

Initial Study/ Mitigated Negative Declaration

for the

SILVA VALLEY PARKWAY CLASS I/II BIKE PATH/LANE PROJECT

June 2015

Prepared for:

El Dorado County
Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667

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PROJECT INFORMATION

- 1. Project Title:** Silva Valley Parkway Class I/II Bike Path/Lane Project
- 2. Lead Agency Name and Address:** El Dorado County
Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
- 3. Contact Person and Phone Number:** Janet Postlewait, Principal Planner
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- 4. Project Location:** Silva Valley Parkway from Green Valley Road to Harvard Way in El Dorado Hills, El Dorado County. The project area is in Sections 23, 26, and 35, Township 10 North, Range 8 East within the *Clarksville, California* U.S. Geological Survey 7.5-minute topographic quadrangle.
- 5. Description of Project:** The proposed project includes approximately 1.1 miles of a Class I multi-use path along the east side of Silva Valley Parkway from Harvard Way to Appian Way and a Class II bike lane on the southbound side of the road from Appian Way to Harvard Way and approximately 0.9 mile of a Class II bike lane on both sides of Silva Valley Parkway from Appian Way to Green Valley Road.
- 6. General Plan Designation:** County right-of-way, High Density Residential, Medium Density Residential, and Open Space
- 7. Zoning:** County right-of-way, One-Family Residential, Estate Residential Ten-Acre, Open Space, One Acre Residential, and One-Half Acre Residential
- 8. Surrounding Land Uses and Setting:** The project area is in a primarily residential area with open space to the east.
- 9. Other Public Agencies Whose Approval May Be Required:**
 - California Department of Transportation — National Environmental Policy Act compliance
 - California Department of Fish and Wildlife — Streambed Alteration Agreement
 - U.S. Army Corps of Engineers — Nationwide Permit 14 (Section 404 of the Clean Water Act)
 - Regional Water Quality Control Board — Water Quality Certification (Section 401 of the Clean Water Act) and General Construction Activity Storm Water Permit (Section 402 of the Clean Water Act)
 - El Dorado County Air Quality Management District — Fugitive Dust Plan

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1. INTRODUCTION

1.1. Purpose of this Document

The El Dorado County Community Development Agency, Transportation Division (County) is proposing to construct a new Class I multi-use path adjacent to Silva Valley Parkway and establish new Class II bike lanes along Silva Valley Parkway (proposed project) in the community of El Dorado Hills, El Dorado County, California. This Initial Study identifies the potential environmental impacts of the proposed project to determine whether the project may have a significant effect on the environment and identifies mitigation measures, where applicable, to reduce or avoid significant effects.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines (14 California Code of Regulations 1500 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The County is the Lead Agency under CEQA. The project is being funded by Congestion Mitigation and Air Quality Improvement (CMAQ) program funds administered by the California Department of Transportation (Caltrans) on behalf of the Federal Highway Administration and with toll credits. Caltrans, under programmatic agreement with the Federal Highway Administration, will complete a Categorical Exclusion with technical studies to comply with the National Environmental Policy Act (NEPA).

1.2. Document Organization

The remainder of this document is organized into the following sections:

- **Section 2 Project Description** – Describes the proposed project;
- **Section 3 Initial Study Checklist** – Describes the environmental setting and analyzes impacts, with mitigation measures identified for potentially significant impacts;
- **Section 4 Determination** – Presents the County's findings pursuant to CEQA;
- **Section 5 Report Preparation and References** – Identifies persons responsible for preparation of this document and lists references cited throughout the document;
- **Appendix A Mitigation Monitoring and Reporting Plan** – Presents a mitigation monitoring and reporting plan for mitigation measures required to reduce potentially significant impacts to less-than-significant levels.

2. PROJECT DESCRIPTION

2.1. Location

Silva Valley Parkway is a north-south arterial extending from Green Valley Road to U.S. Highway 50 (U.S. 50) through central El Dorado Hills in El Dorado County (Figure 1). The proposed project includes approximately 1.1 miles of a Class I multi-use path along the east side of Silva Valley Parkway from Harvard Way to Appian Way and a Class II bike lane on the southbound side of the road from Appian Way to Harvard Way and approximately 0.9 mile of a Class II bike lane on both sides of Silva Valley Parkway from Appian Way to Green Valley Road. The project area encompasses approximately 33.7 acres along Silva Valley Parkway and the proposed multi-use path (Figure 2). It consists of the work areas along the proposed path and existing road, including potential staging areas. The project area is in Sections 23, 26, and 35, Township 10 North, Range 8 East within the *Clarksville, California* U.S. Geological Survey 7.5-minute topographic quadrangle.

2.1. Project Purpose and Objectives

The project was programmed for funding by the El Dorado County Transportation Commission on March 6, 2014, and is being funded by CMAQ program funds administered by Caltrans on behalf of the Federal Highway Administration and with toll credits. The purpose of the project is to provide alternative modes of transportation for bicycles and pedestrians along Silva Valley Parkway and improve the bicycle transportation system in the community of El Dorado Hills. The overall project objectives are to reduce air pollutants by improving safety and traffic operations in El Dorado Hills and provide a transportation facility in the area consistent with the plans and goals of the community.

2.2. Project Description

Project Design

The proposed project consists of two components: a new Class I multi-use path adjacent to Silva Valley Parkway and new Class II bike lanes along Silva Valley Parkway. The new Class I multi-use path would serve bicyclists and pedestrians. The proposed path would have two 4-foot paved travel lanes and 2-foot graded shoulders on both sides. The paved surface would consist of hot mix asphalt or a similar impermeable surface. Culverts or storm drains would be installed under the path in existing drainages to maintain flow across the path. An estimated 11 culverts would be needed; each would extend slightly longer than the width of the path and may contain riprap at the inlets and outlets. The proposed location of the path would be graded to establish a level surface, requiring vegetation removal and soil cuts and fills on about 3.4 acres. Signs and pavement markings would be placed along the multi-use path at intersections with existing roads and at strategic locations, where necessary. The proposed path would cross an existing road and connect to two roads (Harvard Way and Appian Way) at the same grade as the road surfaces. A crosswalk across Silva Valley Parkway would connect the new multi-use path to the existing New York Creek Trail (East).

The Class II bike lanes would be installed along the existing paved surface of the roadway, with one bike lane on the southbound (west) side of the road between Harvard Way and Green Valley Road (2 miles) and one bike lane on the northbound (east) side of the road between Appian Way and Green

Valley Road (0.9 mile). Approximately 5 feet of the roadway between the curb and travel lane would be designated as a bike lane, which would consist of about 3 feet of paved area and 2 feet of gutter. Bike lane establishment would entail painting of road markers along Silva Valley Parkway. Where the road shoulder is currently narrower than 5 feet, saw cutting and shoulder widening would be needed to establish the 5-foot bike lanes. In some areas, placement of a new 1/4-inch slurry seal would be needed to cover existing painted lines and markers, and new lines would be painted for the edge of the travel/bike lanes. The slurry seal would be needed along approximately 4,300 feet of the road between Harvard Way and Appian Way, approximately 700 feet of the road between Glenhouse Way and just north of Shortlidge Court, and approximately 75 feet on the east side of the road just south of Highland Hills Drive. Outside these areas, the existing lines depicting the edge of the travel lanes would serve as the inner extent of the new bike lanes; these lines are already about 5 feet from the curbs. Signs would be installed at intersections with other roads and at strategic locations, where necessary.

Construction Methods

Construction of the new Class I multi-use path would generally involve: site clearing, preparation, and earthwork; installation of drainage facilities; and installation of asphalt or other surface material for the path. Establishment of the new bike lanes would involve placement of new slurry seal where needed along Silva Valley Parkway, pavement markings and striping for the bike lanes, and sign installation along the road. Minor pavement grinding, saw cutting and shoulder widening, and asphalt demolition may also be required. An estimated 1,000 cubic yards of fill would be imported from local sources for the new multi-use path. Typical construction equipment would include dump trucks, a motor grader, a skip loader, a bull dozer, a striping machine, a paving machine, a pneumatic asphalt compactor, and asphalt and concrete delivery trucks. Construction vehicles would access the project area from Silva Valley Parkway and local roads that cross through the project area. Staging would be in the County right-of-way along Silva Valley Parkway or the proposed path, where feasible.

Schedule

Construction is expected to start in 2016 or later, once all required approvals have been obtained. Construction is anticipated to take approximately 4 months (80 working days) and would be completed in one season. The multi-use path and bike lanes would be constructed simultaneously during this period.

Traffic Control

Traffic control would be provided on Silva Valley Parkway and cross-roads (e.g., Harvard Way, Appian Way) during construction. Installation of bike lanes along the road would be conducted in stages to minimize traffic disruption and keep at least one traffic lane open during construction. Traffic flow through the project area would be maintained throughout the construction period, although short-term lane closures would be necessary. No road closures or detours are expected.

Rights-of-Way and Utilities

The proposed multi-use path and bike lanes would be installed in existing County rights-of-way. No right-of-way acquisition is anticipated, but minor right-of-way adjustments and utility relocations may be necessary. The County would coordinate the relocation of utility lines with the construction contractor and utility company. Temporary, short-term disruptions of utility service may occur during the relocation. All potentially affected property owners would be notified by the County, the utility company, or the construction contractor approximately one week prior to the service interruption.

2.3. Construction Contract

The County would retain a construction contractor to construct the multi-use path and bike lanes. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with proposed project activities and for implementing construction-related mitigation measures. The County would provide construction contractor oversight and management and would be responsible for verifying implementation of the mitigation measures. The contractor would construct the proposed project in accordance with the Public Contracts Code of the State of California; the State of California Department of Transportation Standard Plans and Standard Specifications; and the Contract, Project Plans, and Project Special Provisions under development by the County.

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

- Construction contract special provisions will require that a traffic management plan be prepared. The traffic management plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic on nearby roads (e.g., Silva Valley Parkway, Appian Way) during construction. Short-term lane closures may be necessary during construction of the bike lanes. Signs and flagmen would be used to alert travelers on nearby roads of construction activities.
- Contract special provisions will require compliance with El Dorado County Air Quality Management District (AQMD) Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions and naturally occurring asbestos hazards.
- Contractor will be required to comply with the California Air Resources Board Airborne Toxic Control Measure at Title 17 Section 93105 addressing Construction, Grading, Quarrying, and Surface Mining activities and with the Asbestos Airborne Toxic Control Measure for Surfacing Applications (California Code of Regulations, Title 17, Section 93106).
- Contract provisions will require notification of the County and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5, 5097.9 et seq., regarding the discovery and disturbance of cultural materials or human remains should any 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 (BMPs) as identified in the National Pollutant Discharge Elimination System permit and/or Storm Water Management Plan. The contractor will be required to prepare a water pollution control plan that identifies project-specific BMPs that would be implemented in accordance with County and Caltrans requirements. BMPs may include those related to ground disturbing activities near water, temporary stream crossings, and others as applicable.
- The County or its construction contractors will conduct early coordination with law enforcement and emergency service providers to ensure minimal disruption to service during construction.
- The County and its construction contractors will comply with the State of California Standard Specifications, written by Caltrans, for public service provision.

- Access to adjacent properties will remain open at all times during the construction period.
- The project will comply with General Plan Policy 6.5.1.11 pertaining to construction noise.

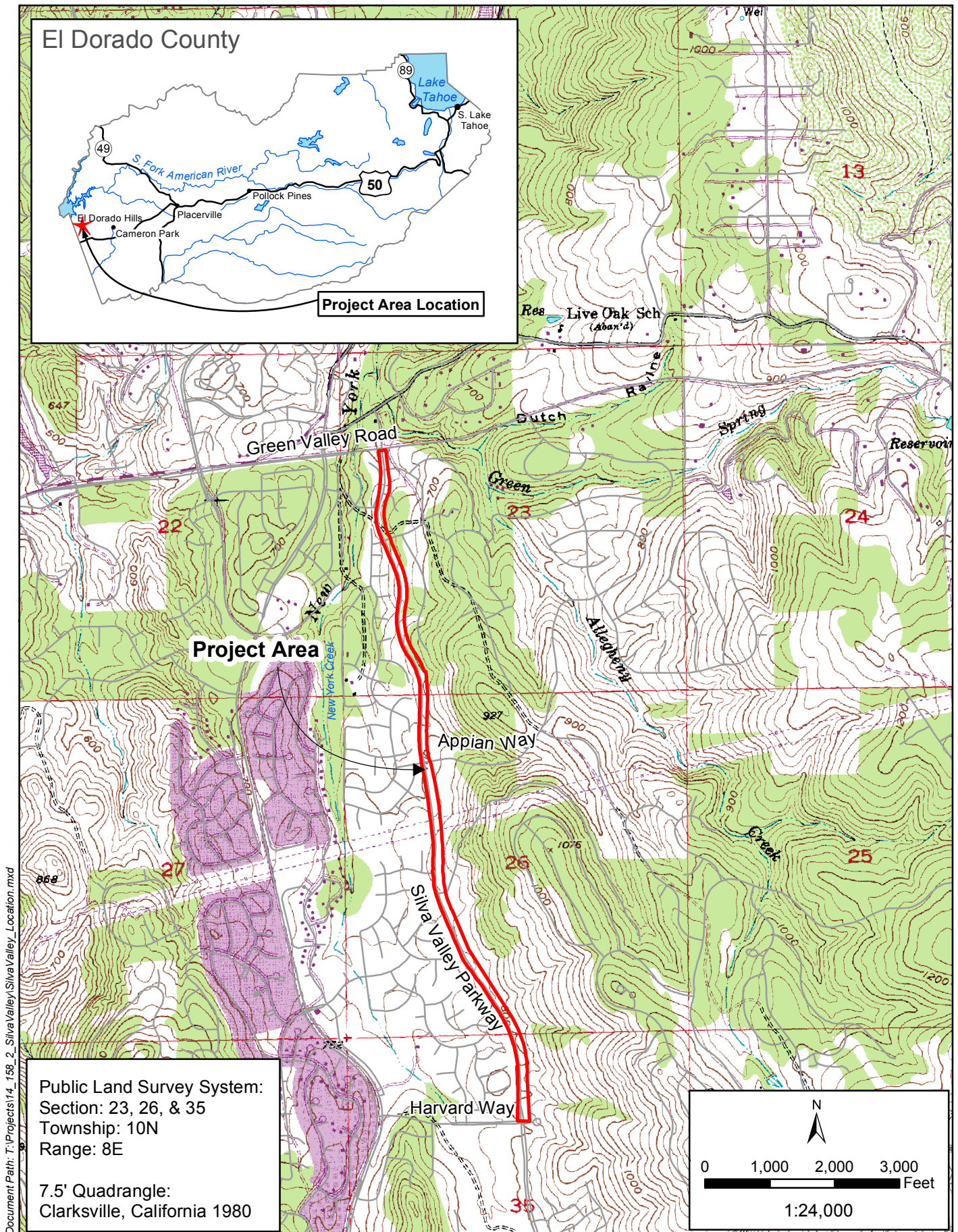
2.4. Required Permit Approvals

Applicable federal, state, and local authorizations that will be needed prior to project implementation are identified in Table 1.

Table 1. Required Permit Approvals

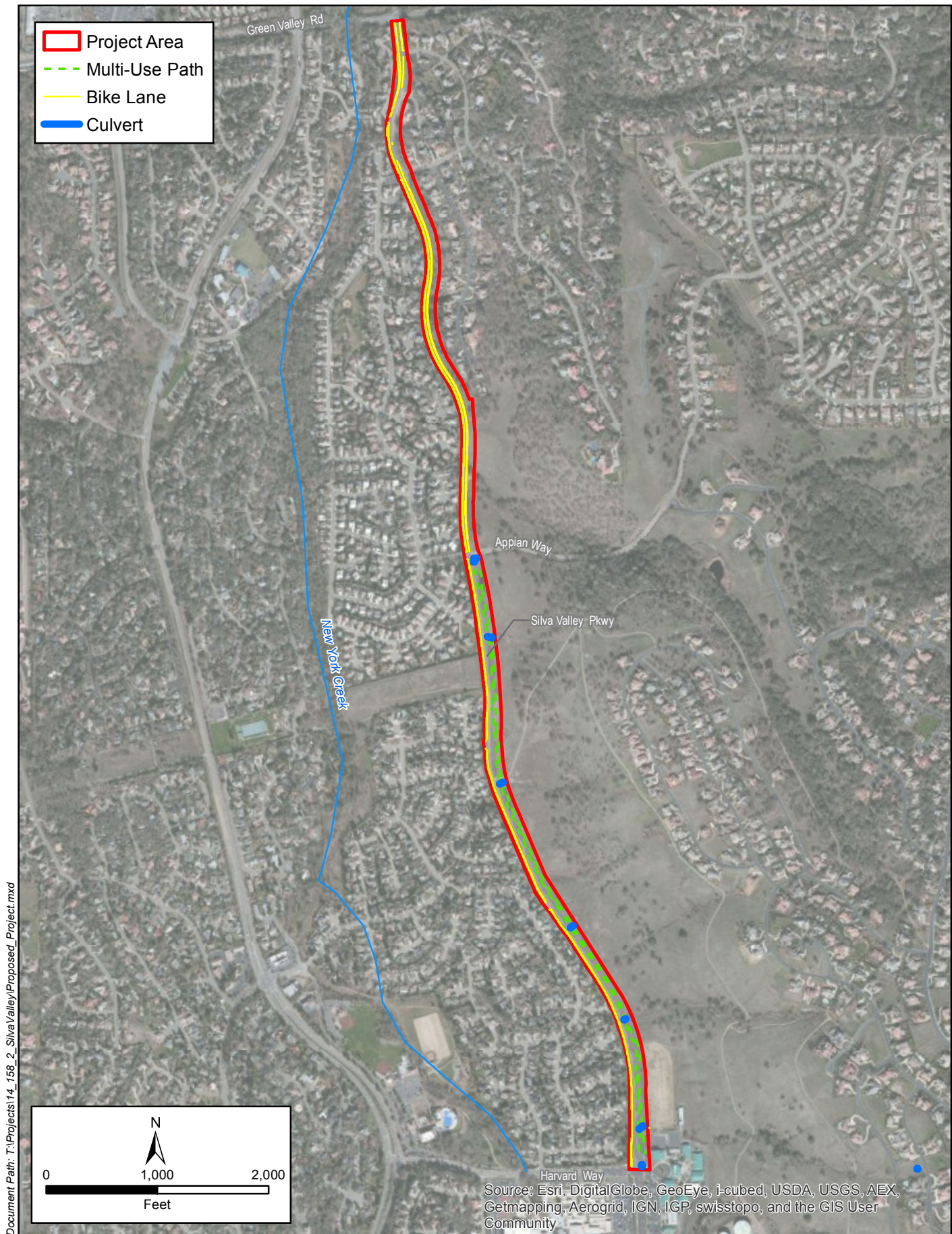
Approving Agency	Required Permit/Approval	Required for
<i>Federal Agencies</i>		
U.S. Army Corps of Engineers	Compliance with Nationwide Permit 14 (Section 404 of the Clean Water Act, 33 USC 1341)	Discharge of fill material into “waters of the United States”
<i>State Agencies</i>		
California Department of Transportation	Project Approval/NEPA Compliance	Federal funding through CMAQ program
Regional Water Quality Control Board	Coverage under the General Construction Activity Storm Water Permit (Section 402 of the Clean Water Act)	Storm water discharges associated with construction activity for greater than 1 acre of land disturbance
	Water Quality Certification (Section 401 of the Clean Water Act)	Discharge into “waters of the United States”
California Department of Fish and Wildlife	Streambed Alteration Agreement (Section 1602 of the Fish and Game Code)	Installation of culverts in streams
<i>Local Agencies</i>		
El Dorado County	Project Approval/CEQA Compliance	Project implementation and funding
El Dorado County Air Quality Management District	Fugitive Dust Plan	Compliance with Rule 223-1 (Fugitive Dust, Construction Activities) and Rule 223.2 (Fugitive Dust, Asbestos Hazard Mitigation)

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Silva Valley Parkway Bike Path/Lane Project

Figure 1
Project Location and Vicinity
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Silva Valley Parkway Bike Path/Lane Project

3. INITIAL STUDY CHECKLIST

3.1. Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines, except that greenhouse gases are discussed under air quality. Each resource section provides a brief description of the setting, a determination of impact potential, and a discussion of the impacts. Mitigation measures are identified where appropriate for adoption by the County and incorporation into the proposed project and contractor documents to reduce potential impacts to less-than-significant levels. The following 16 environmental categories are addressed in this section:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality/Greenhouse Gas
- 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 and Service Systems

Each of the 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 resource 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 resource, and no mitigation measures are required.
- **“Potentially Significant Unless Mitigation is Incorporated”** means that the incorporation of one or more mitigation measures is necessary to 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 may be significant, or, due to a lack of existing information, could have the potential to be significant.

3.2. Setting, Impacts, and Mitigation Measures

I.	AESTHETICS — Would the project:				
		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Environmental Setting

The project area is in a residential area of El Dorado Hills, and most of it has been disturbed by past activities associated with residential developments and road construction. No scenic vistas exist in the project area or are visible from the project area, and no scenic highways have been designated in the vicinity. The nearby residential developments and roads, including Silva Valley Parkway, provide sources of nighttime lighting. The project area is visible from nearby homes, roads, and two schools.

Discussion of Impacts

- a, b) ***No Impact.*** The project would not permanently alter views of scenic vistas in the vicinity of the project area or damage any scenic resources within a state scenic highway.
- c) ***Less than Significant Impact.*** The establishment of the bike lanes would result in minimal visual disturbances because work would be conducted along the existing roadway and the bike lanes would look similar to current road conditions once finished. Construction activities associated with the multi-use path would temporarily disturb the visual character of the project area. These visual disturbances would be observable to travelers using Silva Valley Parkway and students at the schools. The proposed path would permanently alter the visual setting from grasslands and open space to a paved path with signs. However, the path would be visually similar to the adjacent Silva Valley Parkway and would not block views of the surrounding area, resulting in minimal long-term impacts on the visual character of the project area and its surroundings.
- d) ***Less Than Significant Impact.*** New signs would be installed at intersections with other roads and at strategic locations and could become a new source of glare along Silva Valley Parkway. However, the new signs would be similar to existing signs along the road and would not noticeably contribute to additional glare for travelers along the road. Nighttime construction is not anticipated, and no new permanent source of lighting is proposed as part of the project.

II. AGRICULTURE AND FOREST RESOURCES — Would the project:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production as defined by Government Code Section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project area does not contain any farmland that is designated as Prime, Statewide, or Locally Important Farmland (California Department of Conservation 2012). It is in a residential area and contains open space, which is designated as grazing land but is not currently used for grazing activities. Surrounding land is developed with residential uses or is designated as open space. In addition, the project area does not contain any forested land.

Discussion of Impacts

- a, b) **No Impact.** No important farmland is present in the project area. The proposed project would create a new Class I multi-use path adjacent to Silva Valley Parkway and new Class II bike lanes along the road and would not result in other changes that could convert important farmland to non-agricultural uses.
- c, d, e) **No Impact.** No forest land is present in the project area. The proposed project would not result in a loss of forest land or conversion of forest to non-forest use.

III. AIR QUALITY/GREENHOUSE GAS — 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:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>

III. AIR QUALITY/GREENHOUSE GAS — 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:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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"/>
f)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project area is in the Mountain Counties Air Basin, and air quality is regulated by the El Dorado County Air Quality Management District (AQMD). The AQMD regulates air quality through the federal and state Clean Air Acts, district rules, and its permit authority.

National and state ambient air quality standards have been adopted by the Environmental Protection Agency and State of California, respectively, for each criteria pollutant: ozone, particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide. El Dorado County AQMD's (2002) Guide to Air Quality Assessment identifies specific daily emissions thresholds based on the national and state standards that can be used to determine the significance of project emissions. Thresholds of significance for pollutants of concern are:

- Reactive Organic Gasses (ROG): 82 lbs/day
- Nitrogen Oxides (NO_x): 82 lbs/day
- Carbon Monoxide (CO): 9 parts per million (ppm) – 8-hour average; 20 ppm – 1-hour average
- Respirable Particulate Matter (PM₁₀): 30 µg/m³ – annual geometric mean; 50 µg/m³ – 24-hour average

The County has been designated as nonattainment for both federal and state ozone standards and for the state PM₁₀ standards and is in attainment or unclassified status for other pollutants (California Air Resources Board 2015). Sources of pollutants in the vicinity of the project area are vehicle emissions, wood-burning stoves in nearby residences, and construction activities that periodically take place in developed areas. Residences and two schools are adjacent to the project area, and several parks are

within 0.5 mile of the project area. Residents and students are considered sensitive receptors, whose health could be affected by air pollutants.

Naturally occurring asbestos (NOA) is also a concern in El Dorado County because it is known to be present in certain soils and can pose a health risk if released into the air. The AQMD has adopted an El Dorado County Naturally Occurring Asbestos Review Area Map that identifies known NOA locations and those areas more likely to contain NOA (El Dorado County 2005). The project area is within a quarter mile of known locations of NOA and areas identified by the County as being “More Likely to Contain Asbestos,” and NOA may be present in the soils in the project area.

Discussion of Impacts

- a, b) ***Less Than Significant Impact.*** Construction activities associated with the multi-use path would result in the majority of short-term increases in emissions from the use of heavy equipment that generates dust, exhaust, and tire-wear emissions; soil disturbance; materials used in construction; and construction traffic. These emissions would include fugitive dust (PM₁₀ and PM_{2.5}) from ground-disturbing activities and both reactive organic compounds (ROG) and nitrogen oxide (NOx) emissions from vehicle and equipment operations. Establishment of the bike lanes would contribute to similar short-term increases in emissions, but to a lesser extent, because ground disturbing activities would be less intense and fewer pieces of construction equipment would be required. Construction-related emissions would be minimized through compliance with applicable AQMD rules, including Rule 223 Fugitive Dust – General Requirements and Rule 223-1 Fugitive Dust – Construction Requirements. These rules regulate fugitive dust generated by construction activities. In compliance with Rule 223-1, a fugitive dust plan will be prepared and submitted to the County AQMD for approval prior to construction. Although El Dorado County is designated nonattainment for PM₁₀, compliance with AQMD Rules 223 and 223-1 would ensure the emissions do not result in a violation of air quality standards in the air basin or a substantial adverse contribution to air quality in the region. In addition, because of the potential for NOA in the soils underlying the project area, the County would comply with AQMD Rule 223-2 Fugitive Dust – Asbestos Hazard Mitigation; the California Air Resources Board Airborne Toxic Control Measure at Title 17 Section 93105 addressing Construction, Grading, Quarrying, and Surface Mining activities; and the Asbestos Airborne Toxic Control Measure for Surfacing Applications (California Code of Regulations, Title 17, Section 93106).
- c) ***Less Than Significant Impact.*** As discussed under items a, b) above, the project would result in minor construction-related emissions. It would not result in a cumulatively considerable net increase of any criteria pollutant. The project would cause short-term air quality impacts as a result of construction activities; however, it 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 and PM₁₀).
- d) ***Less Than Significant Impact.*** As discussed under items a, b) above, construction activities would result in short-term increases in emissions. Emissions would be of primary concern in the southern portion of the multi-use path near Rolling Hills Middle School; however, emissions from vehicle and construction equipment operations would be similar to the existing vehicle emissions along Silva Valley Parkway. Compliance with AQMD Rules would also ensure fugitive dust from construction activities remains in the project area or within 50 feet of the disturbed area. Residents in homes, students at Ridge High School, and visitors to parks near the project area would not be affected by air pollutants as

a result of the project because of their distance from the primary work area (the multi-use path).

- e) **Less Than Significant Impact.** Construction activities would involve the use of gasoline or diesel-powered equipment that emits exhaust fumes. However, as discussed above under item d), the use of such equipment would emit similar emissions (and odors) as existing vehicle emissions along Silva Valley Parkway. Additional emission from vehicles and construction equipment associated with the project would blend in with existing emissions and would not be noticeable. Construction would also involve asphalt paving and slurry sealing, which has a distinctive odor during application. Persons near the asphalt paving and slurry sealing work area may find the odors objectionable; however, odors would dissipate with the immediate vicinity of the work area.

- f) **Less Than Significant Impact.** Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts because of their ability to trap heat in the atmosphere and affect climate. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Emissions of GHGs from the project would be produced from the materials used for the multi-use path and bike lanes, as well as construction-related equipment emissions. The project would not increase the generation of emissions after construction is complete. Emissions of GHGs resulting from construction activities would be short-term and minor. In addition, the project would provide a benefit regarding GHG emissions over the long-term. The new multi-use path and bike lanes would provide an alternative mode of transportation along Silva Valley Parkway and would be expected to reduce overall traffic emissions, contributing to air quality improvements and providing congestion relief.

- g) **No Impact.** The project would not generate significant emissions of GHGs and, therefore, would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emission of GHGs. Furthermore, the project would contribute to the reduction of GHGs over the long-term by providing a means of alternate transportation.

IV. BIOLOGICAL RESOURCES — Would the project:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES — Would the project:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Vegetation communities or habitats in the project area consist of annual grassland, blue oak woodland, valley foothill riparian, fresh emergent wetland, riverine, and urban. Several intermittent streams and ditches convey flow from undeveloped land east of Silva Valley Parkway to culverts under the roadway. The dominant habitat in undeveloped lands in the southern portion of the project area is annual grassland. The annual grassland is characterized as a dense herbaceous layer and is dominated by introduced annual grasses, consisting primarily of wild oats (*Avena fatua*) and medusa-head (*Elymus caput-medusae*). Blue oak woodlands dominate the northern portion of the study area and are composed of blue oak (*Quercus douglasii*), interior live oak (*Q. wislizenii*), and foothill pine (*Pinus sabiniana*) in the overstory, with an understory of scattered shrubs and annual grasses. Valley foothill riparian habitat is found in vegetated ditches on the east side of Silva Valley Parkway. Dominant canopy trees are Fremont cottonwood (*Populus fremontii*) and narrow-leaf willow (*Salix exigua*). The fresh emergent wetland community occurs in portions of vegetated ditches and wetland swales and support tall flatsedge (*Cyperus eragrostis*), barnyard grass (*Echinochloa crus-galli*), seaside barley (*Hordeum marinum*), Baltic rush (*Juncus balticus*), and iris-leaved rush (*Juncus xiphioides*). Riverine habitat is present in the intermittent streams, and urban habitat is found along the roadway and in developed areas. The habitats in the project area also support invasive plants, such as Himalayan blackberry (*Rubus armeniacus*) and medusa-head (*Elymus caput-medusae*).

Four wetland features, seven ditches (vegetated and non-vegetated), and two intermittent streams were delineated in the project area (Table 2). All of these features convey flow through culverts under Silva Valley Parkway and into a storm drain system that conveys flow into New York Creek, which is about 1,000 feet west of Silva Valley Parkway. Wetland vegetation in some of the ditches correspond with the valley foothill riparian habitat, and the wetland swales and seep-spring correspond with the fresh emergent wetland community. These features qualify as waters of the United States, subject to the

jurisdiction of the U.S. Army Corps of Engineers (Corps), and may be subject to the jurisdiction of the California Department of Fish and Wildlife pursuant to the Fish and Game Code, Section 1600.

Table 2. Waters of the United States Acreage Summary

<i>Waters of the United States</i>	<i>Total Acreage</i>	<i>Width (Feet)</i>	<i>Total Linear Feet</i>
Wetlands			
Wetland Swale 1	0.015	N/A	N/A
Wetland Swale 2	0.018	N/A	N/A
Wetland Swale 3	0.004	N/A	N/A
Wetland Seep-spring	0.031	N/A	N/A
Ditch 1 (vegetated)	0.005	3	79
Ditch 2 (vegetated)	0.008	2-3	154
Ditch 3 (vegetated)	0.046	2	1,011
Ditch 4 (vegetated)	0.052	2-3	334
Ditch 5 (vegetated)	0.013	2-3	277
Ditch 6 (vegetated)	0.029	8	159
Ditch 7 (vegetated)	0.003	4	29
Other Waters			
Ditch 2 (non-vegetated)	0.004	1	185
Ditch 4 (non-vegetated)	0.004	3	63
Ditch 5 (non-vegetated)	0.010	2	209
Ditch 6 (non-vegetated)	0.004	2	88
Intermittent Stream 1	0.006	3	92
Intermittent Stream 2	0.003	3	47
Total Waters of the United States	0.255	N/A	2,727

Special-status wildlife species that may use the habitats in the project area or vicinity include Swainson's hawk (*Buteo swainsoni*), western burrowing owl (*Athene cunicularia hypugea*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), Grasshopper sparrow (*Ammodramus savannarum*), and loggerhead shrike (*Lanius ludovicianus*). Swainson's hawk is listed as threatened under the California Endangered Species Act; it could nest in the oak woodlands in and near the project area and forage in the grasslands. Western burrowing owl, northern harrier, grasshopper sparrow, and loggerhead shrike are California species of special concern; these species may nest and forage in the grasslands or oak woodlands. White-tailed kite is a California fully protected species; it may also use the grasslands and oak woodlands for foraging and nesting. In addition to these species, other migratory birds protected under the Migratory Bird Treaty Act may use the grassland, riparian, and oak woodland habitats for nesting or resting.

No special-status plant species are expected to be present in the project area due to a lack of suitable habitat and the lack of observations of the species during field surveys in February 2015. The riverine

habitat in the project area is not suitable for special-status fish species due to the intermittent nature of the streams and lack of a natural connection to nearby perennial streams. To support the analysis, NSR prepared a biological resources characterization report and delineation of waters of the United States (available in the County file; North State Resources 2015a and 2015b).

Discussion of Impacts

- a) ***Potentially Significant Unless Mitigation Incorporated.*** Construction of the proposed multi-use path and establishment of bike lanes along Silva Valley Parkway could affect six special-status birds and other migratory birds. No federally listed species would be affected, and no special-status plants or fish would be affected. The only state-listed species that could be affected is Swainson's hawk, which could nest in nearby oak woodlands. Vegetation removal and ground disturbance associated with multi-use path construction could result in direct impacts on ground-nesting or burrowing birds in the annual grasslands east of Silva Valley Parkway between Harvard Way and Appian Way. The proposed path has been aligned to avoid tree removal, and vegetation removal would be limited to grassland plants. Establishment of the bike lanes would not require vegetation removal and would result in minimal ground-disturbing activities; these activities would not directly affect nesting or burrowing birds. Other nesting or burrowing birds in the vicinity of the work area could be indirectly affected by noise and other disturbance associated with construction activities.

Direct impacts on nesting birds could occur during construction of the multi-use path if active nests of special-status or migratory birds or burrows of western burrowing owl are destroyed in the work area. Indirect impacts from human activity and noise can result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests or young, if active nests are present in the immediate vicinity of the work area (within about 250 feet for most birds, 500 feet for raptors, and 0.25 mile for Swainson's hawk). Active nests of the special-status and migratory birds could be present between February 1 and August 31. Western burrowing owl could be present in burrows in the grasslands throughout the year. If construction activities are scheduled outside the breeding/nesting period, no impacts on active nests are expected. However, construction activities at any time of year could destroy or disturb owl burrows. Impacts on special-status and migratory birds would be significant if nesting activity is disrupted or active owl burrows are destroyed. Implementation of Mitigation Measure BR-1 would reduce the potential for adverse impacts on nesting or burrowing special-status and migratory birds during construction, and impacts would be less than significant.

In addition, construction activities could spread invasive plants, such as medusa-head, in the project area from the transportation of seeds or plant material on equipment between the grasslands and other portions of the project area. Staging and multi-use path construction would take place in the grasslands, where invasive plants have been documented, and equipment working in other habitats could transport seeds or plant material or introduce other invasive plant species, resulting in the spread of invasive plant species. Ground disturbance could also encourage the spread of invasive plants already present in the project area by creating conditions that are more favorable for invasive plants than native plants. The spread of invasive plants can degrade habitat for native and special-status species. Implementation of Mitigation Measure BR-2 would reduce the potential for invasive plants to be introduced to or spread in the project area, resulting in a less-than-significant impact.

Mitigation Measure BR-1: Conduct pre-construction surveys and protect active nests or burrows of special-status and migratory birds.

The County will require its contractor to implement the following measures to minimize or avoid project-related effects on active nests or burrows of special-status and migratory birds:

- If vegetation removal and ground-disturbing activities are scheduled to start between February 1 and August 31, a qualified biologist will conduct a pre-construction survey no more than 14 days before the activities begin. The survey will cover areas that could support nesting birds within 250 feet of the work area for special-status and migratory birds, within 500 feet of the work area for raptors, and within 0.25 mile of the work area for Swainson's hawk. If construction activities stop for more than 2 weeks, another survey should be conducted to locate any newly active nests.
- If an active nest is found, a qualified biologist, in coordination with the County and CDFW and/or USFWS, will establish a construction-free buffer zone around the nest until the young have fledged. The buffer zone will be marked with flagging, stakes, or other means to mark the boundary. All construction personnel will be notified of the existence of the buffer zone and be required to avoid entering the buffer zone during the nesting season. A plan will be developed to monitor the effects of construction activity on the reproductive process of actively nesting birds and to determine when the young have fledged.
- For the burrowing owl, which could be present year-round, pre-construction surveys for wintering owls (active burrows) will also be conducted prior to activities in the annual grasslands between September 1 and January 31 (outside of the nesting period). The survey will be conducted in areas that would be subject to ground disturbance in the annual grasslands. If occupied owl burrows are found in the proposed disturbance area during winter surveys, the biologist will establish a plan to safely remove owls from burrows and collapse the burrows, if appropriate.

Mitigation Measure BR-2: Prevent the spread of invasive plant species.

The County will require its contractor to implement the following measures during construction activities to prevent the spread of invasive plant species into the project area:

- All equipment used for off-road construction activities will be weed-free prior to entering the project area.
- If project implementation calls for mulches or fill, they will be weed free.
- Any seed mixes or other vegetative material used for re-vegetation of disturbed sites will consist of locally adapted native plant materials.

- b, c) ***Potentially Significant Unless Mitigation Incorporated.*** Construction of the multi-use path would involve vegetation removal, excavation, and discharge of fill (e.g., soil, path materials, culverts) in vegetated ditches and seasonal wetlands that cross the proposed alignment, resulting in a potential loss of riparian and wetland vegetation. Portions of four vegetated ditches (totaling less than 0.01 acre), three wetland swales (totaling less than 0.01 acre), and a wetland seep-spring (less than 0.01 acre) would be affected. Culverts would be placed in an intermittent stream and the wetlands that cross the proposed alignment to maintain flow through the features once the proposed path is in place. Because the

vegetated ditches, wetlands, and stream likely fall under the jurisdiction of the Corps, the discharge of fill into the features would require a permit under Section 404 of the Clean Water Act. Similarly, vegetation removal and ground disturbance in and near stream and ditches could affect fish and wildlife in downstream habitats and require a Streambed Alteration Agreement with CDFW pursuant to Section 1602 of the Fish and Game Code. Although the total estimated impacts on riparian habitat, wetlands, and other waters is small (less than 0.1 total acre), the project could result in the net loss of wetlands and could alter the functions of the wetlands in the project area. BMPs would be implemented during construction activities, as described in Chapter 2, to minimize water quality impacts on streams in and downstream of the project area. Compliance with the terms of a Nationwide Permit (Section 404 of the Clean Water Act), water quality certification (Section 401 of the Clean Water Act), and Streambed Alteration Agreement, if necessary, and implementation of Mitigation Measure BR-3, which requires compensatory mitigation for the loss of wetlands, would ensure no net loss of wetlands and reduce impacts to less than significant. No riparian or other sensitive habitat or waters of the United States would be affected by establishment of the bike lanes.

Mitigation Measure BR-3: Avoid and protect riparian habitat and wetlands during construction activities and comply with permit conditions.

The County will submit the following prior to construction of the multi-use path: (1) a notification of streambed alteration to the CDFW in compliance with Fish and Game Code Section 1602, (2) a pre-construction notification to the Corps to obtain coverage under Nationwide Permit 14 in compliance with Section 404 of the Clean Water Act, and (3) an application for water quality certification to the Central Valley Regional Water Quality Control Board in compliance with Section 401 of the Clean Water Act. The County and its contractor will be required to comply with terms of the permits and provide any required documentation of proof of compliance to the permitting agencies. To comply with the federal policy of no net loss of wetlands, the Corps is expected to require compensatory mitigation for the permanent loss of an estimated 0.01 acre of wetlands (acreage to be determined in the permit application). The County will provide compensation in accordance with the terms of the Nationwide Permit. Such compensation is expected to include the purchasing of in-lieu fee credits at a one to one ratio (1:1), or as required by the Corps. Proof of payment will be required prior to any construction activities in the vegetated ditches or wetlands.

In addition to compliance with the permits, the County will require the contractor to implement the following measures during construction activities associated with the multi-use path to avoid or minimize impacts on riparian habitat and wetlands:

- Riparian habitat along vegetated ditches outside the work area will be staked, flagged, or signed to avoid encroachment by equipment and construction crews. The number of access routes, size of the staging area, and the total area of impact will be limited to the smallest area necessary to construct the multi-use path. Access routes and construction areas will be located outside of the waterways and riparian areas to the maximum extent practicable.
- All refueling and maintenance of equipment and vehicles will occur at least 50 feet from riparian habitat or water bodies and will not occur at a location where a spill could drain directly toward a waterway. Prior to the onset of work, the County will ensure that a spill prevention and clean-up plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

- Appropriate BMPs to protect water quality and control erosion will be implemented.
- During construction activities, all trash that may attract predators will be properly contained, removed from the work site, and regularly disposed of. Following construction, all trash and construction debris will be removed from work areas.
- Work areas that are temporarily disturbed will be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area.
- Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of streambeds will be minimized to the maximum extent possible.

d) **No Impact.** The proposed multi-use path would be parallel to and within 100 feet of an established road (Silva Valley Parkway), with residential development immediately west of the road and to the south of the proposed path. Open space exists east of the proposed path, but the path would not obstruct or impede wildlife movement through the area. The proposed bike lanes would be entirely within the existing roadway and would not affect wildlife movement.

e, f) **No Impact.** The proposed project would not require removal of oak trees that may be protected under the El Dorado County General Plan. No habitat conservation plans have been adopted in El Dorado Hills.

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

Environmental Setting

Prior to the large scale emigration of Euro-Americans beginning in the middle decades of the nineteenth century, Native American groups identified as the Southern Maidu or Nisenan inhabited the El Dorado Hills region. Traditionally, the southern boundary of Nisenan territory extended to the south of present-day U.S. Highway 50. The Nisenan adopted a loose political organization with primary tribelet centers based around several main villages, with smaller settlements and temporary camps as satellites. In the foothills, villages were located on large flats near creeks or on ridges. Buildings in these villages

included conical shaped houses covered in bark, skins, and brush; acorn granaries; large earth covered semi-subterranean dance houses; and brush shelters.

Following the initial discovery of gold in January 1848 and the discovery of gold by members of the former “Mormon Battalion” near present-day Folsom in March of that year, the California Gold Rush began. These and subsequent discoveries over the coming months spurred thousands of immigrants to travel to California. By the end of the year an estimated 8,000-10,000 miners were working the creeks and rivers in the Sierra Nevada foothills. By 1849, almost 40,000 people followed routes by land and sea to the gold fields, and their numbers increased dramatically especially during the early to mid-1850s. Although local ranchers supplemented their incomes with some small-scale mining throughout latter decades of the 19th century and into the early years of the 1900s, the primary use for the local lands was still stock raising and dairying. By the mid-20th century, urban in-filling of the Sierra Nevada foothills, primarily the community of El Dorado Hills, had re-defined the modern landscape from rural agriculture to suburban community. Land developers became interested in the El Dorado Hills area as early as the 1950s when local ranches were purchased for the development of a suburban community. Development of El Dorado Hills has continued into the current century.

No sites, features, or artifacts requiring documentation were discovered in the project area as a result of the cultural resources study (North State Resources 2015c). However, archival research indicates that historic-era developments occurred in the general vicinity of the project area and remains of associated buildings, structures, and features could be present in the subsurface within the project area. Several cultural resources were documented near the northern portion of the project area. In addition, other historic and prehistoric cultural resources have been documented within a 0.5-mile radius of the project area.

Discussion of Impacts

- a, b) ***Less than Significant Impact.*** Construction of the multi-use path would disturb soils on approximately 3.4 acres of a relatively undisturbed area and could affect previously undiscovered, buried resources, although the potential for discovery is considered low. Establishment of the bike lanes would involve a negligible amount of ground disturbance to install signs in areas that have been previously disturbed. Based on the background research and survey results, it is unlikely that any presently undocumented cultural resources would be affected by the project. As discussed in the project description, the contractor will comply with the County’s standard provisions, including halting construction in the vicinity of a potential cultural resources find and notifying the County to allow evaluation of the resource by a qualified archaeologist prior to resuming construction. Existing cultural resources adjacent to, or in the vicinity of, the project area would not be affected by the project.
- c) ***No Impact.*** Paleontological resources in El Dorado County are associated with limestone cave deposits, deposits associated with the Mehrten formation, and Pleistocene channel deposits (El Dorado County 2004). These types of deposits and other unique geologic features are not present in the project area.
- d) ***Less than Significant Impact.*** Based on the prehistoric and historic uses of the area and the current disturbed nature of the project area, human remains are not expected to be affected by construction activities. As discussed in the project description, the contractor will be required to notify the County and comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5, 5097.9 et seq., regarding the discovery and disturbance of human remains should any be discovered during project

construction. Compliance with these provisions would ensure any potential impacts on human remains are 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>
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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

El Dorado County is located in the Sierra Nevada geomorphic province of California, east of the Great Valley province and west of the Basin and Range province. The Sierra Nevada 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 2004).

Seismicity and Fault Systems

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, 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 (El Dorado County 2003). No active

faults have been mapped in the county, and none of the known inactive faults has been designated as an Alquist-Priolo Earthquake Fault Zone. 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. The nearest fault to the project area is the Bear Mountain Fault, which is approximately 0.25 mile to the west of the project area generally follows New York Creek. Earthquake activity at this fault could be noticeable in the project area; however, this fault is not considered active.

Soils

Soil types in the project area include Auburn silt loam, 2 to 30 percent slopes, and Auburn very rocky silt loam, 2 to 30 percent slopes (Natural Resources Conservation Service 2014). The Auburn series soils are well-drained and occur on foothills with slopes between 2 and 70 percent. The soil is underlain by hard metamorphic rocks between 12 and 26 inches below the surface. Auburn very rocky silt loam is found in the northern portion of the project area, and Auburn silt loam is found in the southern portion. Characteristics of the soil types are described below:

- **Auburn silt loam, 2 to 30 percent slopes (AwD):** The soil is gently sloping with slopes primarily between 5 and 15 percent. It contains bedrock outcrops on less than 5 percent of the surface. The soil has moderate permeability and slow to moderate runoff with a slight to moderate erosion hazard. Typical use of this soil type is for range and irrigated pasture with some dryland hay and grain.
- **Auburn very rocky silt loam, 2 to 30 percent slopes (AxD):** The soil is gently sloping to moderately steep and contains bedrock outcrops on 5 to 25 percent of the surface. The soil has moderate permeability and slow to moderate runoff with a slight to moderate erosion hazard. Typical use of this soil type is for range with some irrigated pasture.

Discussion of Impacts

- a-i,iii,iv) ***No Impact.*** The project area is not near any Alquist-Priolo faults, and the potential for seismic-related ground failure or landslides is considered low based on soil and geologic conditions. The project would not expose people to seismic-related soil or geologic hazards.
- a-ii) ***Less than Significant Impact.*** Seismic activity in the region could cause ground shaking in the project area. The risk of seismic activity occurring would not change with the implementation of the project, although it is possible a slightly greater number of people could be affected if ground shaking were to occur because of new users of the bike lanes and multi-use path. In addition, seismic activity could result in damage to the multi-use path and bike lanes by causing ground movement which could crack or break apart the pavement. However, the potential for this type of risk is considered low based on historical activity.
- b) ***Less than Significant Impact.*** The project would require cutting and filling on approximately 3.4 acres to construct the multi-use path. All cut and fill on-site would be balanced, and the proposed path would be paved to reduce the potential for long-term soil disturbance or erosion from path use. Establishment of the bike lanes would minimally disturb soil. As described in the project description (Section 2.3), the contractor would comply with the El Dorado County Grading Ordinance and Storm Water Management Plan for Western El Dorado County and would implement BMPs to reduce the potential for soil erosion during construction activities.

- c, d) **No Impact.** The soil types and geologic units underlying the project area are not considered unstable or expansive. The soils in the project area are not at risk of landslides, liquefaction, or collapse; the topography of the project area is generally flat and would not create risks from unstable or expansive soil or geologic conditions.
- e) **No Impact.** The project does not involve construction of septic tanks or wastewater disposal systems.

VIII. HAZARDS AND HAZARDOUS MATERIALS — Would the project:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Environmental Setting

Hazardous materials and waste are substances that are considered toxic, ignitable, corrosive, or reactive (as defined in California Code of Regulations, Title 22, Sections 66261.20-66261.24). The release of

hazardous materials into the environment could contaminate soils, surface water, and groundwater supplies. Under Government Code Section 65962.5, the California Department of Toxic Substances Control 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 maintains records of toxic or hazardous material incidents, and the Central Valley RWQCB maintains files on hazardous material sites. Most hazardous materials regulation and enforcement in El Dorado County are overseen by the El Dorado County Environmental Management Department, which refers large cases of hazardous materials contamination or violations to the RWQCB and the State Department of Toxic Substances Control. Other agencies, such as the El Dorado County AQMD and the Federal and State Occupational Safety and Health Administrations, may also be involved when issues related to hazardous materials arise.

No hazardous substance sites from the Cortese List have been identified in the project area (State Water Resources Control Board 2014). The closest clean-up site is located at Oak Ridge High School at Harvard Way and Silva Valley Parkway, adjacent to the southern boundary of the project area. The clean-up site is currently being monitored under an Operations and Maintenance Plan for management of NOA mitigation measures.

The project area lies within both State and Local Responsibility Areas with regards to fire protection. The State Responsibility Area is generally located to the east of Silva Valley Parkway and the Local Responsibility Area lies to the west. No federal lands are in the project area. Fire hazard can be defined as the amount, condition, and structure of fuels that will burn if a fire enters an area. The portion of the project area east of Silva Valley Parkway and the surrounding open space lands are designated by the California Department of Forestry and Fire Protection (CalFire) as having a moderate fire hazard safety rating. Developed portions of the project area west of the road have a non-very high fire hazard safety rating (CalFire 2007).

Discussion of Impacts

- a, b) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities for equipment maintenance (e.g., fuel and solvents), paving the multi-use path, and slurry sealing/repaving of the bike lanes. Hazardous materials may also be stored in staging areas. Use of hazardous materials would be limited to the construction phase and would comply with applicable local, state, and federal standards associated with the handling and storage of hazardous materials. The contractor will be required to implement construction measures, as described in the project description, including the preparation of a water pollution control plan and implementation of BMPs, which would reduce the potential for a hazardous materials spill to occur and would minimize impacts if a spill were to happen.
- c) ***Less Than Significant Impact.*** As discussed under items a, b) above, the project would not create a significant hazard to the public through the transport, use, disposal, or release of hazardous materials. The project would not affect students at Oak Ridge High School or Rolling Hills Middle School.
- d) ***No Impact.*** No hazardous waste or substance sites have been identified in the project area.
- e, f) ***No Impact.*** The project area is not within 0.25 mile of an airport.

- g) ***Less Than Significant Impact.*** The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Construction of the multi-use path would not affect emergency access because construction would occur off of Silva Valley Parkway. Establishment of the bike lanes would require temporary lane closures and may involve detours around the work area. Installation of bike lanes along the road would be conducted in stages to minimize traffic disruption and keep at least one traffic lane open during construction. Minor delays may be experienced for emergency access to the residences adjacent to the work area. As stated in the project description, the County or its construction contractors will conduct early coordination with law enforcement and emergency service providers to ensure minimal disruption to service during construction. In addition, access to adjacent properties will remain open at all times during the construction period.
- h) ***Less Than Significant Impact.*** The project area is not in a high or very fire hazard severity zone, and the surrounding area is developed or contains modified landscapes associated with residential uses with the exception of the grasslands/oak woodlands in the open space area to the east. The project would not increase the risk of wildfire near an urban area; however, the multi-use path would increase human use near the open space area.

IX. HYDROLOGY AND WATER QUALITY — Would the project:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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 would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 or 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"/>
e)	Create or contribute runoff water that 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 type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY — Would the project:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project area is in the South Fork American River hydrologic unit (18020129). The South Fork American River flows into Folsom Lake north of the project area and is a tributary of the Sacramento River. Wetlands and other waters in the project area, including two intermittent streams, drain west towards New York Creek through a series of drainage ditches and culverts. New York Creek flows south to north to the west of the project area and drains to Folsom Lake approximately 1.75 miles north of the project area.

The project area is entirely in Zone X, which is outside the 100-year floodplain (Federal Emergency Management Agency 2008).

Discussion of Impacts

- a) ***Less Than Significant Impact.*** Construction activities associated with the multi-use path would involve ground-disturbing activities in and near drainages. These activities could discharge sediment and/or hazardous materials into the water bodies during precipitation or storm events, which could be carried downstream to New York Creek and affect water quality. As a standard contract requirement and as described in the project description, the County would require the contractor to comply with the Storm Water Management Plan for Western El Dorado County and prepare a water pollution control plan. BMPs will be implemented during construction activities to minimize discharge of pollutants from construction activities. Establishment of the bike lanes would involve minimal ground-disturbing activities to install signs and would not affect water quality.
- b) ***Less Than Significant Impact.*** The project would not require the use of groundwater. Establishment of the bike lanes would not affect groundwater recharge. However, the multi-use path would result in the conversion of grassland to an impermeable paved surface. Stormwater running across the new surface would drain to nearby areas and percolate into the ground or be carried to downstream drainages and would negligibly affect groundwater recharge.
- c, d, e) ***Less Than Significant Impact.*** Water quality impacts are discussed under item a) above. Establishment of the bike lanes would not result in alterations to drainage patterns or

contribute to additional runoff. The new multi-use path would result in a minor increase in impervious surface area, which would result in a negligible increase in surface runoff entering waterways. The proposed path would result in the alteration of drainage patterns through cut/fill activities and grading. The placement of culverts would help to maintain drainage patterns near the path.

- f) **No Impact.** The project would not have other water quality impacts beyond those discussed under item a) above.
- g, h, i, j) **No Impact.** The project is outside the 100-year flood zone and would not expose people or structures to risks from flooding or inundation by seiche, tsunami, or mudflow.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X.	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 community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project area is in the community of El Dorado Hills, an unincorporated locality in El Dorado County. The majority of the project area follows the road right-of-way of Silva Valley Parkway, and the eastern extent of the project area is primarily open space. Adjacent land uses include residential and open space. Zoning designations in the project area are One-Family Residential, Estate Residential Ten-Acre, Open Space, One Acre Residential, and One-Half Acre Residential. The El Dorado County General Plan provides policies and implementation strategies for management of the resources in the unincorporated area, and the Zoning Ordinance provides direction on allowable uses and facilities in each zone. No habitat conservation plans have been adopted for the area. The County is in the process of preparing an Integrated Natural Resources Management Plan, but it has not yet been adopted.

Discussion of Impacts

- a) **No Impact.** The project involves construction of a new Class I multi-use path adjacent to Silva Valley Parkway and new Class II bike lanes along Silva Valley Parkway. The project would not physically divide an established community.
- b) **No Impact.** The project would not conflict with the El Dorado County General Plan. The project is proposed as part of a regional bicycle facilities network identified in the County's 2010 Bicycle Transportation Plan, and it is included in the El Dorado County Capital Improvement Program, adopted by the County Board of Supervisors.

- c) **No Impact.** No habitat conservation plans or natural communities conservation plans cover 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>
XI. 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"/>	

Environmental 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 is not in an important mineral resource area, as depicted in the General Plan (El Dorado County 2004).

Discussion of Impacts

- a, b) **No Impact.** The project area is not in or adjacent to any important mineral resource areas identified by the State of California or El Dorado County. The project would not affect the availability of mineral resources of value to the state or region.

		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
XII. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>	

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

Environmental Setting

The El Dorado County General Plan Noise Element identifies several policies that regulate construction-related noise and establish acceptable noise levels and standards. Policy 6.5.1.7 requires mitigation to keep non-transportation noise levels below acceptable standards identified in the General Plan. Policy 6.5.1.11 outlines standards for daytime construction and would apply to construction-related noise associated with the project (El Dorado County 2004). In residential communities, such as El Dorado Hills, maximum noise levels for non-transportation sources are 70 decibels (dB) during daytime hours, 60 dB during evening hours, and 55 dB during nighttime hours.

Ambient noise levels in the project area and vicinity are primarily from vehicular traffic along Silva Valley Parkway and other nearby roads and typical residential noises from the nearby subdivisions. Sensitive receptors in the vicinity include the residents to the east and west of the project area (approximately 50 feet away from the bike lanes and 100 feet from the multi-use path) and students at the two schools near the intersection of Harvard Way and Silva Valley Parkway. While students at Oak Ridge High School would be approximately 150 feet away from the bike lanes and 250 feet from the proposed path, students at Rolling Hills Middle School would be approximately 25 feet from the proposed path and would be much more likely to be affected by construction noise. Users of parks in the vicinity of the project area are not considered to be sensitive receptors due to the distance between the parks and the project area (0.15 to 0.5 mile) and intervening vegetation and structures, both of which would screen out construction noise.

Discussion of Impacts

- a, d) ***Less Than Significant Impact.*** Establishment of the bike lanes would not substantially increase noise levels in the vicinity of the project area and would not affect residents adjacent to the project area or students at the schools. Construction activities associated with the multi-use path would temporarily increase noise levels near the proposed path from the use of heavy equipment. The southern portion of the proposed path is of most concern due to the presence of students at Rolling Hills Middle School. However, construction noise would blend in with the existing traffic noise along Silva Valley Parkway and would not substantially affect the students. No other sensitive receptors would be affected due to the distance from the noise source, intervening vegetation and structures, and because construction noise would blend in with existing noise sources in the project area. In addition, and as stated in the project description, the project will comply with General Plan Policy 6.5.1.11 pertaining to construction noise. This would minimize potential impacts

associated with construction noise. Construction noise would be temporary and would not substantially increase noise levels in the project area for extended periods.

- b) **No Impact.** Construction activities would not generate groundborne vibrations that could affect nearby sensitive receptors.
- c) **No Impact.** The new multi-use path and bike lanes would not contribute to permanent increases in ambient noise levels.
- e, f) **No Impact.** The project area is not near a public or private airport or airstrip. The project would not expose people to noise from airport activities.

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

Environmental Setting

The project area is in a residential area of El Dorado Hills and is surrounded by residences, open space, and other development-related facilities and uses. According to the Sacramento Area Council of Governments (SACOG), El Dorado Hills had a population of approximately 42,000 residents in 2010 and is forecasted to have approximately 64,400 residents by 2035, an increase of 53 percent over 25 years (SACOG 2015). To meet the housing needs of the increasing population SACOG has predicted that an additional 6,800 dwelling units will be required by 2035, as compared to the 15,000 units which were present in El Dorado Hills in 2010.

Discussion of Impacts

- a-c) **No Impact.** The new multi-use path and bike lanes would provide a means for the residents of El Dorado Hills to recreate or bike to areas within the community. The multi-use path and bike lanes would eventually become part of the regional bicycle facilities network that interconnects El Dorado Hills and the surrounding area through a series of bike paths and lanes. The project would not induce growth or displace houses or people.

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

Environmental Setting

The El Dorado Hill Community Service District manages recreation areas and open space in the El Dorado Hills community, including parks in the vicinity of the project area. Three schools are located within 1 mile of the project area, two of which are located adjacent to the project area near the intersection of Harvard Way and Silva Valley Parkway. The El Dorado Hills Fire Department provides fire protection and related services to the community and operates four fire stations in El Dorado Hills. The El Dorado County Sheriff's Office provides police services for El Dorado Hills. Silva Valley Parkway and roads adjacent to the project area are used for emergency and everyday access to the surrounding residential community.

Discussion of Impact

- a) ***No Impact.*** The project would not affect public services in the local communities, increase the demand for public services, or require construction of new governmental facilities.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
XV. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

El Dorado Hills has several parks, but none are adjacent to the project area. The New York Creek Trail (East) is located adjacent to the project area and provides a trail for residents to walk or ride a bicycle between Silva Valley Parkway and New York Creek. Additional trails can be found in the open space to the east of the project area.

Discussion of Impacts

- a, b) ***Less Than Significant Impact.*** The new multi-use path and bike lanes would improve bike access in the community of El Dorado Hills and provide additional recreation opportunities. The proposed path and lanes would connect with New York Creek Trail (East), which provides access to Stephen Harris Park west of the project area. The project could increase use of the park, but the increase is not expected to be substantial. Increased use of the park due to improved access is not expected to increase physical deterioration of the park facilities. Construction of the multi-use path and bike lanes would result in temporary ground disturbance and minimal vegetation removal.

XVI. TRANSPORTATION/TRAFFIC — Would the project:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Environmental Setting

The project area follows Silva Valley Parkway and is bound to the north by Green Valley Road and to the south by Harvard Way. Silva Valley Parkway is a two-lane road that provides access to the

surrounding residential area and serves as a parallel route to El Dorado Hills Boulevard for residences east of New York Creek. The only designated bike path near the project area is the New York Creek Trail (East); no other designated bike lanes or paths exist along the roads in the project area, but bicyclists may use the roads for transportation.

Discussion of Impacts

- a) ***Less than Significant Impact.*** Short-term lane closures may be necessary during establishment of the bike lanes, which would result in temporary traffic delays. Alternate routes would be available during lane closures, including El Dorado Hills Boulevard, a parallel route to Silva Valley Parkway. Construction of the multi-use path would occur off of Silva Valley Parkway and would not require any lane closures. Construction traffic (equipment and materials transport and daily worker traffic) would temporarily increase traffic on Silva Valley Parkway and local roads during the construction phase, primarily at the beginning and end of construction, and would not result in a noticeable increase in traffic. Large vehicles transporting equipment and materials to the project area could also cause slight delays for travelers as vehicles are entering and leaving Silva Valley Parkway. As described in the project description, a traffic management plan will be prepared for the project and would require traffic control measures to be implemented during construction to minimize impacts to traffic on nearby roads during construction. The new multi-use path and lanes would improve bicycle access along Silva Valley Parkway and would not increase long-term traffic in the area.
- b) ***No Impact.*** The project would not increase traffic on local roads or highways to a level that would affect the level of service of the roadway. It would not result in long-term traffic increases.
- c) ***No Impact.*** The project would not affect air traffic patterns and would have no effect on air traffic levels or safety.
- d) ***No Impact.*** The project would not involve activities that could increase hazards due to a design feature or incompatible uses.
- e) ***Less Than Significant Impact.*** Construction of the multi-use path would not affect emergency access because work would be conducted off of Silva Valley Parkway. Establishment of the bike lanes would require temporary lane closures; however, installation of the bike lanes would be conducted in stages to minimize traffic disruption and keep at least one traffic lane open during construction. In addition, detours would be available during lane closures. Minor delays may be experienced for emergency access to the residences adjacent to the work area. As stated in the project description, the County or its construction contractors will conduct early coordination with law enforcement and emergency service providers to ensure minimal disruption to service during construction. In addition, access to adjacent properties will remain open at all times during the construction period.
- f) ***No Impact.*** The project does not include on-street or off-street parking. Construction parking would likely take place in the staging area within the County right-of-way along Silva Valley Parkway or the proposed path, where feasible.

- g) **No Impact.** The project would be consistent with the County's 2010 Bicycle Transportation Plan and would improve access for bicyclists in the El Dorado Hills community.

XVII. UTILITIES AND SERVICE SYSTEMS — Would the project:		<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

El Dorado Irrigation District provides water and wastewater services to El Dorado Hills. Two transmission lines maintained by SMUD and PG&E pass through the project area over Silva Valley Parkway near the New York Creek Trail. Other utilities located within and adjacent to the project area include electricity, cable, and telephone lines, all of which are underground. The closest solid waste disposal facility is DBD Sustainability LLC located in southern El Dorado Hills, about 6 miles south of the project area (Cal Recycle 2015). It has a permitted capacity of 1,750 tons per year and accepts construction and demolition waste.

Discussion of Impacts

- a, b, d, e) **No Impact.** The project would not generate wastewater or require a new water supply. No new wastewater or water facilities would be constructed or needed as part of the project.

- c) **Potentially Significant Unless Mitigation Incorporated.** The establishment of the bike lanes would not require the construction or expansion of stormwater facilities. The construction of the multi-use path would slightly alter stormwater drainage. Approximately 11 new culverts or storm drains would be installed under the proposed path in existing drainages to maintain flow across the path. Construction of new storm water drainage facilities would result in minor soil disturbance and vegetation removal. In addition, as discussed under items b, c) in the Biology Section, the culverts would be placed in an intermittent stream and wetlands that cross the proposed alignment to maintain flow through the features once the path is in place, which would result in a potentially significant impact. BMPs would be implemented during construction activities, as described in Chapter 2, to minimize water quality impacts on streams in and downstream of the project area. Compliance with the terms of a Nationwide Permit (Section 404 of the Clean Water Act), water quality certification (Section 401 of the Clean Water Act), and Streambed Alteration Agreement, if necessary, and implementation of Mitigation Measure BR-3, which requires compensatory mitigation for the loss of wetlands, would ensure no net loss of wetlands and reduce impacts to less than significant.
- f, g) **Less than Significant Impact.** The project would generate a limited amount solid waste from the construction of the multi-use path and bike lanes, including standard construction waste and asphalt removed from Silva Valley Parkway. Disposal would occur at permitted landfills, such as DBD Sustainability LLC, in accordance with federal, state, and local regulations pertaining to waste disposal. Materials would be recycled or reused as feasible. The proposed project would not generate the need for a new solid waste facility, and impacts would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that 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 activities could result in impacts on sensitive biological resources. No important cultural resources would be affected. Standard construction practices and mitigation measures described in this Initial Study would be implemented to ensure minimal impacts to biological resources.
- b) ***Potentially Significant Unless Mitigation Incorporated.*** The proposed project could result in cumulatively considerable impacts on special-status wildlife species. Standard construction practices and mitigation measures identified in this Initial Study would ensure effects on these resources are less than significant, and no long-term adverse impacts are anticipated. With the implementation of standard construction practices in Section 2.3 and mitigation measures in Section 3, the project would result in individually minor impacts and would not contribute substantially to cumulative impacts, resulting in a less than significant impact.
- c) ***Less than Significant Impacts.*** The construction phase of the proposed project would result in a variety of temporary impacts to human beings. The implementation of standard construction practices would ensure construction-related impacts on human beings are less than significant, and no long-term impacts are anticipated.

4. DETERMINATION

This Initial Study has determined that in the absence of mitigation the proposed project could have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Air Quality/Greenhouse Gas	<input type="checkbox"/>	Population and Housing
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Utilities and Service Systems
<input type="checkbox"/>	Hydrology and Water Quality	<input checked="" type="checkbox"/>	Mandatory Findings of Significance
<input type="checkbox"/>	Land Use and Planning	<input type="checkbox"/>	

On the basis of this initial evaluation:

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

Signature
Name and Title: Janet Postlewait, Principal Planner

Date

5. REPORT PREPARATION AND REFERENCES

5.1. Report Preparation

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APPENDIX A

Mitigation Monitoring and Reporting Plan

Mitigation Monitoring and Reporting Plan for the Silva Valley Parkway Class I/II Bike Path/Lane Project

El Dorado County
Community Development Agency
Transportation Division
(CEQA Lead Agency)

June 2015

Adopted by Board of Supervisors on: _____

Introduction

Purpose

The El Dorado County Community Development Agency, Transportation Division (County) has prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed Silva Valley Parkway Class I/II Bike Path/Lane Project (proposed project). The County is developing plans to install a multi-use path and bike lanes along Silva Valley Parkway in El Dorado Hills. The proposed project is described in more detail in the IS/MND.

As described in the IS/MND, the project itself incorporates a number of measures to minimize adverse effects on the environment. The IS/MND also identified three mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant. This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the project. The County, as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The County will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the project construction contractor, coordinating with regulatory agencies, and ensuring enforcement measures are taken.

Regulatory Framework

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

Format of This Plan

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

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

Impacts and Associated Monitoring or Reporting Measures

Impact 1: Potential impacts on special-status or migratory nesting birds during construction of the multi-use path.

Mitigation Measure BR-1: Conduct pre-construction surveys and protect active nests or burrows of special-status and migratory birds.

The County will require its contractor to implement the following measures to minimize or avoid project-related effects on active nests or burrows of special-status and migratory birds:

- If vegetation removal and ground-disturbing activities are scheduled to start between February 1 and August 31, a qualified biologist will conduct a pre-construction survey no more than 14 days before the activities begin. The survey will cover areas that could support nesting birds within 250 feet of the work area for special-status and migratory birds, within 500 feet of the work area for raptors, and within 0.25 mile of the work area for Swainson's hawk. If construction activities stop for more than 2 weeks, another survey should be conducted to locate any newly active nests.
- If an active nest is found, a qualified biologist, in coordination with the County and CDFW and/or USFWS, will establish a construction-free buffer zone around the nest until the young have fledged. The buffer zone will be marked with flagging, stakes, or other means to mark the boundary. All construction personnel will be notified of the existence of the buffer zone and be required to avoid entering the buffer zone during the nesting season. A plan will be developed to monitor the effects of construction activity on the reproductive process of actively nesting birds and to determine when the young have fledged.
- For the burrowing owl, which could be present year-round, pre-construction surveys for wintering owls (active burrows) will also be conducted prior to activities in the annual grasslands between September 1 and January 31 (outside of the nesting period). The survey will be conducted in areas that would be subject to ground disturbance in the annual grasslands. If occupied owl burrows are found in the proposed disturbance area during winter surveys, the biologist will establish a plan to safely remove owls from burrows and collapse the burrows, if appropriate.

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

Effectiveness Criteria: The goal is no disturbance to nesting birds. The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.

Timing: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 2: Potential spread of invasive plants during construction.

Mitigation Measure BR-2: Prevent the spread of invasive plant species.

The County will require its contractor to implement the following measures during construction activities to prevent the spread of invasive plant species into the project area:

- All equipment used for off-road construction activities will be weed-free prior to entering the project area.
- If project implementation calls for mulches or fill, they will be weed free.
- Any seed mixes or other vegetative material used for re-vegetation of disturbed sites will consist of locally adapted native plant materials.

Implementation: The contractor will implement the measures described above.

Effectiveness Criteria: The goal is no introduction or spread of invasive plants in the project area. The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.

Timing: Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 3: **Impacts on wetlands and streams from multi-use path construction.**

Mitigation Measure BR-3: Avoid and protect riparian habitat and wetlands during construction activities and comply with permit conditions.

The County will submit the following prior to construction of the multi-use path: (1) a notification of streambed alteration to the CDFW in compliance with Fish and Game Code Section 1602, (2) a pre-construction notification to the Corps to obtain coverage under Nationwide Permit 14 in compliance with Section 404 of the Clean Water Act, and (3) an application for water quality certification to the Central Valley Regional Water Quality Control Board in compliance with Section 401 of the Clean Water Act. The County and its contractor will be required to comply with terms of the permits and provide any required documentation of proof of compliance to the permitting agencies. To comply with the federal policy of no net loss of wetlands, the Corps is expected to require compensatory mitigation for the permanent loss of an estimated 0.01 acre of wetlands (acreage to be determined in the permit application). The County will provide compensation in accordance with the terms of the Nationwide Permit. Such compensation is expected to include the purchasing of in-lieu fee credits at a one to one ratio (1:1), or as required by the Corps. Proof of payment will be required prior to any construction activities in the vegetated ditches or wetlands.

In addition to compliance with the permits, the County will require the contractor to implement the following measures during construction activities associated with the multi-use path to avoid or minimize impacts on riparian habitat and wetlands:

- Riparian habitat along vegetated ditches outside the work area will be staked, flagged, or signed to avoid encroachment by equipment and construction crews. The number of access routes, size of the staging area, and the total area of impact will be limited to the smallest area necessary to construct the multi-use path. Access routes and construction areas will be located outside of the waterways and riparian areas to the maximum extent practicable.
- All refueling and maintenance of equipment and vehicles will occur at least 50 feet from riparian habitat or water bodies and will not occur at a location where a spill could drain directly toward a waterway. Prior to the onset of work, the County will ensure that a spill prevention and clean-up plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

- Appropriate BMPs to protect water quality and control erosion will be implemented.
- During construction activities, all trash that may attract predators will be properly contained, removed from the work site, and regularly disposed of. Following construction, all trash and construction debris will be removed from work areas.
- Work areas that are temporarily disturbed will be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area.
- Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of streambeds will be minimized to the maximum extent possible.

Implementation: The County will submit the required documentation and comply with terms of the permit.

Effectiveness Criteria: The goal is no net loss of wetlands and full compliance with permits. The County will prepare and keep on file documentation verifying the implementation of the above referenced measures.

Timing: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager