

INITIAL STUDY/ NEGATIVE DECLARATION

**PLEASANT VALLEY ROAD AT OAK HILL ROAD
INTERSECTION IMPROVEMENTS PROJECT**

(#73358)

EL DORADO COUNTY

DEPARTMENT OF TRANSPORTATION

JANUARY 2010

PROJECT INFORMATION

- 1. Project Title:** Pleasant Valley Road at Oak Hill Road Intersection Improvements Project
- 2. Lead Agency Name and Address:** El Dorado County
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
- 3. Contact Person and Phone Number:** Ms. Janet Postlewait, Principal Planner
(530) 621-5993, janet.postlewait@edcgov.us
- 4. Project Location:** Intersection of Pleasant Valley Road and Oak Hill Road, El Dorado County, California
- 5. Description of Project:**

The El Dorado County (County) Department of Transportation (DOT) is developing plans to install intersection improvements and additional turn lanes at the intersection of Pleasant Valley Road and Oak Hill Road. The Project is proposed for construction in 2010.

The project improvements will include widening of the shoulders approaching the intersection; the addition of turn pockets or a two-way left turn lane; grading and paving; drainage improvements, and minor landscaping (for erosion control). The total Project Area consists of approximately 2,400 feet of Pleasant Valley Road and a short segment of Oak Hill Road.
- 6. General plan designation:** The Project Area includes parcels designated: Commercial, and Medium Density Residential.
- 7. Zoning:** The Project Area includes parcels zoned: R1A (One Acre Residential), CP (Planned Commercial), CPO (Professional Office Commercial) and RE-5 (Estate Residential Five-acre).
- 8. Surrounding Land Uses and Setting:**

The Project Area is located 2.7 miles easterly of the town of Diamond Springs on Pleasant Valley Road.

Surrounding land uses are primarily residential and commercial, a church, and fire station. Local roadways within the Project Area include Pleasant Valley Road, Oak Hill Road, Moon Shine Hill Road, and Posten Lane.
- 9. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement):**

The Project will not require permits or approvals from other public agencies.

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1. INTRODUCTION

INTRODUCTION

El Dorado County is conducting CEQA review of the proposed Pleasant Valley Road at Oak Hill Road Intersection Improvements Project located at the intersection of Pleasant Valley Road and Oak Hill Road (approximate milepost marker 6.21 on Pleasant Valley Road).

The El Dorado County Department of Transportation has prepared this Initial Study to consider the potential for the project to result in one or more significant impacts to the environment pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). The County is the CEQA lead agency for the project and this document has been prepared based on the requirements of the state CEQA Guidelines (14 California Administrative Code, Section 14000 et seq.). Based on the results of this Initial Study, the County has determined that the project could not have a significant effect on the environment. Therefore, the County may complete the project CEQA review with a Negative Declaration (ND).

This document is divided into the following sections:

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

2. PROJECT DESCRIPTION

LOCATION

The Project is located at the intersection of Pleasant Valley Road and Oak Hill Road (approximate milepost marker 6.21 on Pleasant Valley Road). Access to the site is 2.7 miles easterly of the town of Diamond Springs on Pleasant Valley Road.

The project improvements will include widening of the shoulders approaching the intersection; the addition of turn pockets or a two-way left turn lane; grading and paving; drainage improvements, and minor landscaping. The total Project Area consists of approximately 2,400 feet of Pleasant Valley Road and a short segment of Oak Hill Road.

Project Purpose and Objectives:

The purpose of this Project is to improve the traffic safety at this section of Pleasant Valley Road at the intersection of Oak Hill Road.

This project is the recipient of a grant administered by the Highway Safety Improvement Program (HSIP) Funding program. El Dorado County produces an Annual Accident Report, which identifies County roadway areas with the highest accident rates using annual California Highway Patrol (CHP) Accident Summary Data at identified locations. From the CHP reports, the stretch of Pleasant Valley Road at Oak Hill Road was identified as a roadway location with above average accident rates.

Between 1998 and 2002, the average daily traffic (ADT) on Pleasant Valley Road near Oak Hill Road grew approximately 20 percent. Since, 2002 the ADT at this location has changed very little, fluctuating 200 vehicles per day. With the increase in traffic through the Project Area, the accident data shows increases as well.

Eastbound traffic on Pleasant Valley Road accelerates as vehicles climb a 3 to 4 percent grade that levels out at the Oak Hill Road intersection. As a result, eastbound traffic enters the intersection in excess of the 45 miles per hour posted speed limit. The intersection is a three-legged "T" with a one-way stop sign on the Oak Hill Road leg of the intersection.

Westbound Pleasant Valley Road traffic descends a minor grade prior to the Oak Hill Road intersection and tends to be traveling at higher speeds than the posted speed limit. There are no turn lanes at the Project location so the high volume, high speed westbound traffic becomes a safety hazard for vehicles turning left onto Oak Hill Road.

In summary, the primary causes of traffic accidents through this intersection include: the lack of westbound left turn lanes from Pleasant Valley Road to Oak Hill Road; the lack of

eastbound right turn lanes from Pleasant Valley Road to Oak Hill Road; high speed through a one-leg stop-signed intersection; site distance issues, and the lack of adequate shoulders. Approximately 74 percent of the accidents in this section of Pleasant Valley Road are rear-end type collisions.

Roadway Modifications

Left-Turn Lane: The County plans to install a new left-turn lane (either a turn lane pocket or a two-way left turn lane) on Pleasant Valley Road at the intersection at Oak Hill Road. The left-turn lane will enhance safety to Pleasant Valley Road by channeling the turning vehicles out of the through lanes; expediting through traffic, helping to increase capacity at the Project intersection, and improving the overall safety at the Project location.

Widen and/or Improve Shoulders: The County plans to widen the shoulders of the Project roadway to a minimum width of four (4) feet where feasible. The wider shoulders provide increased opportunities for a safe vehicle recovery if the vehicle runs off the roadway. Wider, paved shoulders also provide safer places for vehicles to use to avoid potential rear-end collisions. Shoulders also increase safety for bicyclists and pedestrians.

Sight Distance Improvements: The County plans to improve sight distance heading into and out of the Project intersection. These improvements would require earthwork and removal of embankments and trees to improve sight distance, widening curve radius and widening the shoulders.

Lighting, Utilities, and Drainage Facilities

The project includes minor relocation of existing utilities, including joint use utility poles, pedestals and in-ground vaults or boxes. The proposed Project would require grading, paving, and minor drainage improvements.

Vegetation Removal and Replacement

Construction activities associated with roadway modifications would require some minor vegetation removal to allow for construction activities and to improve and maintain sight distance. Vegetation trimming or removal would primarily include pine trees and shrubs. No oak trees exist within the project site. Plants selected for revegetation would be appropriate for the Project Area and would not include any noxious or invasive weeds. The proposed Project does not include landscaping; however, areas graded during construction activities but not paved would be revegetated to standard for erosion control.

Signage

Signs will be relocated, changed and/or replaced to accommodate the new improvements.

Right-of-Way Requirements

The proposed Project would require some permanent right-of-way acquisition and/or public road easements, as well as acquisition of slope, drainage utility and temporary construction easements from adjacent properties.

Project Construction

DOT would retain a construction contractor to construct the Project and be responsible for compliance with all applicable rules, regulations and ordinances associated with construction activities. The contractor would also be responsible for implementation of construction-related mitigation measures adopted for the project. DOT would provide construction inspection and would be responsible for verifying mitigation measure implementation. The Project would be constructed in accordance with the Public Contracts Code of the State of California, the CALTRANS Standard Plans and Standard Specifications, AASHTO and the Contract Project Plans, and Project Special Provisions under development by DOT.

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

- Construction contract special provisions will require a traffic management plan be prepared that shall include implementation of construction staging and traffic control measures to maintain and minimize traffic impacts. Minor traffic stoppages or delays may be allowed if necessary. Full roadway closures will be avoided and provisions for emergency vehicle movement through the construction area will be provided at all times;
- Contract special provisions will require compliance with EDCAQMD Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions and the potential for risk of disturbance to naturally occurring asbestos;
- Compliance with the California Air Resources Board Airborne Toxic Control Measure at Title 17 §93105 addressing Construction, Grading, Quarrying, and Surface Mining activities and with the [Asbestos ATCM for Surfacing Applications](#) (Title 17, §93106);
- Contract provisions will require notification of DOT and compliance with California Health and Safety Code §7050.5 and California Public Resources Code §5097.94 et seq., regarding the discovery and disturbance of human remains should any human remains be discovered during project construction;
- Contract provisions will require compliance with the El Dorado County Grading Ordinance and Storm Water Management Plan for Western El Dorado County and implementation of Best Management Practices as identified in the National Pollutant Discharge Elimination System permit and/or Storm Water Management Plan;
- DOT or its construction contractors will conduct early coordination with utility service providers, law enforcement and emergency service providers to ensure minimal disruption to service during construction;
- DOT and its construction contractors will comply with the State of California Standard Specifications (May 2006), written by CALTRANS for public service provision;
- Access to adjacent residential and commercial properties will remain open at all times during the construction period; and
- The project will comply with General Plan Policy 6.5.1.11 pertaining to construction noise.

The County anticipates the need to close traffic in one direction during construction activities. Diversions of traffic would utilize signage, barriers, restriping, and cones as necessary to guide traffic and delineate temporary lanes. Flag-persons would monitor and guide traffic during periods of equipment movement or when construction activities occur near traffic lanes to ensure public and worker safety as necessary.

Construction Schedule:

Construction of the proposed Project is anticipated to commence in spring or summer 2011 and would require approximately three months to complete.

PERMITS AND REGULATORY APPROVALS

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

APPROVING AGENCY	REQUIRED PERMIT/APPROVAL	REQUIRED FOR
Local Agencies		
El Dorado County Air Quality Management District		
State Agencies		
State Water Resources Control Board, Regional Water Quality Control Board	General Construction Activity Storm Water Permit Notice of Intent. (40 CFR Part 122)	Storm water discharges associated with construction activity.
	National Pollutant Discharge Elimination System Permit (Clean Water Act, 33 USC 1251 et seq.)	For storm water discharges associated with industrial activity, unless covered by individual NPDES permit.



FIGURE 1
VICINITY MAP



FIGURE 2
AERIAL PHOTOGRAPH

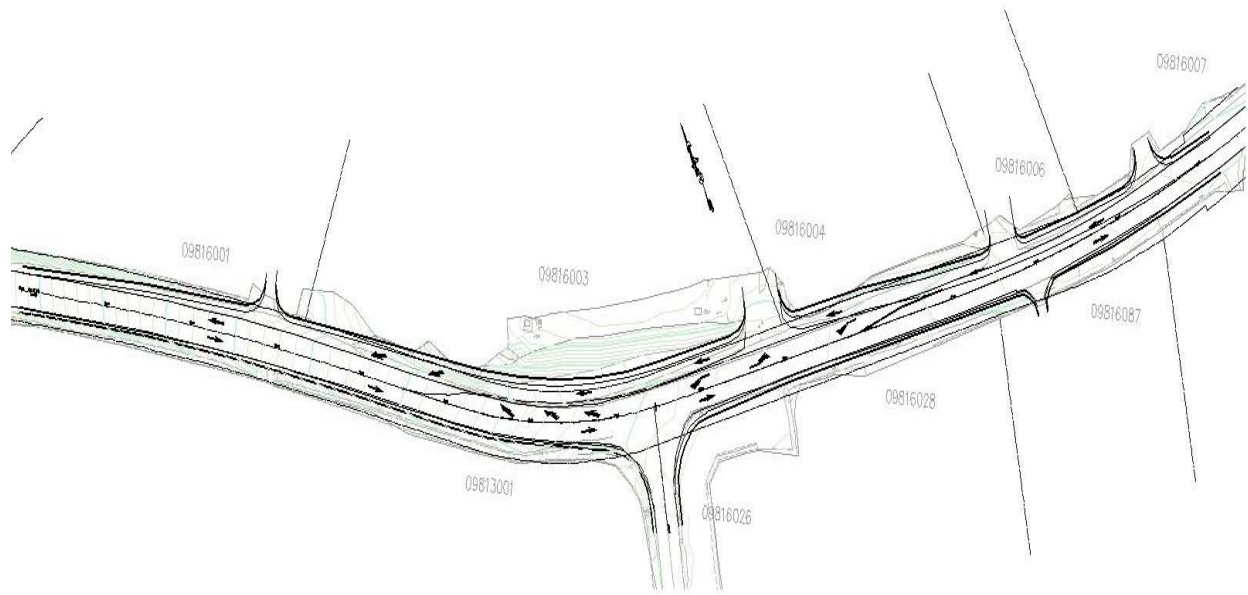


FIGURE 3

PROJECT IMPROVEMENTS

3. INITIAL STUDY CHECKLIST AND SUPPORTING DOCUMENTATION

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

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

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

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

The Project is located at the intersection of Pleasant Valley Road (SR 49) and Oak Hill Road in El Dorado County, California, on the western side of the Sierra Nevada foothills, approximately 2.7 miles east of the community of Diamond Springs in the Rural Region of Oak Hill.

Existing land uses within the Project Area include commercial property (a restaurant/video store), private residential parcels, a church, and Fire Station #23. Pleasant Valley Road at this location is currently a two-lane minor east/west arterial roadway that connects rural south County with Diamond Springs and Placerville and US50 to Sacramento. Oak Hill Road is a minor rural collector that runs south from Pleasant Valley Road approximately 4 miles, providing access to rural residential neighborhoods as well as ranch and farmland.

The Project Area includes parcels zoned: R1A (One Acre Residential), CP (Planned Commercial), CPO (Professional Office Commercial) and RE-5 (Estate Residential Five-acre). Zoned areas generally correspond to the current General Plan land use designations of commercial and medium density residential.

Elevations within the Project Area range from approximately 2,160 feet (above mean sea level) to 2,180 feet. The Project Area is situated on relatively level land. Surrounding topography includes hills, flats, swales, valleys, and slopes.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

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

Setting

Like much of the Motherlode foothills, the landscapes in the general vicinity of the Project Area are moderately scenic, with semi-rural vistas presenting a mixture of natural and manufactured features. The Project Area is located on relatively level land and the surrounding terrain includes hills, flats, swales, valleys, and slopes. The Project Area is a developed intersection, with disturbed areas along the shoulders of the roads, driveways, a commercial structure, paved parking lots, a church, and Fire Station #23 and homes.

Primary vegetation in the Project Area consists of annual grassland, some landscaping and the mature pines forest. No trees found within the Project Area would qualify as unique or heritage trees.

Publicly maintained street lighting is not present within the Project Area. A privately owned, electrolier-type light is installed on a utility pole at the southeast corner of Pleasant Valley Road and Oak Hill Road to illuminate the commercial establishment. Likewise, a similar fixture is installed on a utility pole on the north side of Pleasant Valley Road at the church property. Both lighting fixtures are turned inward to illuminate the parking lots but minimal light “spill-over” onto the roadway does come from these fixtures.

Discussion of Impacts

- (a) ***Less than Significant Impact.*** The Project Area is located in a semi-rural area along SR 49 and is not located within a scenic vista. Viewsheds are limited, due to the natural topography, surrounding land uses, and dense pine forest. Residential homes buffered by roadside trees, the Select Video store, Country Kitchen restaurant, and Pleasant Oak Baptist Church are the primary views from the intersection itself. 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 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. Additionally, 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.

Some pine trees will be impacted and/or require removal due to Project implementation. The number of trees removed will be kept as low as possible. Those trees that may be removed are not of substantial size and/or are surrounded by several other trees that are being retained, which will effectively maintain the existing visual character. The proposed Project is considered to have a less-than-significant impact on aesthetics, and no mitigation is required.

- (c) ***Less than Significant Impact.*** As discussed in response (a) above, the Project would result in a relatively minor physical change to the visual characteristics of the immediate Project Area. The primary visual changes would result from the widening of roadways to accommodate turn lanes, which may require some vegetation removal. 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 proposed Project does not include the installation of street lighting features, nor does it propose to significantly modify any existing lighting features. Impacts to day or nighttime views in the area would be less than significant, and no mitigation for adverse lighting effects is required.

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

Setting

The Project Area is located at a T-intersection between two main semi rural roads that support both commercial and rural residential uses. While portions of some adjacent properties may be 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 will occur, and 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 and no lands within the Project Area are subject to Williamson Act contracts. No significant impacts will occur, 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. No impacts are anticipated, and no mitigation is required.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The air quality of a region is determined by air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary. Primary pollutants are those emitted directly into the air – for example, carbon monoxide (CO) – and can be traced to a single pollutant source. Secondary pollutants are those that form through chemical reactions in the atmosphere – for example, reactive organic gasses (ROG) and nitrogen oxides (NOX) – and combine to form ground-level ozone, or smog.

The Federal Clean Air Act of 1977 established national ambient air quality standards (NAAQS). Primary standards are set to protect public health. The State of California has adopted its own, more stringent, ambient air quality standards (CAAQS). Within the County, including the Project Area, the El Dorado County Air Quality Management District (AQMD)

administers the state and federal Clean Air Acts, in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority and participates in planning review of discretionary project applications.

The following AQMD rules apply to the Proposed Project:

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

These rules regulate fugitive dust generated by construction activities and require appropriate mitigation measures to reduce air quality impacts. Rule 224 relates to asphalt cement that has been liquefied by blending with petroleum solvents.

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

- ROG: 82 lbs/day
- NOx: 82 lbs/day
- CO: AAQS
- PM10: AAQS

Discussion of Impacts

(a) ***Less Than Significant Impact.*** The Project would result in short-term, temporary air pollutant emissions resulting from construction activities. *Construction emissions were estimated for the Project 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 slightly 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 improve slightly, 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 both sides of Pleasant Valley Road and along Oak Hill Road (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 schools in proximity to the Project Area are the Independence High School and El Dorado Union High School District Community Day School, which are located over 2 miles northwest of the proposed Project. At this distance, 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.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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IV. BIOLOGICAL RESOURCES -- Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

A Biological Technical Memo was prepared for the proposed Project (SEC, April 2009). The purpose of the memo was to assess the potential adverse effect of the project on federally-listed species, their critical habitat, or wetlands or waters of the US, or if the study area provides nesting habitat for birds of prey and/or migratory bird species included under the Migratory Bird Treaty Act.

There are no wetlands or waters mapped within the study area on the USGS quad map, aerial maps, or the wetlands map. A review of County photographs and Google™ street maps show

no creeks or rivers in the project site. Several paved and upland drainage swales occur adjacent to the road.

A follow-up Biological Field Survey (SEC, June 2009) was conducted to update the Technical Memo. The biological survey consisted of walking through the project site while looking for the federal listed species identified in the Biological Technical Memo, other special-status plants with the potential to occur in the PSA, and wetlands and waters. In addition to federal-threatened Layne's butterweed identified in the memo, other special-status plants with the potential to occur in the project site were searched for during the survey. The survey was conducted during the published blooming period of the special-status plants with the potential to occur in the project site (CNPS 2009).

Discussion of Impacts

- (a) ***Less Than Significant Impact.*** Aerial maps, County photographs, and Google™ street maps were reviewed to determine if elderberry shrubs (*Sambucus* sp.), host plant for federal-threatened valley elderberry longhorn beetle (VELB), occur in or adjacent to the study area. The CNDDDB was reviewed for locations of VELB occurrences near the Project Area. No elderberry shrubs were identified on any of the maps or photographs. The closest CNDDDB record for VELB is located approximately 18.7 mi northwest of the project site. The closest CNDDDB record for federal-threatened California red-legged frog (CRLF) is approximately 10 mi northeast of the project site. The southwestern edge of CRLF critical habitat is located approximately 4 mi northeast of the project. CRLF have a dispersal range of approximately 1 mile. There are no known breeding populations of CRLF within dispersal range of the project. No aquatic habitats suitable for CRLF occur within the study area. Federal-endangered Stebbins' morning glory, Pine Hill ceanothus, Pine Hill flannelbush, and El Dorado bedstraw are all associated with serpentine and/or gabbroic soils. These plants also have a limited distribution around Pine Hill, located approximately 10 mi west-northwest of the PSA in El Dorado County. Serpentine and gabbroic soil types do not occur within the Project Area and the project is located outside of the known distribution of these plants. Habitat for federal-threatened Layne's ragwort is also known to be limited to rocky serpentine and gabbroic soils; however, a 1978 CNDDDB record for Layne's ragwort occurs approximately 2 mi west northwest of the project site on non-serpentine/gabbroic soils. Soils in the project site are Josephine silt loam, 5 to 15% slopes, and Mariposa gravelly silt loam, 3 to 30% slopes. The 1978 CNDDDB record for Layne's ragwort is a large circle mapped over the soil series Mariposa, Mariposa- Josephine, Placer diggings, and tailings. Due to the lack of serpentine and gabbroic soils, it is unlikely that Layne's ragwort occurs in the Project Area.

The determination of whether the project will have "no effect" on federal-listed species, or "may affect, but is not likely to adversely affect" federal-listed species, or will "likely adversely affect" federal-listed species with the potential to occur in the Project Area, is documented in Table 1 below:

Table 1. Federal-listed species with the potential to occur in the Project Area

Species	Habitat Present?	Project Impact
Invertebrates		
<i>Desmocerus californicus dimorphus</i> (valley elderberry longhorn beetle)	Unlikely	Unknown
Fish		
<i>Hypomesus transpacificus</i> (delta smelt)	No	No effect
<i>Oncorhynchus mykiss</i> (Central Valley steelhead)	No	No effect
<i>Oncorhynchus tshawytscha</i> (Central Valley spring-run chinook salmon)	No	No effect
<i>Oncorhynchus tshawytscha</i> (winter-run chinook salmon, Sacramento River)	No	No effect
Amphibians		
<i>Rana draytonii</i> (California red-legged frog)	No	No effect
Plants		
<i>Calystegia stebbinsii</i> (Stebbins' morning-glory)	No	No effect
<i>Ceanothus roderickii</i> (Pine Hill ceanothus)	No	No effect
<i>Fremontodendron decumbens</i> (Pine Hill flannelbush)	No	No effect
<i>Galium californicum</i> ssp. <i>sierrae</i> (El Dorado bedstraw)	No	No effect

Surveys Conducted

The biological survey was conducted by Jessica Easley on 28 May 2009. All plants found in the project site were identified to the taxonomic level necessary to determine legal status. A list of the plant species observed in the project site is in Attachment A (SEC June 2009). Scientific nomenclature follows Hickman, ed. (1993).

Table 2. Special-Status Plant Species with the Potential to Occur in the PSA

Special-Status Plant	Common Name	Federal Status ^a	State Status ^a /CNPS List ^b	Habitat Present	Species Observed
<i>Allium jepsonii</i>	Jepson's onion	--	--/1B.2	Yes	No
<i>Calochortus clavatus</i> var. <i>avius</i>	Pleasant Valley mariposa lily	--	--/ 1B.2	Yes	No
<i>Chlorogalum grandiflorum</i>	Red Hills soaproot	--	--/1B.2	Yes	No
<i>Clarkia biloba</i> ssp. <i>brandegeae</i>	Brandegee's	--	--/ 1B.2	Yes	No

	clarkia				
<i>Helianthemum suffrutescens</i>	Bisbee Peak rushrose	--	--/ 3.2	Yes	No
<i>Horkelia parryi</i>	Parry's horkelia	--	--/ 1B.2	Yes	No
<i>Senecio(=Packera) layneae</i>	Layne's butterweed	T	R/ 1B.2	Yes	No
<i>Viburnum ellipticum</i>	Oval-leaved viburnum	--	--/ 2.3	Yes	No

a Status: **E** = Endangered; **T** = Threatened; **P** = Proposed; **C** = Candidate; **R** = California Rare; * = Possibly extinct;

CH = Critical habitat designated.

b CNPS: **1A** = Presumed Extinct in CA; **1B** = Rare or Endangered (R/E) in CA and elsewhere; **2** = R/E in CA and more common elsewhere; **3** = Need more information; **4** = Plants of limited distribution; **0.1** = Seriously endangered in CA; **0.2** = Fairly endangered in CA; **0.3** = Not very endangered in CA.

Results

No elderberry shrubs (*Sambucus* sp.), which may provide habitat for federal-threatened VELB, were found in or adjacent to the project site. No habitat for VELB occurs in the project site. The project will have no effect VELB.

No federal-threatened Layne's butterweed was found in the project site. The project site is unlikely habitat for Layne's butterweed due to the lack of rocky serpentine and gabbroic soils. The project will have no effect of Layne's butterweed.

No other special-status plant species were observed. Jepson's onion, Pleasant Valley mariposa, Red Hills soaproot, Brandegees clarkia, Bisbee Peak rush-rose, Parry's horkelia, and oval-leaved viburnum were not found in the project site. Impacts to sensitive species are considered less than significant, and no mitigation is required.

- (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. There is no potential habitat for federal-listed fish species to occur in the study area. The Project Area does not contain any riparian habitat, or other sensitive natural community identified in local or regional plans, policies or regulation. No mitigation is required.
- (c) **No Impact.** No wetlands or waters were observed in the project site. Roadside ditches excavated in uplands occur along Pleasant Valley Road and Oak Hill Road. There are no wetlands or waters mapped within the study area on the USGS quad map, aerial maps, or the wetlands map. A review of County photographs, County GIS and Google™ street maps show no creeks or rivers in the project site. Several paved and upland drainage swales occur adjacent to the road. These ditches are excavated in uplands and carry roadside and landscape runoff. The ditches do not carry flow from natural drainages or wetlands. No mitigation is required.
- (d) **Potentially Significant Unless Mitigation Incorporated.** Habitat in and adjacent to the project site provides potential nesting habitat for raptors and other migratory birds. Fish and Game Code 3503.5 protects all birds known as birds of prey,

including raptors, falcons, and owls. Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA applies to construction activities and construction-related disturbance. With implementation of the following avoidance and minimization mitigation measures, the proposed Project will not adversely affect birds of prey or other migratory birds.

Mitigation Measure 1– Migratory Bird Nesting Avoidance

- A preconstruction survey for active nests of birds of prey and migratory birds shall be conducted no more than 2 weeks prior to construction if construction is anticipated to occur between March 1 and August 31. If no active nests are found, no additional avoidance and minimization measures are necessary.
- If an active nest is located within 250 ft. of a construction area between March 1 and August 31, the biologist shall:
 - Record the location(s) on a site map;
 - Establish a minimum 250 ft. buffer around the nest tree or nest location;
 - The buffer zone shall be maintained until the end of the breeding season. No construction activities shall occur within 250 ft. of a nest tree or nest location while young are in the nest.
 - Monitor the nest weekly during construction to evaluate potential disturbance caused by construction activities.
 - If establishment of a buffer is not practical, Dept. of Fish & Game may be contacted for further avoidance and minimization guidelines.

No compensatory mitigation is required for birds of prey and other migratory birds. No cumulative effects were identified. The project will not cause an increase in traffic or encourage changes to existing land use patterns.

- (e) **No Impact.** The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No oaks are located within the Project Area. The proposed Project is consistent with the applicable policies of the El Dorado County General Plan.
- (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 County Oak Woodland Management Plan (OWMP) primarily because there are no oaks in the Project Area. The Project also qualifies for an OWMP exemption because it is a capital improvement project necessary to 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.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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V. CULTURAL RESOURCES -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Setting

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 (NSR 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.

Discussion of Impacts

(a), (b) ***Less than Significant Impact.*** The cultural resources assessment (NSR 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.

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., Pub Res Code sections 5097.5, 5097.98, and 5097.99; 14 CA Code of Regs., 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 previously unidentified 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 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 level of potential impact to less than significant.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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VI. GEOLOGY AND SOILS -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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. Soils in the project site are Josephine silt loam, 5 to 15% slopes, and Mariposa gravelly silt loam, 3 to 30% slopes. (SEC, April 2009)

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

- (ai) **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 signs of liquefaction or seismic stress. Additionally the Project would be constructed according to current seismic and building codes that would minimize risks from seismic-related ground failure. No impacts are anticipated.

- (aiv) **No Impact.** Slopes in the Project Area are not high and steep enough to be subject to large scale mass wasting such as landslides. No impacts are anticipated.

- (b) **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 1,100 * cubic yards of fill will be exported 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, silt fences), 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.

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

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Project Area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if 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 CCR, Title 22, Sections 66261.20-66261.24). 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 State Department of Toxic Substances Control (DTSC). Other agencies, such as the El Dorado County AQMD and the Federal and State Occupational Safety and Health Administrations (OSHA), may also be involved when issues related to hazardous materials arise.

Discussion of Impacts

- (a) ***Less than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, 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 that construction contractor 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) ***No Impact.*** There are no existing or proposed schools within a quarter mile of the Project Area. The Project is not expected to generate hazardous emissions or handle hazardous materials that would affect any school. Impacts are considered less than significant, and no mitigation is required.
- (d) ***Less than Significant Impact.*** One previous hazardous material site occurs in vicinity of the Project. The listed site (ID: T0601700048), a leaking underground storage tank, was located at the former Sierra Trading Post property (current Select Video store site), southeast of the Pleasant Valley Road/Oak Hill Road intersection. The site was cleaned and remediation was completed in March 1996. No new impacts to the public health or the environment are expected as a result of the proposed Project with respect to this site. 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 public airport is the publicly owned Placerville Airport, located approximately 3 miles north of the Project Area. The closest privately owned airport (Perryman) is located approximately 2.25 miles northeast of the Project. 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.

Less Than Significant Impact. The County General Plan indicates the Project Area is located in an area rated high for fire hazard. The Project involves construction in and adjacent to roadways. Impacts to the edges of Pleasant Valley Road will include earthmoving and vegetation removal. The use of construction equipment may increase potential for wildfire ignition.

Standard County construction specifications require the construction contractor take reasonable precautions to reduce wildfire risk. Prior to 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. The proximity of a fire station within the project area also increases the ability to readily address any fire emergency that may occur. 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.

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

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The Project Area is located in the South Fork American hydrologic unit (hydrologic unit code 18020129). The majority of seasonal surface runoff is conveyed through roadside ditches adjacent to Pleasant Valley Road. This drainage flows southwestward through ditches and drainage courses to either Squaw Hollow Creek (a tributary of Martinez Creek) or directly into Martinez Creek. Martinez Creek eventually flows to the North Fork of the Cosumnes River about eight miles southwest of the Project Area.

Discussion of Impacts

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

- (b) **No Impact.** The Project would not involve any withdrawals from an aquifer or groundwater table. Construction activities are not expected to interfere with any existing groundwater supplies or water wells in the area. 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 result in substantial erosion or siltation. The proposed Project will repair drainage culverts and ditches in the Project Area in order to more adequately convey seasonal drainage. 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. 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 the replacement of the existing culvert drainage system within the Project Area. The Project would result in the addition of approximately 16,000 square feet (1000ft long x 16ft wide left turn lane plus the shoulder) of impervious surface in the form of new paved roadway. Installation of underground drainpipes would accommodate expected runoff, and the proposed Project would not result in substantial increases in runoff to the extent that the existing drainage systems within the Project Area would be adversely affected and/or would operate inefficiently as to cause flooding on- or off-site. Therefore, this impact is considered less than significant.
- (e) **Less Than Significant Impact.** The proposed Project would result in a net increase of approximately 16,000 square feet of impervious surface. Proposed improvements to the drainage infrastructure associated with the Project would accommodate expected runoff, and the additional impervious surface is not expected to contribute to a substantial increase in water runoff. 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 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 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. 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 proposed Project will not redirect any existing drainage patterns in the vicinity. Impacts would be less than significant, and no mitigation is required.

- (i) ***No Impact.*** There are no dams or other levees located near 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.

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

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

Setting:

The applicable land use plan in the Project Area is the 2004 El Dorado County General Plan. The Project Area includes parcels zoned: R1A (One Acre Residential), CP (Planned Commercial), CPO (Professional Office Commercial) and RE-5 (Estate Residential Five-acre). These zoned areas generally correspond to the current General Plan land use designations of commercial and medium density 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 intended to mitigate potential environmental impacts. The proposed Project is especially consistent with Goal TC-1 “To plan for and provide a unified, coordinated, and cost-efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods.” The proposed Project is consistent with the zoning and land use designations; no impacts are anticipated, and no mitigation is required.
- (c) **No Impact.** No conservation plans exist in proximity to the Project Area.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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X. MINERAL RESOURCES -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting:

El Dorado County in general is considered a mining region capable of producing a wide variety of mineral resources. Metallic mineral deposits, including gold, are considered the most significant extractive mineral resources. The Project Area consists of the intersection of two existing roadways and adjacent roadside areas. No mineral extraction activities occur on, or in the 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. The proposed 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.

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

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

Setting

Pertinent noise level criteria are contained within the 2004 El Dorado County General Plan Noise Element. The following is a summary of the Noise Element Goals, Objectives, Policies and Criteria, 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 dB 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 Oak Hill Road

Discussion of Impacts

- (a) **Less Than Significant Impact:** The proposed project would not increase traffic in the Project Area but rather would improve the safety of the Project intersection. The proposed project provides turn lanes and additional shoulder area to either side of Pleasant Valley Road. 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) noise levels in and around the Project Area would not significantly increase. 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.
- (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 public airport is the publicly owned Placerville Airport, located approximately 3 miles north of the Project Area. The closest privately owned airport (Perryman) is located approximately 2.25 miles northeast of the Project. As a result, the proposed Project would not result in the exposure of the public to excessive air traffic noise levels.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XII. POPULATION AND HOUSING -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion of Impacts

- (a) **No Impact.** The proposed Project is intended to improve public safety and traffic flow through the intersection, consistent with Goal TC-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 housing, and is therefore considered to have no impact; 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.

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

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

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

Setting

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 to the Project Area. The nearest fire stations are Station 23 and 25; located 0.1 mile and 3 miles away respectively from the Project Area. Station 23 is located east along Pleasant Valley Road, and Station 25 is located in Diamond Springs to the west. Pleasant Valley Road 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.

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

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

Setting

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

Discussion of Impacts

- (a) **No Impact.** Intersection 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.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XV. TRANSPORTATION / TRAFFIC -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The intersection of Pleasant Valley Road and Oak Hill Road is currently controlled by a stop sign on the Oak Hill Road leg. 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. Oak Hill Road is a north-south two-lane roadway that extends southerly from Pleasant Valley Road and serves mostly rural residential uses. Average Daily Trips on Pleasant Valley Road just west of the intersection of Oak Hill Road are approximately 12,401 (EDC DOT Trip Counts, May 5, 2009). Average Daily Trips on Oak Hill Road are approximately 2,052 (EDC DOT Trip Counts, May 12, 2009)

The proposed Project improvements are designed to increase safety by adding dedicated turn lanes on Pleasant Valley Road.

Discussion of Impacts

- (a) ***Less Than Significant Impact.*** The proposed Project will not 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 existing traffic volumes on local roadways; however, construction would occur over a short time period and would be temporary in nature. Project implementation 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, 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) ***Less Than Significant Impact.*** Implementation of the proposed Project would not increase hazards due to a design feature or incompatible uses. The proposed intersection improvements are expected to improve traffic safety. The Project would result in a less-than-significant impact, and no mitigation is required.
- (e) ***Less Than Significant Impact.*** The proposed Project would not result in inadequate emergency access. 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. The proposed intersection improvements would not affect parking capacity. No impact would occur, and no mitigation is required.
- (g) ***No Impact.*** The proposed Project consists of 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.

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

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

Setting:

Utilities located within and adjacent to the Project Area include water, electricity, cable, and telephone lines. The County maintains the storm drainage facilities. The proposed Project may require the relocation of existing utility poles. Additionally, water valves and/or manholes may need to be adjusted .

Discussion of Impacts

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

(c) **Less than Significant Impact.** The Project would result in the addition of approximately 16,000 square feet of impervious surface in the form of expanded road surfaces. To accommodate the proposed improvement, the Project would involve the replacement of existing drainage pipe alongside Pleasant Valley Road in the Project Area.

Additionally, the creation and/or improvement of roadside storm water drainage systems would be necessary to properly drain the road surfaces. These improvements would be constructed and armored as to prevent any environmental impacts, such as scouring and erosion. These drainage improvements would allow an efficient pathway for runoff to reach existing natural drainages in the area. The construction of these drainages would not cause significant environmental effects. This impact is considered less than significant, and no mitigation is required.

(d) **No Impact.** Construction and operation of the proposed 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.

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

(To be filled out by Lead Agency if required)

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- (a) ***Potentially Significant Unless Mitigation Incorporated.*** Construction-related disturbance could result in impacts to nesting birds of prey. Mitigation Measure #1 – Migratory Bird Nesting Avoidance in the Biological Resources section, has been added, along with BMPs and other standard provisions in County construction contracts, to reduce the potential impact to less-than-significant.
- (b) ***Less Than Significant Impact.*** Project construction presents potential impacts regarding air quality, biological, and water quality that would be individually limited but potentially cumulatively considerable. Compliance with BMPs and other County standard contract provisions, in addition to the mitigation measures identified in this initial study, would reduce these impacts to less-than-significant.
- (c) ***Less Than Significant Impact.*** Project implementation during construction could result in temporary impacts to human beings. Potential adverse effects may be related to temporary increases in construction noise and any accidental spills of hazardous materials. However, with the identified mitigation measures, BMPs, and standard County contract provisions, these impacts are reduced to a less-than-significant level.

4. DETERMINATION

On the basis of this initial evaluation:

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

Janet Postlewait
Signature

January 15, 2010
Date

JANET POSTLEWAIT
Printed Name

El Dorado County
For

5. REPORT PREPARATION AND REFERENCES

REPORT PREPARATION

EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION – CEQA LEAD AGENCY

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Janet Postlewait	Principal Planner
Richard Carter, P.E.	Senior Civil Engineer

SYCAMORE ENVIRONMENTAL CONSULTANTS, INC. (SEC)

John Little	CEQA/NEPA Program Manager, President
Jeffrey Little	Project Manager, Vice President
Jessica Easley	Biologist/Environmental Analyst
Tremaine & Associates, Inc.	Cultural Report

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