics of the immediate roadway and adjacent areas. The removal of some roadside vegetation and trees is expected; however, these changes will be limited, and are not expected to substantially alter existing vistas. Implementation of the proposed Project would have a less-than-significant effect on scenic vistas, and no mitigation for aesthetic impacts is required.

(b) ***Less than Significant Impact.*** The proposed Project would not introduce any significant new elements that would degrade the existing visual character or quality of the site or surrounding area. The Project Area is not located within or adjacent to a designated scenic highway, nor within the viewshed of a designated scenic highway. No historic buildings or other scenic resources such as rock outcroppings are located within the Project Area; however, several rows of trees are located along the roadways in the Project Area.

Approximately 74 trees will be impacted and require removal due to Project implementation. Most of the trees proposed for removal are not of substantial size and/or are surrounded by several other trees that are being retained, which will effectively maintain some of the existing visual character. The proposed Project is



27104 El Dorado DOT\GIS\27104 Figure Habitat Map.mxd 07-01-08 edouglas

North State Resources, Inc.

Pleasant Valley Road (SR49)/Patterson Drive Intersection Signalization Project

Figure 5
Habitat Map

considered to have a less-than-significant impact on aesthetics, and no mitigation is required.

(c) ***Less than Significant Impact.*** As discussed in responses (a) and (b) above, the Project would result in a relatively minor physical change to the visual characteristics of the immediate Project Area. The primary visual changes would result from the widening of roadways to accommodate turn lanes and pedestrian lanes, which may require some vegetation removal (including oak trees), and the installation of traffic signals at the intersection of Patterson and Pleasant Valley Roads. The proposed Project is not expected to significantly degrade the existing visual character or quality of the site or the surrounding area; the area is already developed and currently supports an existing roadway system. Construction and operation of the proposed Project would have a less-than-significant impact on the visual character, and no mitigation is required.

(d) ***Less than Significant Impact.*** The new traffic signals at the intersection would create a new source of colored light; the signal lights would be low in intensity and commonplace to viewers. The signals will have luminaires on two of the poles; one existing light fixture at the intersection will be removed. Impacts to day or nighttime views in the area would be less than significant, and no mitigation for lighting effects is required.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
II. AGRICULTURAL 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 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 Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

Setting

The Project Area is located in a low-density residential area along existing paved roads. While portions of some adjacent properties are used for horse grazing pasture, the Project Area is not located in an agricultural area. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or lands under Williamson Act contracts occur in the Project Area.

Discussion of Impacts

(a) ***No Impact.*** The Project Area does not contain lands mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program (FMMP). According to the FMMP, the Project Area is classified as Urban and Built-Up Land, defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. No impacts to farmland are anticipated, and therefore no mitigation is required.

(b) ***No Impact.*** According to the El Dorado County Zoning Map (2004), the Project Area is not located within any agricultural zones. Additionally, lands within the Project Area are not subject to any Williamson Act contracts. The proposed Project is not anticipated to result in a conflict with existing agricultural zones or a Williamson Act contracts. No significant impacts are anticipated, and no mitigation is required.

(c) ***No Impact.*** Because no farmlands are located within the Project Area, construction and operation of the proposed Project would not result in the conversion of farmlands to a non-agricultural use. Intersection signalization and improvements would not cause indirect effects on farmland in the region. Therefore, no impacts are anticipated, and no mitigation is required.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*

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

Setting

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. 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 pollutants 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. It also participates in planning review of discretionary project applications and provides recommendations.

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 Project would result in short-term, temporary air pollutant emissions resulting from construction activities. Construction emissions were estimated for the Project (KD Anderson & Associates 2008) using the Sacramento Air Quality Management District's Road Construction Emissions Model, Version 6.3. The following is a summary of the results, focusing on the most applicable values:

- Reactive Organic Gases (ROG) 5.1 pounds per day
- Nitrogen Oxides (NOx) 40.6 pounds per day
- Inhalable Particulate Matter (PM10) 22.1 pounds per day
- Fine Particulate Matter (PM2.5) 6.1 pounds per day

The proposed Project would result in temporary emissions of particulate matter (PM10 and PM2.5), reactive organic compounds (ROG), and nitrogen oxides (NOx) during construction, resulting from ground-disturbing activities and the operation of construction vehicles and equipment. The construction emissions expected, based on the Road Construction Emissions Model, show that the estimated quantities of air pollutants caused by the construction of the Project are under the significance thresholds defined by the El Dorado County AQMD. Therefore, the short-term construction emissions of the Project 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 heavy

equipment that generate dust and exhaust emissions. As discussed above, Project construction would create short-term increases in fugitive dust and both ROG and NOx emissions from vehicle and equipment operation. Although the County, including the Project Area, 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, based on El Dorado AQMD thresholds, which have been developed in consideration of the region's air quality standards attainment status.

The proposed Project would result in short-term construction emissions [including greenhouse gas (GHG) emissions] that may contribute to global climate change. The completed Project, however, would be expected to result in emissions levels (i.e., produced by vehicles moving through the Project Area) that are lower than current levels. The Project itself is not expected to result in any change in the number of vehicle trips or vehicle miles travelled (VMT). To the extent that implementation of the Project would reduce the average delay time at this intersection, and increase the average vehicle speed in the Project Area, it would reduce emission rates for both CO2 and CH4. By not changing the number of vehicle trips, and by not changing VMT, and by reducing emission rates for CO2 and CH4, the Project may be considered to reduce GHG emissions. Because construction-related emissions are under the threshold levels, and because post-construction vehicle emissions are expected to moderately improve, the level of impact in terms of air quality standards would be less than significant.

(c) ***Less Than Significant Impact.*** As discussed under item (b) above, the Project would not be expected to result in a cumulatively considerable net increase of any criteria pollutant. The Project would generate short-term air quality impacts as a result of construction activities; however, the proposed Project would not result in long-term or cumulatively considerable increases in air quality pollutant emissions for which El Dorado County is currently in nonattainment (ozone precursors, NOx and ROG, and PM10). The methodology and impact significance criteria for review of project-specific impacts associated with construction emissions considers the existing air quality of the Project Area and, as such, determines impact significance based on cumulative air quality considerations. The 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. Some residential parcels are immediately adjacent to the Project Area. These homes are located on the north side of Pleasant Valley Road between Patterson Road and Ryan Drive, just beyond the southern side of the staging area, the southern side of Patterson Drive east of Lake Oaks Drive, and a few homes directly across from the Ryan Drive intersection (Figure 2). These homes are estimated to be at least 40 to 50 feet away

from existing roadway surfaces and, in most cases, are located behind fences as well as vegetative screening.

With expected generated pollutant levels below AQMD thresholds and the implementation of standard air quality emission abatement measures, construction and operational activities associated with the proposed Project are not anticipated to expose these potentially sensitive receptor areas to substantial pollutant concentrations.

The nearest school in proximity to the Project Area is the Placerville Preschoolers Kids School, which is located approximately 0.25 miles northeast of the proposed Project. Brown Elementary School, Union Mine High School, and Shenandoah High School, are located approximately 0.6 miles southwest of the Project, and Independence High School is located approximately 0.6 miles east of the Project Area. At these distances, pollutants generated within the Project Area would not be expected to have adverse effects to children at these schools. 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 asphalt paving, which has a distinctive odor during application. These emissions would occur intermittently throughout the workday, and the associated odors are expected to dissipate 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.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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 by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

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

Setting

A Biological Resources Assessment was prepared for proposed Project (North State Resources, Inc. 2006b). The purpose of the assessment was to: (1) generally characterize the habitat types present within the Project Area; (2) evaluate the potential for the Project to adversely affect special-status species; (3) evaluate the potential for the Project to adversely affect "waters of the U.S." including wetlands; and (4) assess the potential for the proposed Project to adversely affect other sensitive biological resources.

As described in the biological report, three general biological communities or habitat types occur in the Project Area: urban, annual grassland, and oak woodland (Figure 5). The urban habitat includes roadways, residential areas, and commercial areas that lack vegetation; vegetation that does exist within this habitat type is largely ornamental. The annual grassland habitat type is characterized by the presence of annual grasses and herbaceous plant species. Species present in this community include: Fitch's tarweed (*Hemizonia fitchii*), ripgut brome (*Bromus diandrus*), cheatgrass (*Bromus tectorum*), yellow star-thistle (*Centaurea solstitialis*), and medusa-head (*Taeniatherum caput-*

medusae). Generally, the grassland habitat type includes the portions of the Project Area that are not considered urban and are not densely vegetated with trees. The valley oak woodland habitat type is characterized as open canopied woodland with an open understory. The dominant tree species of this community are valley oaks (*Quercus lobata*) and interior live oaks (*Q. wislizenii*).

Special-status species potentially occurring in the Project Area were determined through database searches [e.g., California Natural Diversity Database (CNDDB) (California Department of Fish and Game 2003a), the United States Fish and Wildlife Service (USFWS) database of federally protected species, and the CNPS Electronic Inventory]; consultation with resource agency personnel; reconnaissance surveys of floral, faunal, and wetland resources; and review of pertinent environmental documents and technical studies. Based on this information, biologists were able to determine that four special-status species have the potential to occupy portions of the Project Area: California red-legged frog (*Rana aurora draytonii*), western burrowing owl (*Athene cunicularia hypugea*), white-tailed kite (*Elanus leucurus*), and loggerhead shrike (*Lanius ludovicianus*).

