

**SECOND ADDENDUM**  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**  
**for**  
**SHINGLE SPRINGS DRIVE IMPROVEMENTS-ENCROACHMENT PERMIT**

**Applicant Name: Shingle Springs Band of Miwok Indians**  
**February 28, 2017**

**A. OVERVIEW**

This document constitutes an Addendum to the Initial Study/Mitigated Negative Declaration (“IS/MND”) certified by the Board of Supervisors on June 30, 2016 and prepared for the Shingle Springs Drive Improvements-Encroachment Permit. This Addendum evaluates whether certain Project approvals made by the El Dorado Irrigation District (EID), a responsible agency, are consistent with the County’s Project approval or would result in any new or substantially more adverse significant effects or require any new mitigation measures not identified in the IS/MND. This issue arises because EID’s approval involves a change to the originally-contemplated water connection. The change is described in EID’s Addendum to the IS/MND dated February 3, 2017 (“First Addendum”), which is attached hereto as Exhibit A and incorporated herein. The County received the First Addendum from EID with EID’s first Notice of Determination on February 10, 2017. EID subsequently amended its Notice of Determination on February 17, 2017.

In the First Addendum, EID explains that the water connection, as revised, provides for “a separate 1” meter for irrigation uses and a 2” commercial meter” and “a dedicated single metered Fire Service connection” with a “standard fire flow rate meter.” (Ex. A at p. 2.) “The revised service connection would ensure that water service is restricted to only accommodate Phase 1 of development, thus ensuring that the project description contained in the original IS/MND is accurate and discrete.” (Ex. A at p. 4.) The standard fire flow rate meter would “accurately measure any usage (small or large) on this connection to ensure it was used only for the stated purposes.” (Ex. A at p. 2.) EID explained that, “based on comparison to similarly sized commercial connections,” it determined that “the meter size would be appropriate to serve the stated commercial uses of a gas station and car wash” and that “[t]he Project, as revised, ensures that water service is restricted to only serve Phase 1 of development as shown in the original IS/MND.” (Ex. A at pp. 2, 5.)

The First Addendum also makes a numerical correction to an error in the potential water demand identified in the Western/Eastern Supply Area. Specifically, the IS/MND identified the potential demand at 34,955 acre-feet, which was an error that “perpetuated from a summary table in the District’s 2015 Water Resources and Service Reliability Report.” (Ex. A at p. 2.) The correct number should have been 31,453 acre-feet. (Ex. A at p. 2.) The numerical error does not affect the analysis in the IS/MND because the “statement in the IS/MND that there is an unallocated supply of 2,547 acre-feet of water is correct.” (Ex. A at p. 2.)

All other aspects of the analyses and conclusions in the IS/MND remain current and valid.

**B. COUNTY'S CONDTIONS OF APPROVAL**

The IS/MND identifies the Project as: "Site Plan Review Permit analyzing the impacts from the construction and operation of a 12-inch, 2,400 linear foot water main, a 6-inch, 3,335 linear foot sewer force main pipeline, and a 36 foot x 40 foot paved driveway within the El Dorado County ROW of Single Springs Drive."

The IS/MND recognized that EID "must approve the construction plans prior to construction." After the Board of Supervisors certified the IS/MND and during the process of reviewing the construction plans, EID revised the water connection. As stated above, the revision provides for "a separate 1" meter for irrigation uses and a 2" commercial meter" and "a dedicated single metered Fire Service connection" with a "standard fire flow rate meter." (Ex. A at p. 2.)

The Conditions of Approval for the Encroachment Permit, which was approved by the Board of Supervisors on June 28, 2016, provide:

This Site Plan Review Permit is based upon and limited to compliance with the project description, the hearing Exhibit F, and conditions of approval set forth below

The project consists of:

**Site Plan Review Permit analyzing the impacts from the construction and operation of a 12-inch, 2,400 linear foot water main, a 6-inch 3,335 linear foot [s]ewer force main pipeline, and a 36 foot x 40 foot paved driveway within the ROW of Shingle Springs Drive**

Any deviations from the project description, exhibits, or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval. The installation, use, and maintenance of the facilities shall conform to the project description above and the hearing exhibits and conditions of approval below. All plans must be submitted for review and approval and shall be implemented as approved by the County.

Although the water connection approved by EID does not directly conflict with the County's original project description, it does represent a deviation from the original Project design, and, as such, requires County approval.

The Conditions of Approval are hereby revised (attached as Exhibit B) to encompass the revised, limited water supply and are hereby amended to state:

Site Plan Review Permit analyzing the impacts from the construction and operation of a 12-inch, 2,400 linear foot water main, a 6-inch 3,335 linear foot sewer force main pipeline within the ROW of Shingle Springs Drive, with water provided to the Parcel limited to a separate 1" meter for irrigation use only, a separate 2" commercial meter, and a separate, dedicated single metered Fire Service connection monitored with a standard fire flow rate meter; and a 36 foot x 40 foot paved driveway within the ROW of Shingle Springs Drive.

**C. CEQA FRAMEWORK FOR ADDENDUM**

California Public Resources Code Section 21166 requires that a subsequent or supplemental EIR be prepared if

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report[; or]
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

Pursuant to CEQA Guideline Section 15162, no subsequent EIR shall be prepared unless:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An addendum may be prepared pursuant to CEQA Guideline Section 15164(b) “if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.”

As detailed in this Second Addendum, none of the conditions described in Public Resources Code Section 21166 or CEQA Guidelines Sections 15162 or 15163 will occur from the revision by EID. This Second Addendum is therefore the appropriate CEQA document.

#### **D. DISCUSSION**

This Second Addendum can be narrowly focused in its discussion as the only revision to the Project, other than the correction of the numerical error, is the use of water meters to restrict the water supply to the tribal trust land. The underlying facilities on the tribal trust land that will be served by the encroachment and water supply remain the same as in the IS/MND, which is a “5,012 square foot fueling station, carwash, and associated convenience store.”

While the IS/MND identifies Phase I of the Project as a “5,012 square foot fueling station, carwash, and associated convenience store,” it further describes a concept for a potential Phase II that “is not currently proposed” and explains that “[t]he timing of development for Phase II is currently undetermined and will be dependent on the Tribe’s budgetary process.” At EID’s request, the Project’s water infrastructure was initially sized to accommodate both Phase I and any potential Phase II: “The El Dorado Irrigation District (EID) has requested that all aspects of the existence of EID facilities be constructed during Phase I to meet anticipated demands associated with all phases of the eventual Tribal development.”

In the First Addendum, EID explains that the water connection, as revised, provides for “a separate 1” meter for irrigation uses and a 2” commercial meter” and “a dedicated single metered Fire Service connection” with a “standard fire flow rate meter.” (Ex. A at p. 2.) “The revised service connection would ensure that water service is restricted to only accommodate Phase 1 of development, thus ensuring that the project description contained in the original IS/MND is accurate and discrete.” (Ex. A at p. 4.) The standard fire flow rate meter would “accurately measure any usage (small or large) on this connection to ensure it was used only for the stated purposes.” (Ex. A at p. 2.) EID explained that, “based on comparison to similarly sized commercial connections,” it determined that “the meter size would be appropriate to serve the stated commercial uses of a gas station and car wash” and that the connection, as revised, “ensures that water service is restricted to only serve Phase 1 of development as shown in the original IS/MND.” (Ex. A at pp. 2, 5.)

As stated in the Amended Conditions of Approval (Exhibit B), the Site Plan Review Permit is limited to compliance with the revised project description and “any deviation” from this revised project description or exhibits shall be approved by the County and may require changes to the permit and further environmental review. The Conditions of Approval further provide, “All plans must be submitted for review and approval and shall be implemented as approved by the County.” Accordingly, any increase of the water supply beyond the limited meters or use of the water supply for any purpose other than those identified on the approved plans for Phase I would “constitute a violation of permit approval.”

The revised water connection approved by EID will not increase the amount of water provided to the Tribe. On the contrary, the revision limits the amount of water provided to the Tribe and clarifies that the water is restricted to only serve Phase I of the Project as described in the IS/MND. Therefore, no new or more severe impacts to the environment will occur as a result of the revision. The underlying construction on the tribal trust land remains the same as in the IS/MND and the revision by EID limited the water supply to what would be needed for that underlying construction, thus any impacts from the revised Project could not exceed those addressed in the IS/MND. Through this Second Addendum and the Amended Conditions of Approval, any use of water for any purpose other than the gas station, car wash, and convenience store will require County approval.

Pursuant to CEQA Guidelines Section 15164(c), this Second Addendum need not be circulated for public review. This Second Addendum, along with the Amended Conditions of Approval, will be provided to the Project Applicant. This Second Addendum, along with the previously adopted IS/MND and First Addendum by EID, shall be considered by the County prior to approval of the revised project plans or any other decisions on the Project.

**E. CONCLUSION**

The revision of the Tribe's water connection is consistent with the County's intent in approving the Project because the County always intended the IS/MND to be limited to the gas station, car wash, and convenience store. The Project now clarifies and conditions the use of the water supply in the same manner as the driveway encroachment. Accordingly, the revision will neither cause new significant effects not identified in the IS/MND nor substantially increase the severity of previously-identified effects. No new mitigation measures are necessary to reduce any significant effects. No change has occurred with respect to circumstances surrounding the Project that would cause new or substantially more severe significant environmental effects than were identified in the IS/MND. In addition, no new information of substantial importance has become available that shows that the Project would cause new or substantially more severe environmental effects that have not already been analyzed in the IS/MND. Therefore, EID's revision to the Tribe's water connection will not trigger any conditions requiring further CEQA review at this time. The analyses and conclusions in the IS/MND remain current and valid.

*Approved by*



Roger Trout  
Planning Services Director  
El Dorado County Community Development Agency  
Development Services Division

2-28-17

Date

# **Exhibit A**



El Dorado Irrigation District

**Addendum  
To the Shingle Springs Drive Improvements-Encroachment Permit  
Mitigated Negative Declaration  
February 2017**

**Introduction**

In June 2016, the County of El Dorado (County), acting as CEQA Lead Agency, prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) to evaluate the potential environmental impacts resulting from the Shingle Springs Drive Improvements-Encroachment Permit (Project). The Project includes the installation of a new water pipeline and a new sanitary sewer force main pipeline within public right-of-ways including associated appurtenances and connections, as well as the development of an access driveway. The County filed a Notice of Determination (NOD) for the Project on June 30, 2016 (SCH# 2016052071) that determined all environmental impacts would be less than significant with incorporation of mitigation measures identified in the IS/MND.

After filing the NOD, the County prepared errata memos to the adopted MND to address minor technical changes to the MND (**Appendix A**). The County as lead agency determined that no further action was necessary with incorporation of the errata changes. Subsequent to the County filing the NOD, the document was legally challenged on August 29, 2016 and the El Dorado County Superior Court issued a tentative stay on the encroachment project approval and encroachment permits (EL DORADO COUNCIL.ORG v. COUNTY OF EL DORADO PC-20160333). On January 25 and 26th, the applicant submitted a revised water service application and revised the Project plans, respectively, to have a modified service connection including a smaller domestic water meter than originally proposed. The stated purpose of this change in meter sizing is to voluntarily restrict water service to the site.

The El Dorado Irrigation District (District) is a responsible agency for the Project as a result of establishing of water and sewer service connections. The County consulted with the District during the pre-application process to consider the range of actions, potential alternatives, mitigation measures, and any potential significant effects on the environment disclosed in the IS/MND [CEQA Guidelines Section 15060.5(a)(b)]. As a responsible agency, the District has prepared this addendum to address an error contained in the original IS/MND and to acknowledge that the Project has been reduced in size and magnitude as compared to what was described in the original IS/MND.

## **Proposed Project Changes**

The original Project included a single large metered point of connection to serve all domestic and fire flow water demands in Phase 1 of the Project, including commercial, irrigation, building fire sprinklers and onsite fire hydrants. The revised plans provide a separate 1" meter for irrigation uses and a 2" commercial meter to serve the water demands of the gas service station and car wash. Both meters would be sized to meet the needs of Phase 1 only according to the applicant. Although the District requires each potential customer to determine the demands and appropriate meter size, the District's evaluation, based upon comparison to similarly sized commercial connections, is that the meter size would be appropriate to serve the stated commercial uses of a gas station and car wash. Fire Flow demands (sprinkler and fire hydrant) would be provided through a dedicated single metered Fire Service connection. The applicant's revised plans upgrade the meter on this fire connection from a standard fire detection meter that is typically installed on commercial fire connections, which is intended to document usage but is not intended to record high flows accurately, to a standard fire flow rate meter. This upgraded meter would accurately measure any usage (small or large) on this connection to ensure it was used only for the stated purposes.

The revised construction plans include a note requiring the Project to upsize the irrigation and commercial meters for any future phases of development. Given that fire flow demands would not change as, or if, subsequent phase(s) of the project are developed, the fire connection meter is sized to accommodate both current and future fire flow demands (consistent with the original application).

## **Project Description Corrections**

The IS/MND contains an error in regards to potential water demand identified in the Western/Eastern Supply Area where the Project is located. Page 75 of the IS/MND states:

*"The Project is located within the Western/Eastern Supply Area, which has a water supply of 34,000 acre-feet, a total potential demand of 34,955 acre-feet, and an unallocated supply of 2,547 acre-feet or water meter availability for 5,094 equivalent dwelling units."*

The potential demand of 34,955 acre-feet is incorrect and erroneously discloses that the Western/Eastern Supply Area has deficient potential water supplies to meet potential water demand. This is an error perpetuated from a summary table in the District's 2015 Water Resources and Service Reliability Report (Report), which has since been corrected by the District. As identified in Table 1 of the Report, the Western/Eastern Supply Area has a total potential demand of 31,453 acre-feet. The statement in the IS/MND that there is an unallocated supply of 2,547 acre-feet of water is correct.



## Analysis

The District has reviewed the IS/MND and errata prepared by the County and the proposed changes addressed within this addendum. The Project includes the installation of a new water pipeline and a new sanitary sewer line including associated appurtenances and connections within public right-of-ways as well as the development of an access driveway along Shingle Springs Drive in close proximity to Highway 50.

The IS/MND prepared by the County addressed those issues that would be considered with the Project. CEQA provides under Public Resources Code Section 21166 that when an EIR has been certified for a project, no subsequent EIR is necessary for later activities under that project unless specific circumstances have occurred. Those specific circumstances are set out in State CEQA Guidelines Section 15162, subdivision (a), as follows:

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

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

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

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

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

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

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

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

In numerous circumstances CEQA case law has held that Section 15162 acts as a limitation on the need to prepare another EIR/Negative Declaration "in order to provide a balance against the burdens created by the environmental review process and to accord a reasonable measure of finality and certainty to the results achieved." (*Bowman v. City of Petaluma* (1986) 185 Cal.App.3d 1065.) Section 15162 applies where the later activity "is essentially the same project" as that analyzed in the original EIR. (*Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4<sup>th</sup> 1607.)

Under Section 15162, if there are new or more severe impacts that can be mitigated below a level of significance, the agency can adopt a subsequent mitigated negative declaration that focuses on those impacts and mitigation measures for them. If the impacts cannot be mitigated, a subsequent EIR is required. Similarly, Section 15163 provides for the preparation of a supplemental EIR when the new or more severe impact analysis requires only relatively small changes to the original EIR. Finally, the agency may consider an addendum to the original negative declaration, pursuant to Section 15164, if there are no new or more severe impacts that would result.

## **Findings**

The Project, as revised, includes water service connections capable of serving Phase 1 of development as shown in the original IS/MND. The revised service connection would ensure that water service is restricted to only accommodate Phase 1 of development, thus ensuring that the project description contained in the original IS/MND is accurate and discrete. Therefore, this new circumstance would not cause any "new impacts" or "more severe impacts" that would trigger the need for a supplemental or subsequent mitigated negative declaration.

The mitigation measures adopted by the County remain in place for the Project. There is no evidence that circumstances relating to the Project site or surrounding area have changed sufficiently to result in a new or substantially more severe impact than identified in the IS/MND, or that those changes would trigger the need for a supplemental or subsequent mitigated negative declaration. Furthermore, there is no evidence that there are new mitigation measures or alternatives which would substantially reduce one or more impacts to the environment. The revised service connection would ensure that mitigation measures identified in the original IS/MND will mitigate Project related impacts to less than significant levels.

For the reasons stated above, none of the provisions under 15162 and 15163 that require preparation of a subsequent or supplemental mitigated negative declaration are triggered

by the Project changes. Therefore, the District has prepared this addendum consistent with Section 15164 to document these conclusions.

### CEQA Authority


CEQA Guidelines Section 15164, Addendum to an EIR or Negative Declaration, allows the District to prepare an addendum to the previously certified EIR and adopted IS/MND if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

### Finding


The Project, as revised, ensures that water service is restricted to only serve Phase 1 of development as shown in the original IS/MND. Therefore, no new significant effects or increase in severity of any previously identified significant effects will occur. No impacts will occur as a result of correcting the technical error contain on Page 75 of the IS/MND. Mitigation measures contained in the IS/MND will reduce impacts to less than significant levels. No additional mitigation measures or changes to existing mitigation measures are needed. Therefore, none of the conditions described in CEQA Guidelines Section 15162 will occur.

Pursuant to Section 15164(c) of the CEQA Guidelines, this addendum will not be circulated for public review. However, as required by Section 15164(d), this addendum, along with the previously adopted Mitigated Negative Declaration, will be considered prior to the District making any responsible agency approvals for the Project.

Verification that the information above is accurate:

  
\_\_\_\_\_  
Bret Sampson  
Environmental Review Analyst

2/3/17  
Date

  
\_\_\_\_\_  
Dan Corcoran  
Environmental Manager

2/3/17  
Date

  
\_\_\_\_\_  
Brian Mueller, P.E.  
Engineering Director

2/3/17  
Date

TO: Rommel Pabalinas

FROM: Christy Consolini, HBA

DATE: August 29, 2016

SUBJECT: Site Plan Review SPR15-0003/Shingle Springs Drive Improvements-Encroachment Permit Errata

The changes shown below are to be made to the Site Plan Review SPR15-0003/Shingle Springs Drive Improvements-Encroachment Permit IS/MND approved by the El Dorado County Board of Supervisors on June 28, 2016.

The following errata were included in the Permit Errata Memo dated June 29th, 2016:

**Page 5, Current Zoning, Use, and Structures:**

The last sentence of the paragraph shall be corrected as follows:

The Project lies within the County right-of-way. The General Plan Designation for the area surrounding the Project area is Low Density Residential (LDR) with some Commercial and Public Facility in the vicinity, and has an overlay designation of IBC "Important Biological Corridor". The land surrounding the Project area is zoned RE – Residential Estate 5 acres. The tribal land to the west of the Project area is currently undeveloped and contains no structures other than fencing along the right-of-way (ROW) line, traffic directional signage along the ROW, and grasses and other vegetation. Utility poles are located along and crossing Shingle Springs Drive. Other adjacent land uses include the U.S. Highway 50 corridor to the north, rural residences and a school to the east, a church and undeveloped land to the west, and residential uses to the south. The closest residence is located approximately ~~300~~ 100 feet from the Project.

**Page 56, Noise Impact Discussion "a – Noise Exposures":**

Text shall be corrected as follows to indicate 50 dBA, rather than 55 dBA, and 2,000 feet, rather than 1,200 feet:

- a. **Noise Exposures:** Sources of ambient noise in the Project vicinity are primarily associated with traffic along U.S. 50 and Shingle Springs Drive, and to a lesser degree periodic noise associated with the two schools on Buckeye Road. In the vicinity of the project site, the primary noise sensitive land uses include residences and schools. These residences are located in close proximity to the west and east of the project site at distances ranging from over 100 feet east to over 300 feet west. Classroom facilities are located 200 feet or more from the proposed pipeline trenches. In addition, the Project's Regulatory Compliance Measure 3 requires muffling, shielding, or shrouding of construction equipment exhaust or impact tools. As discussed in the Traffic Report for the project, the increase in vehicle trips would not be substantial enough to raise noise levels beyond 60 dB or more than 3 dB above background levels, since most vehicle activity would be located near U.S. 50 away from the schools and residences. However, approximately 50 feet of bore and jack construction under the railroad track must occur on a continual 24-hour basis until the bore and jack construction is complete because the County will not allow the use of steel plates to cover the bore pits when not in use. Bore and jack construction requires the use of a jacking pit and receiving pit on either side of the railroad track. A bore machine is placed into the pit and a 16" steel casing pipe for the sewer force main and a

22" steel casing pipe for the water main are first installed, followed by the actual utility pipes. The nearest residence is over 300 feet northeast of the railroad track. Another bore and jack operation would occur near Maggie Lane where an existing 21" water main crosses Shingle Springs Drive. Approximately 20 feet of bore and jack construction would occur with a bore pit and receiving pit located at each end of the installation and a 16" steel casing pipe would be installed. A church is located over 300 feet southwest of this bore and jack operation and the nearest residence is located nearly 300 feet southeast. According to Table 6-4 of the El Dorado County General Plan, the maximum allowable noise exposure for nighttime in residential rural centers is ~~55~~ 50 dBA,  $L_{max}$ . Jacking operations typically produce an  $L_{max}$  of 83 dBA at 50 feet based on Federal Highway Administration Roadway Construction Noise Mode Database (2005). At 300 feet, the dBA would only be reduced to 67 dBA and would not meet the County threshold. The threshold would be met at a distance of ~~1,200~~ 2,000 feet. With implementation of Regulatory Compliance Measure 3 and the following mitigation measure, the potential to exceed County limits is reduced to a less than significant level.

**Page 67, Mitigation Measure Traffic-3:**

The monitoring requirement shall be modified as follows:

*Monitoring Requirement: Payment of fees or share of costs, or construction of the improvement shall occur as determined by El Dorado County Community Development Agency as traffic conditions require. Subject to review and approval by the CDA, a focused Traffic Impact Study (TIS) shall be submitted every 5 years for a duration of 20 years after project approval (4 total reports) or until the intersection is improved. The focused TIS will include updated traffic counts and AM and PM peak hour LOS for the two impacted intersections. The focused TIS would include two scenarios: current traffic conditions and forecasted traffic conditions five years out from the current condition. For example, if the project is approved in 2016, the first focused TIS would be completed in 2021. It would include LOS calculations based on traffic counts taken in 2021 and forecasted volumes for 2026 conditions.*

*According to the focused TIS, if unacceptable LOS is reached, or forecasted to be reached within 5 years, the project applicant shall commence with the mitigation measure above. If the improvements in not needed by the end of 20 years, payment of TIM fees will be considered the project's proportionate share towards this impact.*

**Page 68, Mitigation Measure Traffic-4:**

The monitoring requirement shall be modified as follows:

*Monitoring Requirement: Payment of fees or share of costs, or construction of the improvement shall occur as determined by El Dorado County Community Development Agency as traffic conditions require. Subject to review and approval by the CDA, a focused Traffic Impact Study (TIS) shall be submitted every 5 years for a duration of 20 years after project approval (4 total reports) or until the intersection is improved. The focused TIS will include updated traffic counts and AM and PM peak hour LOS for the two impacted intersections. The focused TIS would include two scenarios: current traffic conditions and forecasted traffic conditions five years out from the current condition. For example, if the project is approved in 2016, the first focused TIS would be completed in 2021. It would include LOS calculations based on traffic counts taken in 2021 and forecasted volumes for 2026 conditions.*

*According to the focused TIS, if unacceptable LOS is reached, or forecasted to be reached within 5 years, the project applicant shall commence with the mitigation measure above. If the improvements in*

*not needed by the end of 20 years, payment of TIM fees will be considered the project's proportionate share towards this impact.*

An additional error was identified by EID regarding an error contained in EID's 2015 Water Resources and Service Reliability Report that was subsequently referenced and perpetuated in the IS/MND. This additional text change does not create any new impacts or require any new mitigation measures, as it merely corrects a typographical error. The following is added to the Errata Memo:

**Page 74, Utilities and Service Systems Impact Discussion "d – Sufficient Water Supply":**

Text of the 3rd sentence regarding water supply and demand shall be corrected as follows to indicate a potential demand of 31,453 acre-feet, rather than 34,955 acre-feet, which was a perpetuated error from Summary Table 1 of EID's 2015 Water Resources and Service Reliability Report (page ES-2):

- d. **Sufficient Water Supply:** The Project is located within EID's western region, zone 5. Not all parcels along Shingle Springs Drive are served by EID; however the Tribal land the Project would serve is included within the EID service area. According to the EID Water Resources and Service Reliability Report (2015), the western region receives water by gravity flow from eastern supplies including Jenkinson Reservoir, and Project 184, which includes the South Fork of the American River and other sources. The Project is located within the Western/Eastern Supply Area, which has a water supply of 34,000 acre-feet, a total potential demand of ~~34,955~~ 31,453 acre-feet, and an unallocated supply of 2,547 acre-feet or water meter availability for 5,094 equivalent dwelling units. The purpose of the Project is to extend existing services to the Project area by constructing new pipeline. No construction or water deliveries would occur until EID has provided authorization regarding the design and engineering, including review of existing water supplies in relation to demand, and funding is provided by the applicant. EID requires applicants to request a Facility Improvement Letter (FIL) from EID in order to receive service. EID issued a FIL to the Shingle Springs Band of Miwok Indians on March 16, 2015. This impact is less than significant.

TO: Rommel Pabalinas

FROM: Christy Consolini, HBA

DATE: August 16, 2016

SUBJECT: Site Plan Review SPR15-0003/Shingle Springs Drive Improvements-Encroachment Permit Errata

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The changes shown below are to be made to the Site Plan Review SPR15-0003/Shingle Springs Drive Improvements-Encroachment Permit IS/MND approved by the El Dorado County Board of Supervisors on June 28, 2016.

EID informed County staff of an error contained in EID's 2015 Water Resources and Service Reliability Report that was subsequently referenced and perpetuated in the Shingle Springs Drive Improvements-Encroachment Permit IS/MND. The required IS/MND text change documented below does not create any new impacts or require any new mitigation measures, as it merely corrects a typographical error.

**Page 74, Utilities and Service Systems Impact Discussion "d – Sufficient Water Supply":**

Text of the 3rd sentence regarding water supply and demand shall be corrected as follows to indicate a potential demand of 31,453 acre-feet, rather than 34,955 acre-feet, which was a perpetuated error from Summary Table 1 of EID's 2015 Water Resources and Service Reliability Report (page ES-2):

The Project is located within the Western/Eastern Supply Area, which has a water supply of 34,000 acre-feet, a total potential demand of 31,453 acre-feet, and an unallocated supply of 2,547 acre-feet or water meter availability for 5,094 equivalent dwelling units.

The following errata were included in the previously submitted Permit Errata Memo dated June 29th, 2016:

**Page 5, Current Zoning, Use, and Structures:**

The last sentence shall be corrected as follows:

"The closest residence is located approximately 100 feet from the Project."

**Page 56, Noise Impact Discussion "a – Noise Exposures":**

Text of the 14th sentence regarding nighttime decible limits shall be corrected as follows to indicate 50 dBA, rather than 55 dBA:

"According to Table 6-4 of the El Dorado County General Plan, the maximum allowable noise exposure for nighttime in residential rural centers is 50 dBA,  $L_{max}$ ."

Text of the 17th sentence regarding threshold distance shall be corrected as follows to indicate 2,000 feet, rather than 1,200 feet:

“The threshold would be met at a distance of 2,000 feet.”

**Page 67, Mitigation Measure Traffic-3:**

The monitoring requirement shall be modified as follows:

*Monitoring Requirement: Payment of fees or share of costs, or construction of the improvement shall occur as determined by El Dorado County Community Development Agency as traffic conditions require. Subject to review and approval by the CDA, a focused Traffic Impact Study (TIS) shall be submitted every 5 years for a duration of 20 years after project approval (4 total reports) or until the intersection is improved. The focused TIS will include updated traffic counts and AM and PM peak hour LOS for the two impacted intersections. The focused TIS would include two scenarios: current traffic conditions and forecasted traffic conditions five years out from the current condition. For example, if the project is approved in 2016, the first focused TIS would be completed in 2021. It would include LOS calculations based on traffic counts taken in 2021 and forecasted volumes for 2026 conditions.*

*According to the focused TIS, if unacceptable LOS is reached, or forecasted to be reached within 5 years, the project applicant shall commence with the mitigation measure above. If the improvements in not needed by the end of 20 years, payment of TIM fees will be considered the project's proportionate share towards this impact.*

**Page 68, Mitigation Measure Traffic-4:**

The monitoring requirement shall be modified as follows:

*Monitoring Requirement: Payment of fees or share of costs, or construction of the improvement shall occur as determined by El Dorado County Community Development Agency as traffic conditions require. Subject to review and approval by the CDA, a focused Traffic Impact Study (TIS) shall be submitted every 5 years for a duration of 20 years after project approval (4 total reports) or until the intersection is improved. The focused TIS will include updated traffic counts and AM and PM peak hour LOS for the two impacted intersections. The focused TIS would include two scenarios: current traffic conditions and forecasted traffic conditions five years out from the current condition. For example, if the project is approved in 2016, the first focused TIS would be completed in 2021. It would include LOS calculations based on traffic counts taken in 2021 and forecasted volumes for 2026 conditions.*

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TO: Rommel Pabalinas

FROM: Christy Consolini, HBA

DATE: June 29, 2016

SUBJECT: Site Plan Review SPR15-0003/Shingle Springs Drive Improvements-Encroachment  
Permit Errata

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The changes shown below are to be made to the Site Plan Review SPR15-0003/Shingle Springs Drive Improvements-Encroachment Permit IS/MND approved by the El Dorado County Board of Supervisors on June 28, 2016.

**Page 5, Current Zoning, Use, and Structures:**

The last sentence shall be corrected as follows:

“The closest residence is located approximately 100 feet from the Project.”

**Page 56, Noise Impact Discussion “a – Noise Exposures”:**

Text of the 14th sentence regarding nighttime decibel limits shall be corrected as follows to indicate 50 dBA, rather than 55 dBA:

“According to Table 6-4 of the El Dorado County General Plan, the maximum allowable noise exposure for nighttime in residential rural centers is 50 dBA,  $L_{max}$ .”

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# **Exhibit B**

**SPR15-0003/Shingle Springs Drive Improvements-Encroachment Permit** – As approved by the Board of Supervisors on June 28, 2016  
**AMENDED on February 28, 2017**

**Findings**

Based on the review and analysis of this project by staff and affected agencies, and supported by discussion in the staff report and evidence in the record, the following findings can be made:

**1.0 CEQA FINDINGS**

- 1.1 El Dorado County has considered the Mitigated Negative Declaration together with the comments received during the public review process. The Mitigated Negative Declaration reflects the independent judgment of the County and has been completed in compliance with CEQA and is adequate for this project.
- 1.2 With application of mitigation measures, no significant impacts to the environment as a result of this project were identified in the initial study.
- 1.3 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Development Services Department - Planning Services at 2850 Fairlane Court, Placerville, CA, 95667.

**2.0 GENERAL PLAN FINDINGS**

**2.1 General Plan Policy (Land Use Element) 2.2.5.9, 2.2.5.21, and 2.6.1.1.**

The proposed facilities are located within County road ROW and are allowed within the ROW as well as surrounding land uses. The proposed facilities are compatible with the area and are not located within County designated scenic corridor.

**2.2 General Plan Policy (Public Services and Utilities Element) 5.1.2.2, 5.2.1.2, and 5.3.1.1.**

The facilities would be constructed to EID standards and would provide the area with adequate water and sewer service. The facilities would be constructed to County standards and would provide the area with adequate drainage improvements.

**2.3 General Plan Policy (Transportation and Circulation Element) TC-1a, TC-Xf and TC-Xg.**

The driveway is a permitted use within the ROW and meets the dimensional requirements. Applicable mitigation measures been applied minimizing the identified traffic impacts to less than significant level.

**2.4 General Plan Policy (Public Health, Safety, and Noise Element) 6.5.17 and 6.5.1.9.**

Noise generated by regular operation is minimal given facility design, location, and use and would not exceed limits of the General Plan, subject to noise mitigation measure.

**2.5 General Plan Policy (Conservation and Open Space Element) 7.4.4.4.**

Site development would not require significant removal of oak trees, and would be in compliance with General Plan Policy 7.4.4.4 as the affected canopy is less than one acre with less than 10 percent canopy coverage.

**3.0 ZONING FINDINGS**

3.1 The project site is County ROW surrounded by RE-5 zoned lands, both of which allow development of driveways and water and sewer infrastructure, subject to a County encroachment permit and requirements under Chapter 12.08 of the County Code. These standards, which include standards for excavation, access, cuts and fills, and obstructions, will be met adequately as a condition of approval.

3.2 As proposed and conditioned, the project meets all applicable development standards contained within the El Dorado County Zoning Ordinance including construction standards within the ROW.

**4.0 SITE PLAN REVIEW/ENCROACHMENT PERMIT FINDINGS**

**4.1 The issuance of the permits is consistent with the General Plan.**

As discussed above in Section 2.0 General Plan Findings, the site plan and encroachment permits are consistent with the applicable policies and requirements in the El Dorado County General Plan.

**4.2 The proposed use would not be detrimental to the public health, safety and welfare, or injurious to the neighborhood.**

The use will not significantly conflict with the adjacent uses as water and sewer infrastructure and access driveways are present within the area and are necessary to support existing uses such as homes, schools, and churches, as well as other types of potential future uses. As conditioned, the project is anticipated to result in insignificant environmental, traffic, and noise impacts to surrounding residents. The proposed use is not anticipated to create hazards that would be considered detrimental to the public health, safety, and welfare, or injurious to the neighborhood based on the data and conclusions contained in the staff report.

4.3 **The proposed use is specifically permitted by Encroachment Permit.**

The proposed use complies with the applicable requirements of County Code including Chapter 12.08 (Road Encroachments).

**Conditions of Approval**

<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
<b>On-Going</b>			
<p>1. This Site Plan Review Permit is based upon and limited to compliance with the project description, the hearing Exhibit F, and conditions of approval set forth below</p> <p>The project consists of:</p> <p><b>Site Plan Review Permit analyzing the impacts from the construction and operation of a 12-inch, 2,400 linear foot water main, a 6-inch 3,335 linear foot sewer force main pipeline within the ROW of Shingle Springs Drive, with water provided to the Parcel limited to a separate 1” meter for irrigation use only, a separate 2” commercial meter, and a separate, dedicated single metered Fire Service connection monitored with a standard fire flow rate meter; and a 36 foot x 40 foot paved driveway within the ROW of Shingle Springs Drive.</b></p> <p>Any deviations from the project description, exhibits, or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval. The installation, use, and maintenance of the facilities shall conform to the project description above and the hearing exhibits and conditions of approval below. All plans must be submitted for review and approval and shall be implemented as approved by the County.</p>	On-Going	Development Services Division- Planning Services	

<p>2.</p>	<p><b>2025 Plus Project Conditions Mitigation Measures: Mitigation Measure Traffic-3: Proportional Share of Obligation for Impacts to the Shingle Springs Drive/Buckeye Road Intersection.</b> The significant impact at this intersection shall be mitigated with the installation of an all-way stop or widening of the southbound approach to provide separate left and right turn lanes as determined by El Dorado County. Unacceptable operations at this intersection are due to increased traffic from planned development. The intersection operates at unacceptable Level of Service (LOS) E under 2025 conditions without the project, which includes traffic growth from other foreseeable projects. Therefore the project is only responsible for its proportional share of the proposed mitigation under this scenario. Since the impact is identified under the 2025 scenario, the timing of the improvement is a function of the rate of population and employment growth. Appropriate mitigation, as determined by the El Dorado County Community Development Agency (CDA), includes one of the following:</p> <ul style="list-style-type: none"> <li>• Payment of traffic impact mitigation (TIM) fees to satisfy the project’s proportional share obligation, as approved by CDA, towards the improvement if the improvement is included in the 20-Year Capital Improvement Program (CIP), OR</li> <li>• Construction of the improvement with reimbursement or fee credit for costs that exceed the project’s proportional share if the improvement is needed but not included in future updates to the CIP or constructed by others, OR</li> <li>• Payment of the project’s proportional share, as approved by CDA, if the improvement is constructed by others, but not included in the 20-Year CIP.</li> </ul> <p>Payment of fees or share of costs or construction of the improvement shall occur as determined by El Dorado County Community Development Agency as traffic conditions require. Subject to review and approval by the CDA, a focused Traffic Impact Study (TIS) shall be submitted every</p>	<p>On-Going</p>	<p>Community Development Agency-Transportation Division</p>	
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	<p>5 years for a duration of 20 years after project approval (4 total reports) or until the intersection is improved. The focused TIS will include updated traffic counts and AM and PM peak hour LOS for the two impacted intersections. The focused TIS would include two scenarios: current traffic conditions and forecasted traffic conditions five years out from the current condition. For example, if the project is approved in 2016, the first focused TIS would be completed in 2021. It would include LOS calculations based on traffic counts taken in 2021 and forecasted volumes for 2026 conditions.</p> <p>According to the focused TIS, if unacceptable LOS is reached, or forecasted to be reached within 5 years, the project applicant shall commence with the mitigation measure above. If the improvement is not needed by the end of 20 years, payment of TIM fees will be considered the project's proportionate share towards this impact.</p>			
<p>3.</p>	<p><b>2035 Plus Project (Phase I) Conditions Mitigation Measures: Mitigation Measure Traffic-4: Proportional Share of Obligation for Impacts to the Mother Lode Drive/Buckeye Road/Holiday Lake Drive Intersection.</b> The significant impact at this intersection shall be mitigated with the installation of an all-way stop, two-way left turn lane or traffic signal as determined by El Dorado County. Unacceptable operations at this intersection are due to increased traffic from planned development. The intersection operates at unacceptable LOS F under 2035 conditions without the project, which includes traffic growth from other foreseeable projects. Therefore the project is only responsible for its proportional share of the proposed mitigation under this scenario. Since the impact is identified under the 2035 scenario, the timing of the improvement is a function of the rate of population and employment growth. Appropriate mitigation, as determined by the El Dorado County Community Development Agency (CDA), includes one of the following:</p>	<p>On-Going</p>	<p>Community Development Agency-Transportation Division</p>	



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4.	In the event of any legal action instituted by a third party challenging the validity of any	On-Going	Development Services	

	<p>provision of this approval, the applicant shall agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action.</p> <p>The applicant shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning an Encroachment Permit.</p> <p>The County shall notify the applicant of any claim, action, or proceeding, and the County shall cooperate fully in the defense.</p>		Division-Planning Services	
5.	Future encroachment onto Right-of-Way from Assessor's Parcel Number 319-220-18 shall require Board of Supervisors approval.	On-Going	Board of Supervisors	
<b>Prior To or In Conjunction With Improvement Plans and/or Grading Plan Approval</b>				
6.	<p>If, during construction activities, an unusual amount or accumulation of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.), or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, work will cease in the immediate area of discovery and a professionally qualified archeologist will be contacted immediately for an on-site inspection of the discovery.</p> <p>If any bone is uncovered that appears to be human, work will cease in the immediate area of discovery, and the El Dorado County Coroner must be contacted by law (State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98). The Shingle Springs Band of Miwok Indians will also be contacted as portions of the Project are located on tribal lands. If the coroner determines that the bone most likely represents a Native American interment, the Coroner has 24 hours to contact the Native American Heritage Commission in Sacramento so that they can identify the</p>	Improvement Plans	Development Services Division-Planning Services	

	most likely descendants, who will then help determine what course of action shall be taken in handling the remains. A note stating the above shall be placed on the Improvement Plans.			
7.	The Construction/Improvement Plans shall include a note that requires a Fugitive Dust Plan to be submitted to the El Dorado County Air Quality Management District (EDCAQMD) prior to project trenching for the water and sewer extensions as required by the conditions of the Grading Permit. Dust control shall follow the latest version of the EDCAQMD Fugitive Dust and Asbestos Rules (Rule 223), as listed in Rule 223-1 Tables 1 and 3.	Improvement Plan Submittal or Prior to Issuance of Grading Permit(s) Whichever Occurs First	AQMD	
8.	A note shall be added to Construction and Improvement plans indicating that construction activities shall occur between the hours of 6:00 AM and 7:00 PM Monday through Friday and 9:00 am to 6:00 pm on Saturdays to minimize noise impacts to sensitive receptors, with an exception during bore and jack construction beneath the railroad tracks and the existing water main at Maggie Lane because the County requires 24-hour construction of the bore and jack operation and will not allow the use of steel plates to cover the bore pits.	Improvement Plan Submittal or Prior to Issuance of Grading Permit(s) Whichever Occurs First	AQMD	
9.	A note shall be added Construction and Improvement plans requiring shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment to reduce construction noise levels. The machinery shall be maintained to ensure the mufflers are operating consistent with manufacturers' standards. Machinery used for bore and jack operations occurring outside daytime construction hours shall be shielded to reduce nighttime noise levels and stationary construction equipment shall be placed so that sound is emitted away from the nearest sensitive receptors.	Improvement Plan Submittal or Prior to Issuance of Grading Permit(s) Whichever Occurs First	AQMD	
10.	<b>Mitigation Measure NOISE-1: Noise Reduction During 24-hour Construction Operations.</b> The Construction specifications shall incorporate noise specifications for nighttime activity to reduce nighttime	Improvement Plan Submittal or Prior to Issuance of Grading Permit(s)	Development Services Division-Planning Services	

	<p>construction noise levels. The bore and jack operations that produce the highest noise levels shall be timed to occur during regular daytime construction hours, to the extent feasible. Generator and ventilation equipment shall be directed away from sensitive receptors. Loader operations will be kept to a minimum. Backup alarms on equipment will not be operated during nighttime hours and either sound barrier shall be erected at the entry and exit shafts to minimize noise or the applicant shall pay for hotel accommodations for the affected residential properties. The contractor shall coordinate with affected residents at least two weeks prior to 24-hour construction operations to make arrangements for those residents that would like to arrange hotel accommodations.</p> <p>This measure shall be incorporated and verified as a note on the Improvement Plans.</p>	<p>Whichever Occurs First</p>		
<p>11.</p>	<p><b>Mitigation Measure BIO-1. Measures to Avoid Disturbance of Nesting Raptors and Songbirds or Destruction of Active Nests.</b> If ground disturbing activities are scheduled during the nesting season (typically February 1 to August 31), it is recommended that a focused survey for active nests be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) within 14 days prior to the beginning of project-related noise and vibration producing activities. Surveys would be conducted in proposed work areas, staging and storage areas, along equipment transportation routes, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys should be conducted within a 250-foot radius surrounding the work area. For larger raptors such as buteos, the survey area should be 500 feet. Surveys would be conducted at the appropriate times of day, and during appropriate nesting times and would concentrate on areas of suitable habitat. If a lapse in project-related work of 14 days or longer occurs, an additional nest survey will</p>	<p>Improvement Plan Submittal or Prior to Issuance of Grading Permit(s) Whichever Occurs First</p>	<p>Development Services Division- Planning Services</p>	

	<p>be required before work can be reinitiated. If nests are encountered during any preconstruction survey, the qualified biologist would determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the success of the nest, as long as the nest is monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities have the potential to adversely affect the nest, the biologist would immediately inform the construction manager to stop construction activities within minimum exclusion buffer of 25 to 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on the species and location. The perimeter of the exclusion buffer zone should be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel should be restricted from the area. A survey report by the qualified biologist verifying that the young have fledged should be submitted to the County for review and concurrence prior to initiation of construction activities within the exclusion buffer zone. Construction activities would proceed after either the nest is no longer active or the project receives approval to continue from CDFW.</p> <p>This measure shall be added as note on Improvement Plans.</p>			
<p>12.</p>	<p><b>Mitigation Measure BIO-2. Measures to Avoid Disturbance of Protected Bats.</b> To avoid impacting breeding or hibernating bats in or near the County ROW protected by CDFW, pre-construction surveys of potential bat roost habitat are recommended to be performed in all trees within 25 feet of the project limit for evidence of bat use (guano accumulation, acoustic or visual detections). If evidence of bat use is found, then acoustic surveys would be conducted by a qualified biologist to determine whether a site is occupied. The survey would determine if the roost is a maternity roost (if construction work is being performed in the spring),</p>	<p>Improvement Plan Submittal or Prior to Issuance of Grading Permit(s) Whichever Occurs First</p>	<p>Community Development Agency-Transportation Division</p>	

	<p>hibernacula or day roost. If a maternity roost is present, delay of the demolition may be necessary until after the roost is vacated. If bat species are detected/observed within the trees, measures would be taken to clear the bats prior to construction activities. Measures to exclude of bats from occupied roosts may include but are not limited to: disturbance to roosting individuals through introduction of light and/or noise to create an undesirable setting and to encourage the bats to vacate the roost. Once it has been concluded that no bat species are present, project activities may commence upon final approval of the County. To offset the loss of any occupied bat roost, it is recommended that bat boxes be installed at a suitable location in the vicinity of project site (e.g., on Tribal lands) to provide roosting opportunities and locations for the displaced bats. The County would be encouraged to work with CDFW to agree upon the number of bat boxes and their respective installation locations prior to removal of the bat roost/demolition activities.</p> <p>This measure shall be added as note on all construction plans.</p>			
<p>13.</p>	<p><b>Mitigation Measure HYDRO-1: Two-way Left Turn Lane Design and Drainage Calculations.</b> The County shall determine if a TWLT lane is required for the Phase I gas station development. If a TWLT lane is required, project design shall include plans for the TWLT lane, by identifying the extent of additional paving within the ROW (, striping, and any associated signage in accordance with County requirements. These plans shall also include drainage calculations to address runoff from the additional pavement and any necessary modifications to the drainage conveyance system to avoid impacts. If drainage calculations show that the additional pavement will result in impacts to the existing drainage system, the plans shall show the location of specific drainage improvements and the calculations used to determine their adequacy. The County shall review and approve the designs prior to</p>	<p>Improvement Plan Submittal or Prior to Issuance of Grading Permit(s) Whichever Occurs First</p>	<p>Community Development Agency-Transportation Division</p>	

	<p>construction of the TWLT. Any alterations required by the County shall be included in the construction specifications and final design.</p> <p>This measure shall be incorporated and verified as a note on the Improvement Plans if required by the County.</p>			
<p>14.</p>	<p><b>Mitigation Measure HYDRO-2: NPDES General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4) Order #2013-0001-DWQ.</b> If the total square footage of impervious coverage associated with the driveway increases or if the additional pavement required for the TWLT lane, combined with the 0.06 acre (2,457 square feet) of additional impervious coverage proposed for the project driveway, exceeds 5,000 square feet or more of new contiguous impervious surface, then that specific discrete location is subject to Sections E.12.c. - E.12.e. of the State Water Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4) Order #2013-0001-DWQ (Order).</p> <p>Post-construction measures to address additional driveway impervious coverage, should an increase occur, may include one or more of the following, to the satisfaction of the County: soil quality improvements and maintenance through soil amendments and creation of microbial community; tree planting and preservation of healthy established trees; porous pavement that allows runoff to pass through; and/or vegetated swales designed to treat and attenuate storm water runoff.</p> <p>The TWLT lane and driveway shall include permanent Best Management Practices (BMP's) for stormwater management in accordance with the Order to the satisfaction of the County.</p> <p>This mitigation measure shall be</p>	<p>Improvement Plan Submittal or Prior to Issuance of Grading Permit(s) Whichever Occurs First</p>	<p>Community Development Agency-Transportation Division</p>	

	incorporated and verified as a note on the Improvement Plans if required by the County.			
<b>Prior To or In Conjunction With Encroachment Permit</b>				
15.	<b>Mitigation Measure Traffic-1: Pay TIM Fees.</b> The project shall contribute its fair share to the cost of regional circulation improvements through the existing countywide traffic impact mitigation (TIM) fee program.	Encroachment Permit	Community Development Agency-Transportation Division	
16.	<b>Mitigation Measure Traffic-2: Improve Project Access in a Manner Consistent with Requirements of the "Build Out" Condition.</b> A continuous two-way left turn (TWLT) lane will be needed on Shingle Springs Drive in the vicinity of the project access under projected cumulative conditions. The project access shall be positioned to accommodate construction of the TWLT lane when future development occurs.  Improvements shall be designed prior to issuance of the encroachment permit and improvements installed when the Phase I commercial project proceeds.	Encroachment Permit	Community Development Agency-Transportation Division	
17.	<b>Mitigation Measure Traffic-5: Roadway Resurfacing.</b> The project shall repave the extent of the affected travel lanes on Shingle Springs Drive in accordance with the terms and conditions of the County encroachment permit and County standards. This measure shall be incorporated and verified as a note on the Improvement Plans prior to issuance of the encroachment permit.	Encroachment Permit	Community Development Agency-Transportation Division	
18.	<b>Mitigation Measure Traffic-6: Lane Closure Limitations.</b> No lane closure shall occur on Shingle Springs Drive or Buckeye Road during peak school traffic periods in the morning and afternoon. Coordination shall occur with the school district prior to construction regarding school schedules, including holidays. The Traffic Control Plan for the Project shall include requirements for lane closures that reflect the school schedule. Although lane closure may occur outside the AM and PM peak school traffic periods, no lane closure may occur during those hours determined to be	Encroachment Permit	Community Development Agency-Transportation Division	



	peak hours by the school district. This measure shall be incorporated and verified as a note on the Improvement Plans prior to issuance of the encroachment permit.			
18.	The applicant shall post an Encroachment Bond to ensure that the affected roadway is returned to its previous condition.	Encroachment Permit	Community Development Agency-Transportation Division	