A botanical survey was conducted for this Project in May 2008 (North State Resources, Inc. 2008b). The purpose of this survey was to inventory plant species present within the Project Area and to confirm that no special-status plant species had the potential to occur within the Project Area. No special-status plants were observed during the botanical survey. A Native Tree Inventory was also prepared. This inventory identified 134 native trees greater than 4 inches dbh within the Project Area (Figure 6).

As part of the jurisdictional delineation, wetland biologists identified two seasonal wetlands within the Project Area (North State Resources, Inc. 2008c). These features occupy 0.094 acre and are potentially subject to federal jurisdiction, pending verification by the U.S. Army Corps of Engineers. The boundaries of potential waters of the United States are illustrated in Figure 7. Three additional features (roadside ditches) not subject to federal jurisdiction were also delineated within the Project Area. Because these ditches were constructed in uplands to drain upland areas, they do not qualify as "waters of the U.S." under Army Corps of Engineers regulations.

Discussion of Impacts

(a) ***Potentially Significant Unless Mitigation Incorporated.*** The Project Area provides suitable habitat for the following four special-status wildlife species.

- **California red-legged frog (*Rana aurora draytonii*)** (Federal Status: Threatened; State Status: Species of Special Concern). The seasonal wetlands within the Project Area and adjacent vicinity could provide suitable non-breeding aquatic habitat during the wet season.

- **Western burrowing owl (*Athene cunicularia hypugea*)** (State Status: Species of Special Concern). This species may occupy the grassland habitat in and adjacent to the Project Area if suitable burrows are present.

- **White-tailed kite (*Elanus leucurus)*** (State Status: Fully Protected Species). The oak woodland habitat present within the Project Area provides suitable nesting habitat and the adjacent open grasslands provide suitable foraging habitat.

North State Resources, Inc.

Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

Figure 6
Native Tree Locations

09-0566.D.39

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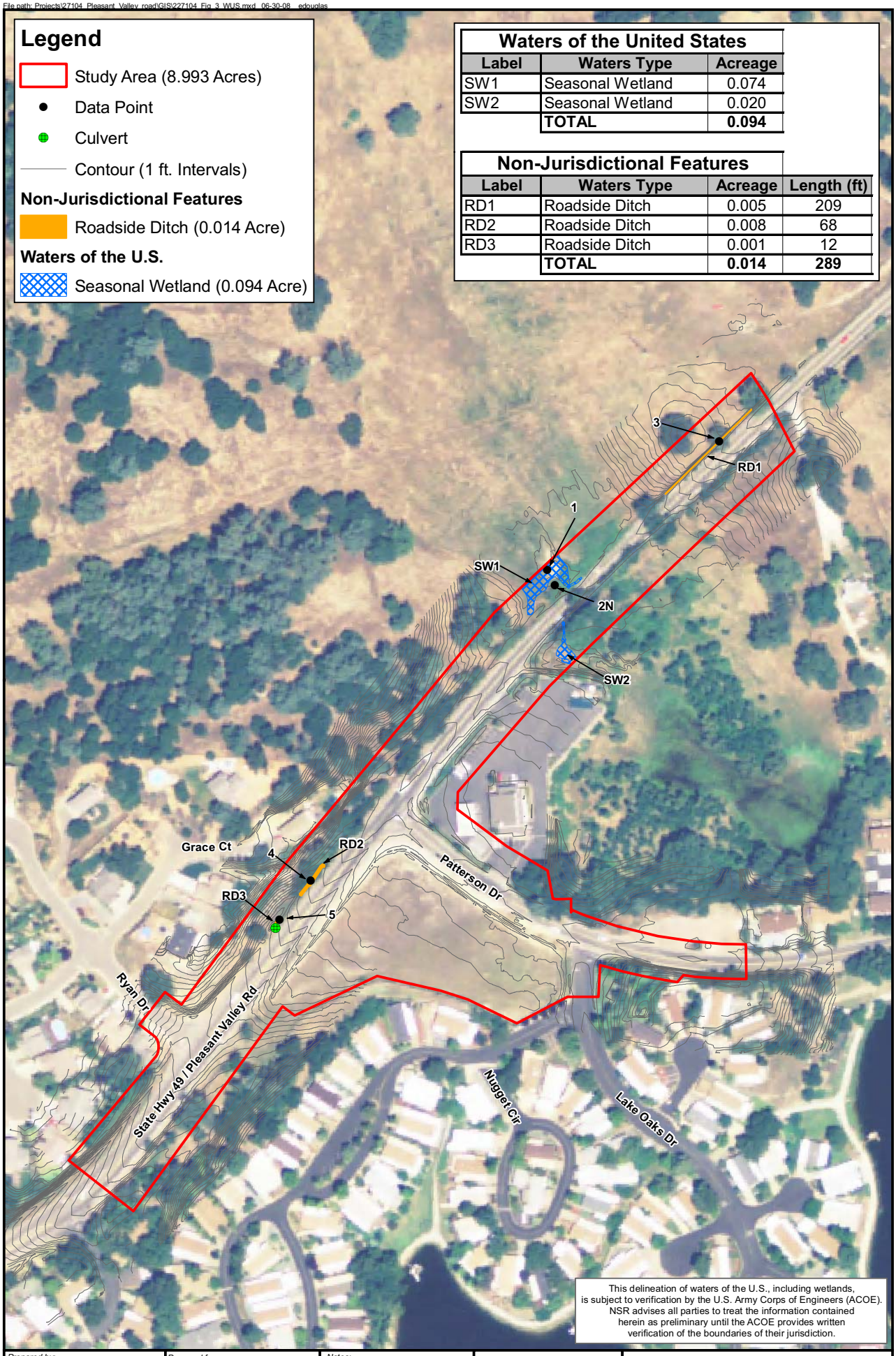

Waters of the United States

Label	Waters Type	Acreage
SW1	Seasonal Wetland	0.074
SW2	Seasonal Wetland	0.020
	TOTAL	**0.094**

Non-Jurisdictional Features

Label	Waters Type	Acreage	Length (ft)
RD1	Roadside Ditch	0.005	209
RD2	Roadside Ditch	0.008	68
RD3	Roadside Ditch	0.001	12
	TOTAL	**0.014**	**289**

This delineation of waters of the U.S., including wetlands, is subject to verification by the U.S. Army Corps of Engineers (ACOE). NSR advises all parties to treat the information contained herein as preliminary until the ACOE provides written verification of the boundaries of their jurisdiction.

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Prepared for:
El Dorado County
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

Notes:
Delineator: Mr. Brandon Amrhein
Date: June 26, 2008

Imagery Source: USDA
2005 NAIP Imagery

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Feet

Figure 7
Waters of the U.S., Including Wetlands
June 30, 2008
Pleasant Valley Road (SR 49)/Patterson Drive
Intersection Signalization Project

09-0566.D.41

- **Loggerhead shrike (*Lanius ludovicianus*)** (State Status: Species of Special Concern). The oak woodlands and grasslands in and adjacent to the Project Area provide suitable breeding and foraging habitat for this species.

Each of the above-listed species has the potential to occur within the Project Area. Any direct or indirect impacts to special-status species would be considered potentially significant and would require mitigation. Direct impacts can occur when construction activities directly take nests, eggs, young, or individuals of protected species. This can occur when vegetation removal or grading of habitat (depending on the species) occurs. Indirect impacts such as noise and vibration disturbance can result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests or young.

In addition to the four special-status-species discussed above, the Biological Resource Assessment also explains that many other species of birds could use the Project Area as habitat. Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to harm or take any part of bird species protected under the act. Most of the birds found in the Project Area, including the four special-status bird species previously mentioned, are protected under the MBTA. Additionally, one of the four special-status bird species (western burrowing owl) is also protected the Under Section 3503.5 of the California Fish and Game Code. This regulation makes it unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey), or to take, possess, or destroy the nest or eggs of any such bird. Project construction has the potential to directly take nests, eggs, young, or individuals of protected species when vegetation and trees are removed. Further, construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to the abandonment of nests – for example, due to noise or vibration.

To protect the four special-status species, migratory birds, and birds of prey that may use the Project Area as habitat, DOT will implement the following mitigation measures. Some species have specific habitat or lifestyle characteristics that require species-specific protection language; accordingly, some measures are species-specific, where other measures apply more broadly.

Implementation of Mitigation Measure 1 would reduce impacts to California red-legged frog to a less-than-significant level, Mitigation Measure 2 would reduce impacts to western burrowing owl to a less-than-significant level, and Mitigation Measure 3 would reduce impacts to the remaining special-status species, migratory birds, and raptors (birds of prey) to a less-than-significant level.

Mitigation Measure 1 – Disturbance to California Red-Legged Frog

- Appropriate sediment and pollution control measures [e.g., silt fences, coir rolls, hay bales, vegetated swales, catch basins, etc., as determined by the County best management practices (BMPs)] shall be in place prior to the onset of construction activities at all locations where there is a potential for surface runoff to drain into the seasonal wetlands. Sediment and

pollution control measures shall be monitored and maintained until all construction activities have ceased. Temporary stockpiling of excavated or imported material shall be placed as far away from the seasonal wetlands as practicable. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (i.e., through use of BMPs, as above).

- A qualified biologist shall conduct a pre-construction inspection for California red-legged frog within the Project Area and within 500 feet of the Project Areas (where accessible) within 24 hours prior to initiation of any construction activities within the seasonal wetlands. If any California red-legged frogs are detected during the pre-construction inspection, the U.S. Fish and Wildlife Service shall be notified and no construction activities within the seasonal wetlands shall be initiated until Incidental Take authorization, or other authorization to proceed has been obtained from the U.S. Fish and Wildlife Service.

Mitigation Measure 2 – Loss of Western Burrowing Owls or Occupied Habitat

- A protocol-level survey for burrowing owls will be conducted by a qualified biologist no more than 30 days before the initiation of any construction activities within the Project Area and 250 feet beyond the Project Area. The surveys shall be conducted in accordance with the CDFG guidelines (http://www.dfg.ca.gov/wildlife/species/ survey_monitor.html#Birds). If no burrowing owls are detected, no further mitigation is necessary.

- If burrowing owl are identified within the designated area of potential affect (described above), then the following measures shall be implemented.

  - All burrows occupied by western burrowing owl, and a 250-foot buffer around the active burrow, shall not be disturbed if the burrow is discovered during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

  - In the event that a biologist determines that owls can be moved, the owls must be moved away from the Project Area using passive relocation techniques (e.g., one-way doors). All passive relocation measures shall be implemented by a qualified biologist. Construction activities within 250 feet of burrows (formerly occupied by burrowing owl) containing passive relocation devices shall not be initiated for a minimum of 15 days after the installation of passive relocation devices unless the qualified biologist, based on observation of the owls successfully relocating to alternate burrows, allows a shortened waiting period

  - If burrowing owls are present in the Project Area, any permanent loss of burrowing owl foraging and nesting habitat within the Project Area shall be offset by either (1) acquiring and permanently protecting off-site, at a location satisfactory to El Dorado County, a minimum of 6.5 acres of suitable foraging habitat per pair or unpaired resident owl, or (2) purchasing the requisite number of acres of credit at a CDFG-approved mitigation bank.

Mitigation Measure 3 – Loss of White-Tailed Kites, Loggerhead Shrikes, Other Raptors, and Migratory Birds

- To the extent practicable, construction activities shall be conducted outside of the nesting season. Each species has a slightly different nesting period, some of which start earlier or extend longer into the year. If construction occurs between October 1 and February 14 the nesting season of all protected birds potentially occurring in the Project Area would be avoided, and no further mitigation would be necessary. If construction activities are to occur during the nesting season, the following measures shall be implemented. Depending on when project construction will commence, the nesting season for some protected bird species may be avoided. The following list provides the estimated nesting periods for white-tailed kites, loggerhead shrikes, other raptors, and other migratory birds protected under the MBTA.

White-tailed kite	October 1 through February 14
Loggerhead shrike	March 1 through August 31
Other raptors	March 1 through August 31
Most non-raptor, migratory birds	March 1 through August 31

- Any potential nesting substrate (e.g., shrubs and trees) that would be removed by the Project should be removed before the onset of the nesting season. This would help preclude nesting and substantially decrease the likelihood of direct impacts.

- Pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests will be disturbed during Project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the biologist shall inspect all trees within 250 feet of projected impact areas for white-tailed kite, loggerhead shrike, and other raptor nests and 50 feet for non-raptor, migratory birds. If an active nest is found within 250 feet or 50 feet, respectively, of a projected impact area, the biologist (in consultation with the CDFG) shall determine the extent of a construction-free buffer zone to be established around the identified nest.

(b) ***No Impact.*** Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, the California Fish and Game Code, or the Clean Water Act. The Project Area does not contain any riparian habitat, or other sensitive natural community identified in local or regional plans, policies or regulation. No impacts are anticipated, and therefore no mitigation is required.

(c) ***Potentially Significant Unless Mitigation Incorporated.*** The widening of Pleasant Valley Road would require the replacement of the existing box culvert associated with the seasonal wetlands mapped within the Project Area. This activity is expected to impact up to 0.034 acre (out of 0.094 acre) of potentially jurisdictional seasonal wetlands/waters of the United Sates (Figure 8). Under section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into waters of the United States. Water quality certification by the Regional Water Quality Control Board is required under section 401. Implementation of Mitigation Measure 4 would reduce any impacts to wetlands and waters of the U.S. to a less than significant level.

Mitigation Measure 4 – Jurisdictional Waters and Wetlands

- All required permits and authorizations shall be obtained from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the California Department of Fish and Game (if necessary) prior to any direct impacts to the seasonal wetlands. All terms and conditions of the required permits and authorizations shall be met.

- Avoided areas of the seasonal wetland shall be fenced (e.g., 4-foot orange temporary fence) prior to initiation of construction activities and no entry into avoided areas shall be allowed. Fencing shall be adequately maintained throughout the duration of construction and shall be removed upon completion of construction activities.

- Indirect impacts to the seasonal wetland shall be avoided through the use of BMPs to control erosion and similar standard contract provisions in County construction plans and specifications (e.g., site stabilization and seeding; use of coir rolls, hay bales, silt fences, sediment barriers, etc.). Sediment control measures shall be in place prior to the onset of construction and shall be monitored and maintained until construction activities have ceased.

The construction contractor shall also implement BMPs to prevent the accidental release of hazardous materials (e.g., fuel, oil) into the seasonal wetland.

- To the extent practicable, all construction activities that involve direct impacts to the seasonal wetlands shall be conducted during the dry season to minimize the potential for erosion and sedimentation. Any permanent loss of seasonal wetlands shall be offset by purchasing credits (1:1 acreage ratio) at a U.S. Army Corps of Engineers-approved mitigation bank or by payment of in-lieu fees to a U.S. Army Corps of Engineers-approved in-lieu fee program (according to current fee schedule).

- Any seasonal wetland areas temporarily impacted by construction activities shall be restored, as close as practicable, to pre-construction contours and conditions.

- Appropriate sediment control measures (e.g., coir rolls, hay bales, silt fences, vegetated swales, catch basins, etc.) shall be in place prior to the onset of construction activities within the seasonal wetlands and in all Project areas where there is a potential for surface runoff to drain into the seasonal wetlands. Sediment control measures shall be monitored and maintained until construction activities have ceased. Temporary stockpiling of excavated or imported material shall be placed as far away from the seasonal wetlands as practicable. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (i.e., through use of BMPs, as above).

(d) ***No Impact.*** The Project Area does not encompass any wildlife nursery sites. The proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors because the proposed Project entails the improvement of existing roadways without altering the roadway alignments. Wildlife movement in the vicinity

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North State Resources, Inc.

Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

09-0566D-47

Figure 8

Impacts to Waters of the United States

of the Project would not be altered as a result of Project implementation; therefore, no mitigation is required.

(e) ***Potentially Significant Unless Mitigation Incorporated.*** The County has adopted an Oak Woodland Management Plan (OWMP) that outlines a strategy for conservation of the County's valuable oak woodland resources. The OWMP sets forth several policies that address forest and oak woodland resources and how they should be protected.

Under policy 7.4.4.4 of the General Plan, all new development projects that would result in soil disturbance on certain parcels require participation in the OWMP unless an exemption rule applies. The parcels must meet one of the following criteria: (1) parcels less than or equal to one acre with at least 10 percent total oak woodland canopy cover; or (2) parcels greater than one acre with at least 1 percent oak woodland canopy cover.

Under Section 2 of the OWMP, public road and public utility projects are exempt from the canopy retention and replacement standards, when the new alignment is dependent on the existing alignment. This exemption applies to road widening and realignments that are necessary to increase capacity, to protect public health and safety, and to improve the safe movement of people and goods in existing public road rights-of-way, as well as acquired rights-of-way necessary to complete a project.

The Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project meets the requirements of this exemption. Although the Project is exempt from the canopy retention and replacement standards, the measure also specifies that the County DOT shall minimize, where feasible, the impacts to oaks through the design process and right-of-way acquisition for such projects.

The County DOT has made efforts to minimize impacts to the oak trees within the Project Area as is specified under this rule; however, construction of the intersection improvements will not be able to avoid impacts to approximately 74 trees within the Project Area (Figure 9). Most of the trees proposed for removal are not of substantial size and/or are surrounded by several other trees that are being retained.

To ensure that damage to the remaining trees is minimized, the County DOT will implement Mitigation Measure 5. By implementing Mitigation Measure 5, impacts to remaining native oaks will be reduced to a less-than-significant level. Because the Project would be exempt from the policy, the Project would not conflict with local policies.

Mitigation Measure 5 – Oak Tree Protection

- To protect oak trees intended to remain undisturbed, a 4-foot tall, brightly colored fence shall be installed as far outside the edge of the tree driplines as feasible. No encroachment into the fenced areas shall be permitted; fencing shall remain in place until all construction activities have ceased. Upon completion of construction activities, the fencing shall be removed.

- If a retained tree has roots that must be severed, the cuts shall occur at the maximum distance from the trunk as is practicable. Any roots over 1 inch in diameter that are damaged as a result of construction activities shall be traced back and cleanly cut behind any split, cracked, or damaged area.

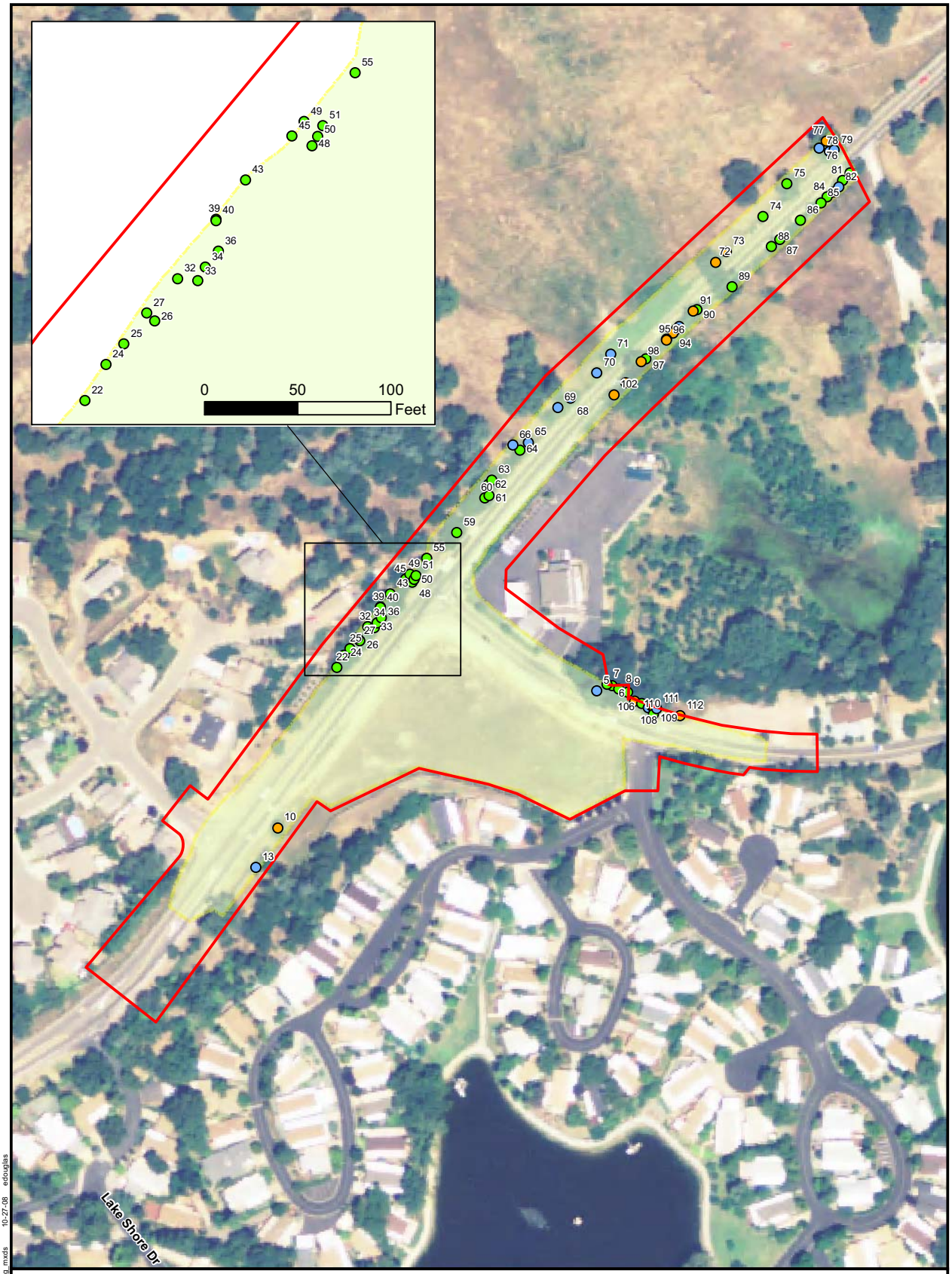
- Stockpiling of materials or equipment shall not occur under the dripline of any retained oak tree.

(f) ***No impact.*** No known, adopted, state, regional, or federal habitat conservation plans or Natural Community Conservation Plans apply within the Project Area. The Project does not conflict with the OWMP; it meets the criteria for exemption because the Project is considered a capital improvement project necessary to increase capacity, protect public health and safety, and improve the safe movement of people and goods in existing public road rights-of-way as well as acquired rights-of-way necessary to complete the Project.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Setting

A project-specific cultural resources assessment was conducted by a professional archaeologist for the Project; the assessment included a review of archaeological records and an on-foot survey of the area of potential effect, as described in the Project archeology report (North State Resources, Inc. 2008a). The records review encompassed a half-mile radius around the Project Area. The results of the record searches showed that approximately 90 percent of the Project Area had been subject to previous archaeological surveys prior to the Project-related investigation. No resources were identified during the on-site investigation.



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North State Resources, Inc.

Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

09-0566D-51

Figure 9
Impacts to Native Trees

Discussion of Impacts

(a), (b) ***Less than Significant Impact.*** The cultural resources assessment (North State Resources, 2008a) identified no potentially significant archaeological sites or resources (e.g., buildings, structures, objects, properties in excess of 45 years of age with significant associations and integrity), and no archeological resources were identified during the archival research for this Project. The cultural resources investigation recommended that no further archaeological studies would be necessary unless Project plans changed to include unsurveyed areas or in the event that currently unidentified cultural materials were encountered during construction.

Ground-disturbing activities could potentially result in the unanticipated discovery of buried or otherwise obscured paleontological deposits, which would be considered a significant impact. The County's standard construction plans and specifications [based on state Department of Transportation (Caltrans) Standard Specifications and Standard Special Provisions as base documents] provide that in the event potential materials are encountered during the course of any ground-disturbing activities, work in the immediate area of the find shall cease immediately and appropriate notifications be made. The provisions further stipulate that work will not resume until the materials are evaluated. These standard provisions are aimed at ensuring compliance with the relevant laws and regulations (i.e., Public Resources Code sections 5097.5, 5097.98, and 5097.99; 14 California Code of Regulations., section 4308; Penal Code section 622-1/2; and Health and Safety Code section 7050.5) and at avoiding significant impacts associated with unanticipated discoveries. With these provisions and the low probability of discovery based on the site-specific cultural investigation, the potential impacts to cultural resources are judged to be less than significant, and no additional mitigation measures are required.

(c) ***Less than Significant Impact.*** The cultural resources investigation revealed no known or suspected paleontological resources within the Project Area. Ground-disturbing activities could potentially result in the unanticipated discovery of buried or otherwise obscured paleontological deposits, which would be considered a significant impact. Such disturbances may result in the loss of integrity of paleontological deposits and the loss of information if these deposits should exist.

The County's standard construction plans and specifications provide that in the event paleontological materials or indicators are unearthed during the course of ground-disturbing activities, work in the immediate area of the find shall cease immediately, El Dorado County DOT shall be notified, and a qualified geologist or paleontologist shall be retained to evaluate the find and recommend appropriate conservation measures (conservation measures may include a survey and surface salvage operation prior to construction and monitoring and salvage during excavation). The conservation measures shall be implemented prior to re-initiation of activities in the immediate vicinity of the discovery. Inclusion of this language in the construction plans and specifications, and compliance during construction, will avoid any potential significant adverse impacts to paleontological resources.

(d) ***Less than Significant Impact.*** The archaeological report does not provide any indication that human remains would be anticipated to be found at the Project Area. While the project-specific investigation and other available evidence suggests that human remains are unlikely to occur, ground-disturbing activities could potentially encounter previously unknown remains, which would be considered a significant impact. As discussed above (see item (a)), the County's standard contract provisions give direction to construction forces to cease work in the 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 potential impact to a less-than-significant level.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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 Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Setting

El Dorado County is located in the Sierra Nevada geomorphic province of California, east of the Great Valley province and west of the Range and Basin provinces. This province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciation and additional volcanic activity are factors that led to the east-west orientation of stream channels (El Dorado County General Plan Draft EIR 2003). The Project Area is located in the southwestern foothills of El Dorado County, which are primarily composed of rocks of the Mariposa Formation that include amphibolite, serpentine, and pyroxenite.

Seismicity

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

Fault Systems

Earthquakes are associated with the fault systems in a particular area. The distribution of known faults in El Dorado County is concentrated in the western portion of the county, with several isolated faults in the central county area and the Lake Tahoe Basin. Fault systems mapped in western El Dorado County include: the West Bear Mountains Fault; the East Bear Mountains Fault; the Maidu Fault Zone; the El Dorado Fault; the Melones Fault Zone of the Clark, Gillis Hill Fault; and the Calaveras-Shoo Fly Thrust (El Dorado County General Plan Draft EIR 2003.) The nearest fault zone to the proposed Project is the Melones Fault Zone, which is located approximately 2 miles east of the proposed Project. The California Division of Mines and Geology (CDMG) Open File Report 84-52 (1994) reports that the Bear Mountain and Melones Fault Zones were evaluated, and no special seismic zoning was recommended. These fault zones did not warrant zoning because they "either are poorly defined at the surface or lack evidence of Holocene (recent) displacement" (CDMG 1994).

Discussion of Impacts

(a.i) ***No Impact.*** No significant earthquake fault zones are mapped within the vicinity of 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.

(a.ii) ***No Impact.*** The proposed Project is not in a seismic hazard zone (California Geological Survey 2008). No impacts are anticipated.

(a.iii) ***No Impact.*** Liquefaction occurs when seismic shaking causes water-saturated soil to change to a semi-liquid state, which can remove support from foundations causing structures to sink. The Project Area is underlain by soils with low shrink-swell potential. The existing Pleasant Valley Road has no obvious signs of damage from liquefaction or seismic stress. 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.

(a.iv) ***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) ***Less Than Significant Impact.*** The Project would require grading and earthwork as part of road widening. Up to 1 acre may be exposed at any one time; approximately 800 cubic yards of fill may be imported to balance the earthwork. To minimize the potential soil erosion resulting from wind and precipitation, standard provisions will be included in the County's construction plans and specifications requiring that the contractor must construct the proposed Project in accordance with the County's best management practices (BMPs) and the Grading Ordinance and Storm Water Management Plan for Western El Dorado County.

The contractor will be required to prepare a construction-related Storm Water Pollution Prevention Plan (SWPPP), consistent with section 402 of the Clean Water Act and construction activities will include implementation of stormwater runoff BMPs identified with the SWPPP. Application of these requirements and measures would reduce potential erosion to levels that would be less than significant. Following construction, all disturbed areas not paved would be revegetated, consistent with measures identified in the El Dorado County Erosion Control and Revegetation Plan. The contractor would be required to comply with standard erosion control BMPs (e.g., site stabilization and seeding; use of coir rolls, silt fences, etc.), which would be included in construction plans and specifications. With these provisions, the proposed Project would have a less than significant impact, and no additional mitigation is required.

(c) ***No Impact.*** The site is underlain with undifferentiated metamorphic and ultrabasic intrusive rocks. 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. The road base will be compacted and prepared according to engineering specifications. No impacts are anticipated from unstable soil.

(d) ***No Impact.*** Soils in the Project Area have a relatively low shrink-swell potential. Additionally, construction of the improvements would include the addition of

aggregate base below the road surface that would reduce potential impacts from soil expansion and contraction. No impacts are anticipated.

(e) ***No Impact.*** The proposed Project is a surface transportation project, not a residential, commercial, or industrial development project. Neither septic tanks nor alternative wastewater disposal systems are part of the Project.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VII. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐

Setting

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

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

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity (as defined in California Code of Regulations, Title 22, Sections 66261.20 to 66261.24). The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies. Under Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) maintains a list of hazardous substance sites. This list, referred to as the "Cortese List," includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the El Dorado County Environmental Management Department (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 DTSC. Other agencies, such as the El Dorado County AQMD and the Federal and State Occupational Safety and Health Administrations (OSHA), may also be involved when issues related to hazardous materials arise.

Discussion of Impacts

(a) ***Less than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities and equipment maintenance (e.g., fuel, solvents, roadway resurfacing and re-striping materials). Hazardous materials would only be used during construction of the Project, and any hazardous material uses would be

required to comply with all applicable local, state and federal standards associated with the handling and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials 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 asbestos related impacts would have a less-than-significant impact and 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 the construction contractor to make adequate preparations, including training and equipment, to contain spills of oil and other hazardous materials. The contractor is required to 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 levels, and no further mitigation measures are required.

(c) ***Less than Significant Impact.*** Several schools – Charles F. Brown Elementary School, Union Mine High School, and Shenandoah High School – are located within approximately 0.6 mile of the Project. Placerville Preschoolers Kids school is the closest to the Project Area and is located approximately 0.25 miles northeast of the site. Further east (approximately 0.6 mile) is Independence High School. The Project is not expected to generate hazardous emissions or handle hazardous materials within one-quarter mile of a school. Impacts are considered to be less than significant, and no mitigation is required.

(d) ***Less than Significant Impact.*** One hazardous material site occurs in vicinity of the Project. The listed site (ID: T0601700077), a leaking underground tank, is located at the Tower Mart property, southeast of the Pleasant Valley Road/Patterson Drive intersection. The site is currently under active cleanup remediation. Currently 14 monitoring wells are installed around the site; 12 of these wells are located within or directly adjacent to the Project Area boundary. The proposed Project is not expected to include any activities that would exacerbate the hazard site or interfere with the cleanup. Monitoring wells will be protected during construction; if necessary, wells will be raised to the new grade elevation to allow access. No new impacts to the public health or the environment are expected as a result of the proposed Project. These effects are considered to be less than significant, and no mitigation is required.

(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

privately owned Perryman Airport, located approximately 5 miles east of the Project Area. The proposed Project would not create a public safety hazard related to airports. No impacts are anticipated, and no mitigation is required.

(g) ***Less Than Significant Impact.*** The proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan. Traffic associated with Project construction and operation is not expected to significantly affect emergency access to nearby residential properties. The proposed Project may require lane closures to enable construction activities to proceed safely, but total road closures would not be required. Project construction activities would be coordinated with local law enforcement and emergency services providers. Because road closure is not required, construction would not significantly impact the circulation of emergency services through the construction site or evacuation in the event of a major emergency.

(h) ***Less Than Significant Impact.*** The El Dorado County General Plan indicates that the Project Area is located in an area rated as high for fire hazard. The Project involves construction in and adjacent to existing roadways. Impacts along the edges of Pleasant Valley Road and Patterson Drive would primarily be related to earthmoving activities and vegetation removal; however, the use of construction equipment in and around vegetated areas increases the potential for wildfire ignition.

Standard County construction specifications require that construction contractor take reasonable precautions to reduce wildfire risk. Prior to issuance of a grading permit, and for operation of any internal combustion engine on any forest-, brush-, or grass-covered land, the contractors shall ensure that internal combustion engines are properly equipped with an operational spark arrester, or the engine must be equipped for the prevention of fire. Standard fire-fighting tools must also be available during construction. Compliance with these standard contract provisions would reduce the risk of wildfire associated with Project construction to less-than-significant levels, and no additional mitigation is required.

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

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation of seiche, tsunami, or mudflow?	☐	☐	☐	☒

Setting

The Project Area straddles a gentle hydrologic divide between the South Fork American watershed (hydrologic unit code 18020129) and the Upper Cosumnes River watershed (hydrologic unit code 18040013). Surface runoff north and east of the Pleasant Valley Road/Patterson Drive intersection is conveyed through roadside ditches and a wetland swale that passes under Pleasant Valley Road via an existing culvert. This drainage flows south through the swale-like feature to a ponded area behind the Tower Mart property. From this ponded area, the drainage flows south, crossing under Patterson Drive to Patterson Lake. Patterson Lake drains to Deadman Creek, which flows to Martinez Creek approximately 2 miles south of the Project Area. Martinez Creek eventually flows to the North Fork of the Cosumnes River about 5 miles south of the Project Area. Surface runoff south and west of the intersection is diverted via drainage ditches and street gutters and flows away from the intersection into tributaries to Weber Creek, which eventually flows into the South Fork of the American River.

Discussion of Impacts

(a) ***Less Than Significant Impact.*** The Project would be subject to the National Pollutant Discharge Elimination System (NPDES), which requires the use of Best Management Practices (BMPs), as outlined in the Storm Water Management Plan for Western El Dorado County (SWMP), to minimize water quality impacts from construction Projects. DOT would obtain coverage for the Project under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity, Order No. 99-08 DWQ. In accordance with the provisions of the General Permit and the SWMP, 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. With the implementation of BMPs as required by El Dorado County and compliance with NPDES permit requirements, construction activities associated with the Project would result in less-than-significant impacts to water quality.

(b) ***No Impact.*** The Project would not involve any groundwater withdrawals; consequently, it would have no impact on aquifers, nor would it lower the groundwater table. Construction activities are not expected to interfere with any existing groundwater supplies or water wells in the area. Construction activities would have limited excavation requirements and would consist primarily of surficial ground disturbance. Approximately 800 cubic yards of fill would be imported for use in the road improvements. No impacts are expected, and no mitigation is required.

(c) ***Less Than Significant Impact.*** The proposed Project may alter the Project Area drainage in terms of the quantity and timing of runoff; however, it would not substantially alter the existing drainage pattern of the site in a way that would be likely to result in substantial erosion or siltation. Construction activities associated with the widening of Pleasant Valley Road near where the seasonal wetlands are located would include the replacement of an existing culvert so that the natural flow of water through the area would not be changed. Due to the relatively small footprint associated with widening the road at this location and the relatively flat topography, substantial soil erosion and impacts to downstream waters are not anticipated. The

seasonal wetland drainage crossing the Project site would retain its functions and capacity at the completion of the proposed Project. Affected areas near the seasonal wetlands associated with this drainage would be revegetated to preconstruction conditions as necessary. Implementation of the proposed Project is considered less than significant in terms of drainage impacts, and no mitigation is required.

(d) ***Less Than Significant Impact.*** The Project involves installation of approximately 630 linear feet of 18-inch culvert within the Project Area. Approximately 80 feet of 18-inch culvert would be removed, and 26 feet of 18-inch culvert would be filled with concrete and abandoned in place. Approximately 70 feet of the existing 29-inch by 42-inch corrugated metal pipe (CMP) arch culvert would be removed and replaced with 100 feet of CMP arch culvert. The Project would result in the addition of approximately 0.74 acres of impervious surface in the form of new paved road surfaces. Drainage components of the project would be designed to accommodate expected runoff, and the proposed Project would not result in substantial increases in runoff to the extent that the existing drainage systems within the Project Area would be adversely affected and/or would operate inefficiently as to cause flooding on- or off-site. Therefore, this impact is considered less than significant.

(e) ***Less Than Significant Impact.*** The proposed Project would result in a net increase of approximately 0.74 acres of impervious surface. Proposed improvements to the drainage infrastructure associated with the Project would accommodate expected runoff, and the additional impervious surface is not expected to contribute to a substantial increase in water runoff from the site. Therefore, the Project would have a less than significant contribution to the amount and quality of stormwater flows in the area.

Construction activities associated with the proposed Project would disturb the soil surface and could contribute sediments or pollutants to storm water runoff that could degrade receiving waters. Standard BMPs and erosion control requirements (e.g., site stabilization and seeding; use of coir rolls, hay bales, silt fences, sediment barriers, etc.) will be included in the construction plans and specifications; the contractor would be required to comply with the specified BMPs. Implementation of these erosion and water pollution control measures would reduce impacts to a less than significant level; no additional mitigation is required.

(f) ***Less Than Significant Impact.*** No additional impacts other than those discussed under (c) and (e) above are anticipated.

Standard water pollution and erosion control measures (e.g., site stabilization and seeding; use of coir rolls, silt fences, etc.) would be implemented during construction activities. Construction work would be conducted in accordance with all measures contained in permits or associated with agency approvals. The proposed Project is not anticipated to provide substantial sources of polluted runoff (as described under items (a), (c), (d), and (e) above). Impacts are considered less than significant, and no mitigation is required.

(g) ***No Impact.*** The proposed Project does not include the construction of new housing, nor would it indirectly induce new housing. No impacts are anticipated, and no mitigation is required.

(h) ***Less Than Significant Impact.*** According to the Federal Emergency Management Agency (FEMA), the Project Area is not located within a 100-year or 500-year flood hazard area.

The length of culvert connecting the seasonal wetlands under Pleasant Valley Road would be extended to accommodate the wider road alignment. Approximately 70 feet of the existing 29-inch by 42-inch corrugated metal pipe (CMP) arch culvert would be removed and replaced with 100 feet of CMP arch culvert. The replaced culvert would allow for normal hydrologic flow though the Project Area, and the natural drainage patterns of the area would remain intact. The proposed Project is not expected to redirect any existing drainage patterns in the vicinity. Impacts would be less than significant, and no mitigation is required.

(i) ***No Impact.*** Patterson Lake is in close proximity to the Project Area; however, this water body is downstream from the Project, and no flooding or inundation would occur at the Project Area if Patterson Dam were to fail. No other levees or dams are located in close proximity to the Project Area.

According to FEMA, the Project Area is not located within a 100-year or 500-year flood zone. No impacts are anticipated and no mitigation is required.

(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.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Setting

The applicable land use plan in the Project Area is the 2004 El Dorado County General Plan. The Project Area includes parcels zoned C (Commercial), RE-10 (Estate Residential Ten-acre), CP (Planned Commercial), MP (Mobile Home Park), and R1 (One-family Residential), R2 (Limited Multifamily Residential). The Tower Mart property has three zoning designations (C, CP, and R2). The staging area parcel is zoned CP and MP. The residential homes located on Ryan Drive are zoned R1, and a large open parcel (APN 329-280-15) located near the northwestern section of the Project Area is zoned RE-10. These zoned areas generally correspond to the current General Plan land use designations of commercial, high-density residential, multifamily residential, and rural residential.

Discussion of Impacts

(a) ***No Impact.*** The proposed Project involves modifications to existing roadways and intersections. The proposed Project would not physically divide an established community. No impacts are anticipated, and no mitigation is required.

(b) ***No Impact.*** The Project would not conflict with any General Plan goals, policies or objectives (see also item (b), following) intended to mitigate potential environmental impacts. The proposed Project is consistent with the zoning and land use designations. No impacts are anticipated, and no mitigation is required.

(c) ***Less Than Significant Impact.*** The Project is consistent with the Oak Tree Management Plan, which exempts capital improvement projects that are necessary to increase capacity, protect public health and safety, or improve the safe movement of people and goods in existing public road rights-of-way as well as acquired rights-of-way necessary to complete the Project. No conservation plans exist that are related to the Project Area.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

Setting

El Dorado County in general is 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. The Project Area consists of the intersection of two existing roadways and adjacent roadside areas. No mineral extraction activities occur on, or in the immediate vicinity of, the Project Area.

Discussion of Impacts

(a) ***No Impact:*** The Project is not within or adjacent to any important mineral resource areas as identified by the State of California. Signalization and intersection improvements would not impact the availability of mineral resources of value to the state.

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

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting

Pertinent noise level criteria are contained within the 2004 El Dorado County General Plan Noise Element. The following is a summary of the Noise Element Goals, Objectives, Policies, and Criteria, which are relevant to this Project.

> Goal 6.5: Acceptable Noise Levels
>
> Ensure that County residents are not subjected to noise beyond acceptable levels.
>
> Objective 6.5.1: Protection of Noise-Sensitive Development
>
> Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.
>
> Policy 6.5.1.9:
>
> Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6-1 at existing noise-sensitive land uses.
>
> Table 6-1 of the El Dorado County Noise Element establishes an exterior noise level criterion of 60 dB Ldn at the outdoor activity area of residential land uses impacted by transportation noise sources. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB

Ldn may be allowed provided that available exterior noise level reduction measures have been implemented. In addition, an interior noise level criterion of 45 dB Ldn is applied to all residential land uses. The intent of this interior standard is to provide a suitable environment for indoor communication and sleep.

Policy 6.5.1.12

When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration.

A. Where existing or projected future traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of residential uses, an increase of more than 5 dBA Ldn caused by a new transportation noise source will be considered significant;

B. Where existing or projected future traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of residential uses, an increase of more than 3 dBA Ldn caused by a new transportation noise source will be considered significant; and

C. Where existing or projected future traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA Ldn caused by a new transportation noise will be considered significant.

The ambient noise levels within the Project Area are primarily from vehicular traffic along Pleasant Valley Road and Patterson Drive. To determine the existing noise levels, a project-specific noise study was conducted (J.C. Brennan & Associates, Inc. 2008). The noise study included recordation of on-site noise by continuous noise level meters installed at two locations adjacent to the Project Area. Measurements were collected over a period of 3 days in September 2008. Based on the ambient noise levels as measured, various traffic noise models were used to quantify the predicted changes in noise levels after Project completion.

According to the traffic noise modeling, implementation of the proposed Project would increase the noise levels at some locations along the Project Area by up to 1 decibel. At other locations, the noise levels are predicted to remain the same or decrease by 1 decibel. The expected human response to a change in environmental noise of 1 decibel is that the change is imperceptible.

Discussion of Impacts

(a) ***Less Than Significant Impact:*** At all but one receiver location, existing sound levels were found to be currently in excess of the El Dorado County Noise Element limits, which specifies 60 dB as the maximum allowable noise exposure for transportation noise sources. Policy 6.5.1.12 specifies the incremental change in noise that a project must produce to be considered a significant change. The traffic modeling predicted no more than a 1 decibel increase in sound at any of the receptor locations, which is less than the amounts specified in this policy as significant; therefore, noise levels at Project completion would be less than significant. 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. Impacts are considered less than significant, and no mitigation is required.

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

(c) ***Less Than Significant Impact.*** Because the Project is not traffic-inducing (i.e., traffic levels will not increase as a direct or indirect result of the project) projected traffic modeling does not indicate that noise levels in and around the Project Area would increase to significant levels. The potential changes in sound levels are discussed above (item (a)) in more detail. The proposed Project is considered to have a less-than-significant impact compared with ambient noise levels in the vicinity of the Project, and no mitigation is required.

(d) ***Less Than Significant Impact.*** The proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity. See also response to item (a) above.

(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 privately owned Perryman Airport, located approximately 5 miles east of the Project Area. As a result, the proposed Project would not result in the exposure of the public to excessive air traffic noise levels.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

(a) ***No Impact.*** The proposed Project is intended to improve public safety and traffic flow through the intersection, consistent with Objective 3.5.1 of the County General Plan. The proposed Project would not induce population growth directly or indirectly, and no mitigation is required.

(b) ***No Impact.*** The proposed Project would not displace any existing housing; therefore, it would have no impact, and no mitigation is required.

(c) ***No Impact.*** The proposed Project would not displace any people nor would it necessitate the construction of replacement housing elsewhere. No impacts are anticipated, and no mitigation is required.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Setting

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 protection services and emergency services in the Project Area and vicinity. The nearest fire stations are Station 23 and 25; both are located approximately 4 miles from the Project Area. Station 23 is located east along Pleasant Valley Road, and Station 25 is located in the City of Placerville to the north. Pleasant

Valley Road (SR49) is an important transportation artery in this part of the County, providing primary access for emergency vehicles serving this region of the County.

Discussion of Impact

(a) ***No Impact.*** The proposed Project would not include elements that would increase human population or presence in the area, nor would it be associated with population changes or new residential development. Therefore, additional governmental 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.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIV. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Setting

No designated recreation or park facilities occur within or immediately adjacent to the proposed Project Area.

Discussion of Impacts

(a) ***No Impact.*** Intersection signalization and improvements would not affect the use of existing neighborhood and regional parks or other recreational facilities in the region. No impact would occur, and no mitigation is required.

(b) ***No Impact.*** The Project does not include the construction of any recreational facilities, nor would it require the expansion of existing recreational facilities. No impact would occur, and no mitigation is required.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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 substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Setting

The intersection of Pleasant Valley Road (SR 49) and Patterson Drive is currently controlled by stop signs on all approaches. Pleasant Valley Road is an east-west arterial roadway that extends from Mother Lode Drive to Sly Park Road. It serves residential, commercial, and business uses near the Project Area. Patterson Drive is a north-south, two-lane roadway that extends southerly from Pleasant Valley Road and serves mostly residential uses.

Pleasant Valley Road is a main route to several schools, including Brown Elementary School, Union Mine High School, Shenandoah High School, and Placerville Preschoolers Kids School, all of which are located within 0.6 mile of the Project Area. School-related traffic has a substantial influence on operating conditions on Pleasant Valley Road in the period before and after school. Long vehicle

queues are common on the Pleasant Valley Road approaches to the Pleasant Valley Road/Patterson Drive intersection.

The proposed Project improvements would include installation of a lighted traffic signal for each direction at this intersection and the addition of dedicated turn lanes for each intersection approach.

The traffic impact analysis for this initial study is based on the project-specific Traffic Report (Fehr & Peers 2008) and the El Dorado County General Plan.

Discussion of Impacts

(a) ***Less Than Significant Impact.*** The proposed Project is not anticipated to substantially increase the number of vehicle trips, volume-to-capacity ratio, or congestion at intersections near the Project Area. The Project is intended to improve traffic flow and traffic safety through the area. Construction-related activities may temporarily increase the existing traffic volumes on local roadways; however, construction would occur over a short time period and would be temporary in nature. Implementation of the proposed Project is considered to have a less-than-significant impact on traffic loads and capacity, and no mitigation is required.

(b) ***Less Than Significant Impact.*** The Project would not change the amount of traffic on Pleasant Valley Road; it is intended to improve traffic flow through the area. Construction-related activities may slightly increase traffic congestion, but the effect will be temporary in nature, and impacts to level of service standards are not anticipated. Implementation of the Project is considered to have a less-than-significant impact on levels of service, and no mitigation is required.

(c) ***No Impact.*** Implementation of the proposed Project has no relationship to air traffic patterns, and would have no effect on air traffic levels or safety. No impacts are anticipated, and no mitigation is required.

(d) ***No Impact.*** Implementation of the proposed Project would not increase hazards due to a design feature or incompatible uses. Signalization and intersection improvements are expected to improve traffic safety, a beneficial effect. The Project would result in no adverse effects, and no mitigation is required.

(e) ***Less Than Significant Impact.*** The proposed Project would not result in inadequate emergency access. Pleasant Valley Road and Patterson Drive would remain open during construction. Project construction would not significantly affect emergency access through the area. No impact would occur, and no mitigation is required.

(f) ***No Impact.*** The Project does not involve on-street or off-street parking. Signalization and intersection improvements would not affect parking capacity. No impact would occur, and no mitigation is required.

(g) ***No Impact.*** The proposed Project consists of signalization and improvements to an existing roadway intersection. The intent of this Project is to improve traffic flow and

traffic safety through the area in a manner that does not conflict with adopted policies or alternative transportation. No impact would occur, and no mitigation is required.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVI. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Setting

Utilities located within and adjacent to the Project Area include water and sewer utilities, electricity, cable, and telephone/data lines. The County maintains the storm drainage facilities.

Discussion of Impacts

(a) ***No Impact.*** The proposed Project would not produce wastewater; therefore, the proposed Project would not result in impacts to wastewater treatment facilities. No impacts are anticipated, and no mitigation is required.

(b) ***No Impact.*** The proposed Project would not require the use of water beyond that already available in the area for emergency purposes. It would not produce wastewater; therefore, the proposed Project would not result in impacts to wastewater treatment facilities. The Project would have no impact on water or wastewater treatment facilities. No impacts are anticipated, and no mitigation is required.

(c) ***Less than Significant Impact.*** The Project would result in the addition of approximately 0.74 acres of impervious surface in the form of expanded road surfaces. It would also include the installation of approximately 630 linear feet of 18-inch culvert within the Project Area. Approximately 80 feet of 18-inch culvert would be removed, and 26 feet of 18-inch culvert would be filled with concrete and abandoned in place. Approximately 70 feet of the existing 29-inch by 42-inch corrugated metal pipe (CMP) arch culvert would be removed and replaced with 100 feet of CMP arch culvert. Drainage components of the project would be designed to accommodate expected runoff, and the proposed Project would not result in substantial increases in runoff to the extent that the existing drainage systems within the Project Area would be adversely affected and/or would operate inefficiently as to cause flooding on- or off-site. Therefore, this impact is considered less than significant, and no mitigation is required.

(d) ***No Impact.*** Construction and operation of the proposed signalization and intersection improvements would require no water service, nor would new entitlements be needed. The proposed Project has no relationship to water supplies. No impacts are anticipated, and no mitigation is required.

(e) ***No Impact.*** Construction and operation of the proposed Project would not produce wastewater; therefore, the proposed Project would not result in an impact to wastewater treatment capacity. No impacts are anticipated, and no mitigation is required.

(f), (g) ***No Impact.*** Construction of the intersection improvements would generate solid waste, including construction debris and green waste. 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.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
MANDATORY FINDINGS OF SIGNIFICANCE (To be filled out by Lead Agency if required)					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

(a) ***Potentially Significant Unless Mitigation Incorporated.*** Construction-related disturbance could potentially result in impacts to four special status species: California red-legged frog, western burrowing owl, white-tailed kite, and loggerhead shrike. The Project also could potentially result in impacts to the seasonal wetland habitat, oak trees identified at the Project Area, and nesting birds. Mitigation measures have been incorporated into the proposed Project and identified in this initial study to address potential impacts to these species and their habitats. Mitigation measures required for Project, in addition to the BMPs and other standard specifications and provisions in County construction contracts, would reduce these impacts to a less-than-significant level.

(b) ***Less Than Significant Impact.*** Construction and operation of the proposed Project presents potential impacts in the areas of air quality, biological resources, and water quality that would be individually limited but potentially cumulatively considerable.

Cumulative impacts refer to two or more individual effects that, when considered together, are considerable or compound or increase other environmental impacts. CEQA requires an assessment of potential cumulative impacts as a result of a project with regard to other past, present, and reasonably foreseeable projects.

Compliance with BMPs and other County standard contract provisions, in addition to the mitigation measures identified in this initial study, would reduce these potential cumulative impacts to less-than-significant levels.

(c) ***Less Than Significant Impact.*** Implementation of the proposed Project, particularly during the construction phase, could result in a variety of temporary impacts to human beings. Potential adverse effects may be related to temporary increases in noise during construction and any accidental spills of hazardous materials. However, with the identified mitigation measures, BMPs, and standard County contract provisions, these impacts would be 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.

Janet Postlewait
Signature

4-22-09
Date

JANET POSTLEWAIT
Printed Name

El Dorado County DOT
For

5 Report Preparation and References

5.1 Report Preparation

El Dorado County Department of Transportation – CEQA Lead Agency

Janet Postlewait	Principal Planner
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North State Resources, Inc. (NSR)

Wirt Lanning	CEQA/NEPA Program Manager
Bruce Kemp	Project Manager
Brandon Amrhein	Biologist/Environmental Analyst
Leslie Wagner	Environmental Analyst
Mark Wuestehube	Wetlands Program Manager / Ecologist
Edward Douglas	GIS Analyst

KD Anderson & Associates, Inc. – Air Quality Assessment

Wayne Shijo	Air Quality Analyst

J.C. Brennan & Associates – Noise Assessment

Jim Brennan	Principal

5.2 References

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APPENDIX A

Mitigation Monitoring and Reporting Plan

Mitigation Monitoring and Reporting Plan
for the
Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project

CEQA Lead Agency:
El Dorado County

Prepared: April 2009

Adopted by Board of Supervisors on: _____

09-0566.D.85

Introduction

Purpose

El Dorado County (County) Department of Transportation (DOT) has prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization Project (Project). The IS/MND identified several mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant.

This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the Project. El Dorado County DOT, as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The County will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the project contractor, and ensuring enforcement measures are taken, if necessary.

Regulatory Framework

California Public Resources Code Section 21081.6 and California Code of Regulations Title 14, Chapter 3, Section 15097 require public agencies to adopt mitigation monitoring or reporting plans when they approve projects under a MND. The reporting and monitoring plans must be adopted when a public agency makes its findings pursuant to CEQA so that the mitigation requirements can be made conditions of project approval.

Format of This Plan

The MMP outlines the impacts and mitigation measures described in the Project IS/MND. Each of the impacts discussed within this MMP is numbered based on the sequence in which they are discussed in the IS/MND. A summary of each impact with the corresponding specific mitigation measures are provided. Mitigation measures are followed by an implementation description, the criteria used to determine the effectiveness of the mitigation, the timeframe for implementation, and the party responsible for monitoring the implementation of the measure.

Implementation of mitigation measures is ultimately the responsibility of DOT; during construction, the delegated responsibility is shared by DOT contractors. Each mitigation measure in this plan contains a "Verified By" signature line, which will be signed by the DOT project manager when the measure has been fully implemented and no further actions or monitoring are necessary for the implementation or effectiveness of the measure.

Impacts and Associated Monitoring or Reporting Measures

Impact 1: Potential to impact California red-legged frog habitat.

Mitigation Measure 1 – The County shall implement the following measures for CRLF avoidance and impact minimization:

- Appropriate sediment and pollution control measures [e.g., silt fences, coir rolls, hay bales, vegetated swales, catch basins, etc., as determined by the County best management practices (BMPs)] shall be in place prior to the onset of construction activities at all locations where there is a potential for surface runoff to drain into the seasonal wetlands. Sediment and pollution control measures shall be monitored and maintained until all construction activities have ceased. Temporary stockpiling of excavated or imported material shall be placed as far away from the seasonal wetlands as practicable. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (i.e., through use of BMPs, as above).

- A qualified biologist shall conduct a pre-construction inspection for California red-legged frog within the Project Area and within 500 feet of the Project Areas (where accessible) within 24 hours prior to initiation of any construction activities within the seasonal wetlands. If any California red-legged frogs are detected during the pre-construction inspection, the U.S. Fish and Wildlife Service shall be notified and no construction activities within the seasonal wetlands shall be initiated until Incidental Take authorization, or other authorization to proceed, has been obtained from the U.S. Fish and Wildlife Service.

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

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

Timing: Pre-Construction Phase and Construction Phases

Verified By: _____ Date: _____
County Project Manager

Impact 2: Potential to impact western burrowing owls or occupied habitat.

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

- A protocol-level survey for burrowing owls will be conducted by a qualified biologist no more than 30 days before the initiation of any construction activities within the Project Area and 250 feet beyond the Project Area. The surveys shall be conducted in accordance with the CDFG guidelines (http://www.dfg.ca.gov/wildlife/species/ survey_monitor.html#Birds). If no burrowing owls are detected, no further mitigation is necessary.

- If burrowing owl are identified within the designated area of potential affect (described in MND text), then the following measures shall be implemented.

  - All burrows occupied by western burrowing owl, and a 250-foot buffer around the active burrow, shall not be disturbed if the burrow is discovered during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

  - In the event that a biologist determines that owls can be moved the owls must be moved away from the Project Area using passive relocation techniques (e.g., one-way doors). All passive relocation measures shall be implemented by a qualified biologist. Construction activities within 250 feet of burrows (formerly occupied by burrowing owl) containing passive relocation devices shall not be initiated for a minimum of 15 days after the installation of passive relocation devices unless the qualified biologist, based on observation of the owls successfully relocating to alternate burrows, allows a shortened waiting period.

  - If burrowing owls are present in the Project Area, any permanent loss of burrowing owl foraging and nesting habitat within the Project Area shall be offset by either (1) acquiring and permanently protecting off-site, at a location satisfactory to El Dorado County, a minimum of 6.5 acres of suitable foraging habitat per pair or unpaired resident owl, or (2) purchasing the requisite number of acres of credit at a CDFG-approved mitigation bank.

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

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

Timing: Pre-Construction Phase and possibly into the Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 3: Potential to impact white-tailed kites, loggerhead shrikes, other raptors, and migratory birds.

Mitigation Measure 3 – The County shall implement the following measures to protect white-tailed kites, loggerhead shrikes, other raptors, and migratory birds:

- To the extent practicable, construction activities shall be conducted outside of the nesting season. Each species has a slightly different nesting period, some of which start earlier or extend longer into the year. If construction occurs between October 1 and February 14 the nesting season of all protected birds potentially occuring in the Project Area would be avoided, and no further mitigation would be necessary. If construction activities are to occur during the nesting season, the following measures shall be implemented. Depending on when preject construction will commence, the nesting season for some protected bird species may be avoided. The following list provised the estimated nesting periods for white-tailed kites, loggerhead shrikes, other raptors, and other migratory birds protected under the MBTA.

White-tailed kite	October 1 through February 14
Loggerhead shrike	March 1 through August 31
Other raptors	March 1 through August 31
Most non-raptor, migratory birds	March 1 through August 31

- Any potential nesting substrate (e.g., shrubs and trees) that would be removed by the Project should be removed before the onset of the nesting season. This would help preclude nesting and substantially decrease the likelihood of direct impacts.

- Pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests will be disturbed during Project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the biologist shall inspect all trees within 250 feet of projected impact areas for white-tailed kite, loggerhead shrike, and other raptor nests and 50 feet for non-raptor, migratory birds. If an active nest is found within 250 feet or 50 feet, respectively, of a projected impact area, the biologist (in consultation with the CDFG) shall determine the extent of a construction-free buffer zone to be established around the identified nest.

Implementation: The County will retain the services of a qualified biologist to conduct pre-construction nest surveys if construction commences during the nesting season. The County will implement the measures as described above.

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

Timing: Pre-Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 4: Permanent impact of up to 0.34 acre of seasonal wetlands/waters of the U.S.

Mitigation Measure 4 – The County shall implement the following measures to minimize impacts to remaining wetlands and to mitigate for permanent losses:

- All required permits and authorizations shall be obtained from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the California Department of Fish and Game (if necessary) prior to any direct impacts to the seasonal wetlands. All terms and conditions of the required permits and authorizations shall be met.

- Avoided areas of the seasonal wetland shall be fenced (e.g., 4-foot orange temporary fence) prior to initiation of construction activities and no entry into avoided areas shall be allowed. Fencing shall be adequately maintained throughout the duration of construction and shall be removed upon completion of construction activities.

- Indirect impacts to the seasonal wetland shall be avoided through the use of BMPs to control erosion and similar standard contract provisions inCounty construction plans and specifications (e.g., site stabilization and seeding; use of coir rolls, hay bales, silt fences, sediment barriers, etc.). Sediment control measures shall be in place prior to the onset of construction and shall be monitored and maintained until construction activities have ceased.

The construction contractor shall implement appropriate BMPs to prevent the accidental release of hazardous materials (e.g., fuel, oil) into the seasonal wetland.

- To the extent practicable, all construction activities that involve direct impacts to the seasonal wetlands shall be conducted during the dry season to minimize the potential for erosion and sedimentation.

- Any permanent loss of seasonal wetlands shall be offset by purchasing credits (1:1 acreage ratio) at a U.S. Army Corps of Engineers-approved mitigation bank or by payment of in-lieu fees to a U.S. Army Corps of Engineers-approved in-lieu fee program (according to current fee schedule).

- Any seasonal wetland areas temporarily impacted by construction activities shall be restored, as close as practicable, to pre-construction contours and conditions.

- Appropriate sediment control measures (e.g., coir rolls, hay bales, silt fences, vegetated swales, catch basins, etc.) shall be in place prior to the onset of construction activities within the seasonal wetlands and in all Project areas where there is a potential for surface runoff to drain into the seasonal wetlands. Sediment control measures shall be monitored and maintained until construction activities have ceased. Temporary stockpiling of excavated or imported material shall be placed as far away from the seasonal wetlands as practicable. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (i.e., through use of BMPs , as above).

Implementation: The County will prepare and submit permit applications to the U.S. Army Corps of Engineers, the California Regional Water Quality Control Board

and the California Department of Fish and Game (if necessary). The County will abide by all conditions of any executed permits.

Effectiveness Criteria: The County will prepare and keep on file documentation verifying execution of permits for the regulatory agencies.

Timing: Pre-Construction Phase, Construction Phase, and Post Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 5: Potential impact on native oak trees not planned for removal.

Mitigation Measure 5 – The County shall implement the following measures to minimize impacts to the remaining oak trees:

- To protect oak trees intended to remain undisturbed, a 4-foot tall, brightly colored fence shall be installed as far outside the edge of the tree driplines as feasible. No encroachment into the fenced areas shall be permitted; fencing shall remain in place until all construction activities have ceased. Upon completion of construction activities, the fencing shall be removed.

- If a retained tree has roots that must be severed, the cuts shall occur at the maximum distance from the trunk as is practicable. Any roots over 1 inch in diameter that are damaged as a result of construction activities shall be traced back and cleanly cut behind any split, cracked, or damaged area.

- Stockpiling of materials or equipment shall not occur under the dripline of any retained oak tree.

Implementation: The County will include language in the construction specifications that explain construction practices around retained trees in accordance with applicable standards, regulations, and guidelines relating to tree protection. The County will implement the measures as described above.

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

Timing: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager