EL DORADO COUNTY
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT)

CEQA FINDINGS OF FACT

STATE CLEARINGHOUSE NO. ***SCH# 1991122014***

LEAD AGENCY:
Community Development Agency
Transportation Division

PREPARED WITH ASSISTANCE FROM:
Benchmark Resources

MAY 2016

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FINDINGS OF FACT REGARDING THE
SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT)
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
(SCH NO. 1991122014)

1.0 INTRODUCTION

El Dorado County (County) proposes to construct the southern approximately 0.25-mile segment of a new road, named Silver Springs Parkway, that would connect Bass Lake Road to the recently constructed northern segment of Silver Springs Parkway that connects to Green Valley Road to the north. The Silver Springs Parkway to Bass Lake Road (South Segment) project ("Project") subject to current environmental review would also construct a new intersection with Bass Lake Road and modify Bass Lake Road immediately south and east of the new intersection.

El Dorado County, as the lead agency pursuant to the California Environmental Quality Act (CEQA), certified the 1992 Bass Lake Road Realignment Project Final Environmental Impact Report ("1992 Final EIR") on April 6, 1993, and subsequently prepared and adopted an addendum to the 1992 Final EIR on January 23, 2001. The Bass Lake Road Realignment Project consists of the construction of a new segment of public road connecting Bass Lake Road to Green Valley Road. The new road segment is named "Silver Springs Parkway" and construction of the northern segment of Silver Springs Parkway was completed in 2014. Additional discretionary approvals are required for right-of-way acquisition and other considerations associated with completion of the southern segment of Silver Springs Parkway.

El Dorado County has a Final Subsequent Environmental Impact Report ("Final SEIR") in compliance with CEQA and CEQA Guidelines Section 15162. The Final SEIR consists of the November 2015 Draft SEIR and the May 2016 Final SEIR, and evaluates the potential environmental effects associated with completion of the southern segment of Silver Springs Parkway.

In approving a project for which the EIR identifies one or more significant environmental impacts, the approving agency must make one or more of three findings for each identified significant impact accompanied by a brief explanation of the rationale, pursuant to Section 15091 of the CEQA Guidelines. These CEQA Findings of Fact ("Findings") have been prepared in accordance with CEQA and the CEQA Guidelines in consideration of the information presented in the SEIR and all other relevant information in the Project record.

As the lead agency for the Project under California, Title 14, Section 15367, having certified the EIR as adequately addressing the impacts of the Project, the County of El Dorado Board of Supervisors hereby adopts these CEQA Findings.

1.1 Purpose and Objectives

County objectives for the Project are discussed in Section 2.2 of the 2015 Draft SEIR and include:

1. Implement roadway/circulation improvements identified in the Circulation Element of the County General Plan (El Dorado County 2004), as amended.
2. Improve traffic circulation within western El Dorado County by providing improvements along a north-south connection between the existing Bass Lake Road and Green Valley Road.
3. Provide intersection improvements at any new or modified intersections as necessary for safe and efficient motor vehicle, bicycle, and pedestrian movements.
4. Install bicycle and pedestrian facilities along a north-south connection between the existing Bass Lake Road and Green Valley Road to interconnect community areas and to connect the existing Pleasant Grove Middle School and the future El Dorado Union High School with existing and developing residential communities.
5. Satisfy agreements between the County and developer by constructing the roadway improvements required as conditions of approval for the Silver Springs subdivision project.
6. Minimize environmental and social impacts through project design and mitigation while achieving the other Project objectives.

The construction of Silver Springs Parkway south to Bass Lake Road is required as a component of the Silver Springs subdivision to provide for a new connection between Bass Lake Road and Green Valley Road. The Project is included in the 2015 El Dorado County Capital Improvement Program (CIP), CIP project number 76108 and the Circulation Element Map of the County General Plan Circulation Map (El Dorado County 2004 Figure TC-1) identifies Silver Springs Parkway between Bass Lake Road and Green Valley Road as a future two-lane major road.

1.2 Background

In 1986, an alignment study was conducted to determine the future alignment, design, and improvements necessary to upgrade Bass Lake Road. In December 1986 and again in August 1987 the County Board of Supervisors held hearings to review the alignment study and to receive testimony regarding the alternatives. The County Board of Supervisors adopted the alignment and approved a Negative Declaration for the realignment project on September 22, 1987. In 1988, Benson and Sedar, a home building and development firm, purchased and submitted a tentative subdivision map (i.e., Bass Lake Subdivision) for the Dixon Ranch property located south of Green Valley Road. The County denied the Benson and Sedar proposal. However, County staff subsequently reconsidered the location of the previously adopted Bass Lake Road realignment and concluded that the alignment shown on the subdivision map proposed by Benson and Sedar was superior to the previously adopted realignment. As a

component of pursuing the alternative alignment, the County prepared the 1992 Bass Lake Road Realignment EIR and certified that Final EIR on April 6, 1993.

In 1998, the County completed environmental review and approved the Silver Springs residential subdivision project. The Silver Springs subdivision project is adjacent to the northern portion of the Bass Lake Road realignment segment, and renamed the Bass Lake Road realignment to Silver Springs Parkway. Conditions of approval for the Silver Springs subdivision require the developer to construct the on-site portion (i.e., the now completed northern segment) of Silver Springs Parkway and require the developer to partially fund construction of the southern segment of Silver Springs Parkway, which is the Project evaluated in the SEIR and addressed in these Findings.

Previously prepared environmental documents and approvals associated with the Bass Lake Road realignment and Silver Springs subdivision are listed in Table 1, "Previous Environmental Documents and Approvals."

Table 1. Previous Environmental Documents and Approvals

Document/Approval	Date
Bass Lake Road Realignment Study	1986
Board of Supervisors Hearings regarding Bass Lake Road Realignment Study	December 1986 August 1987
Bass Lake Road Realignment Draft EIR	February 1992
Bass Lake Road Realignment Final EIR	May 1992
El Dorado County Board of Supervisors certification of Final EIR and approval of Bass Lake Road Realignment Project	April 6, 1993
Silver Springs Subdivision Draft EIR	June 1998
Silver Springs Subdivision Final EIR	September 1998
Board of Supervisors certification of Silver Springs Subdivision Final EIR and approval of subdivision project	December 15, 1998
Addendum to Bass Lake Road Realignment EIR	January 23, 2001
Board of Supervisors approval of December 1, 2010, Silver Springs Subdivision EIR Addendum	March 8, 2011

In 2015, the County prepared a Draft SEIR for the Project and circulated the Draft SEIR for public and agency review and comment between November 24, 2015 and February 8, 2016, providing a total of 70 days for review and comment, as compared to the minimum review period of 45 days required by CEQA. The County subsequently prepared a Final SEIR which contains comments on the Draft SEIR and the County's responses to those comments. The Draft SEIR incorporates and summarizes relevant analysis

and information from the previously certified 1992 Bass Lake Road Realignment EIR and a 2001 addendum and includes updated and additional analysis to provide complete and comprehensive documentation of the Project's environmental impacts and other information required for CEQA compliance. The Final SEIR incorporates the 2015 Draft SEIR by reference and therefore also incorporates those previously prepared related CEQA documents by reference.

1.3 Project Description

1.3.1 Project Location. The Project is located in unincorporated El Dorado County between the communities of El Dorado Hills and Cameron Park; about 10 miles west of Placerville (see Final SEIR Figure 1-1, "Project Location"). The southern end of the Project segment is about 2.5 miles north of U.S. Highway 50 by way of Bass Lake Road, and the northern end of the segment is about 1 mile south of Green Valley Road. The alignment is generally located along an existing private road north from Bass Lake Road.

1.3.2 Project Summary. A detailed description of the Project is contained in Section 2.3 of the Draft SEIR. The Project will extend Silver Springs Parkway as a two-lane road south from the southern terminus of the recently constructed northern segment of Silver Springs Parkway to Bass Lake Road. The Project will slightly realign and reconstructs Bass Lake Road south and east of the new intersection that will be constructed at Bass Lake Road/Silver Springs Parkway as a component of the Project. The Project will install of Class II bicycle lanes, concrete sidewalks on both sides of the parkway, and a center median on Silver Springs Parkway with turn pockets for driveway access.

Portions of the rights-of-way needed for the alignment are located within adjacent privately owned parcels. The Project would require that the County acquire a total of approximately 9 acres of land for temporary easements and permanent rights-of-way. Acquisition may be needed from portions of nine adjacent properties. Acquisition could include negotiated payment, condemnation through eminent domain, and/or dedication in fee or easement. Properties from which partial temporary or permanent acquisition may be needed include Assessor's Parcel Numbers (APNs) 115-030-03, 115-030-04, 115-030-15, 115-030-16, 115-310-21, 115-370-02, 115-370-03, 115-370-11, and 115-400-02. (See Final SEIR Figure 1-2, "Parcels from which Rights-of-Way May Be Acquired.")

1.4 Required CEQA Findings

Public Resources Code section 21002 requires that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR (in this case, a Subsequent EIR) for a proposed project, the lead agency (in this case, the El Dorado County Board of Supervisors) must issue a written finding reaching one or more of three permissible conclusions:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR (hereinafter referred to as "Finding 1").

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (hereinafter referred to as "Finding 2").

(3) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (hereinafter referred to as "Finding 3").

For purposes of these Findings, the term "mitigation measure" constitutes "changes or alterations" as discussed above. The term "avoid or substantially lessen" refers to the effectiveness of one or more of the mitigation measures to reduce an otherwise significant or potentially significant environmental effect to a less-than-significant level. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (Sequoyah Hills Homeowner Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 715.) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417.)

CEQA Guidelines, Section 15091, requires that CEQA findings be supported by substantial evidence in the record. CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Mitigation measures were adopted by the County certifying the 1992 Final EIR and as modified in the 2001 addendum. In preparing the SEIR, the County considered the previously adopted mitigation measures in light of current circumstances and updated impact analysis, and mitigation measures identified in the SEIR supersede those identified in previous environmental documents prepared for the Project.

The SEIR identifies significant effects on the environment which may occur as a result of the Project and provides mitigation measures to reduce each of those impacts to a less than significant level. Findings are required regarding mitigation measures, the mitigation monitoring plan, alternatives, cumulative impacts

and growth inducement. Section 2.0 of these Findings discusses the potential for the Project to result in environmental impacts which are significant and unavoidable. Section 3.0 of these Findings discusses impacts of the Project that are less than significant and do not require mitigation because of the type or design of the Project. Section 4.0 of these Findings sets forth potential environmental effects of the Project which are significant or potentially significant but can be mitigated to a level of less than significant. Section 5.0 of these Findings summarizes the alternatives discussed in the EIR and makes findings with respect to the feasibility of alternatives and whether the alternatives would lessen the significant environmental effects of the Project. Section 6.0 of these Findings summarizes findings regarding the Project's potential cumulative impacts. Section 7.0 of these Findings provides findings regarding the Project's effects on growth inducement.

1.4.1 Certification of Final EIR. In accordance with CEQA in adopting these Findings, the County considered the environmental effects as documented in the Final SEIR prior to approval. These Findings represent the independent judgment and analysis of County decision-making body. These Findings are based upon substantial evidence in the entire record before the County decision-making body. The references to the SEIR set forth in the Findings are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these Findings.

1.4.2 Location and Custodian of Records. Pursuant to PRC §21081.6 and California Code of Regulations, title 14, §15091, El Dorado County is custodian of documents and other material that constitute the record of proceedings upon which the County's decision is based, and such documents and other material are located at the El Dorado County Community Development Agency, Transportation Division offices at 2850 Fairlane Court, Placerville, California.

1.5 Mitigation Monitoring and Reporting Plan

Pursuant to Section 15091(d) of the CEQA Guidelines, all feasible mitigation measures that avoid or substantially lessen the significant effects of the Project and that are adopted by the County become binding on the Project at the time of approval as requirements of the Project. A Mitigation Monitoring and Reporting Plan (MMRP) has been prepared for the Project and is included as Attachment A of these Findings. The MMRP is adopted with these Findings, in accordance with CEQA Guidelines sections 15091(d) and 15097. Transportation will use the MMRP to track implementation and compliance with the adopted mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is approved in conjunction with certification of the EIR and adoption of these Findings.

2.0 POTENTIAL ENVIRONMENTAL IMPACTS WHICH ARE SIGNIFICANT AND UNAVOIDABLE

The SEIR identifies a number of potentially significant environmental impacts that may be caused in whole or in part by the Project. The County determined that, after the implementation of mitigation measures in the MMRP and approved by these Findings, there are no significant and unavoidable environmental impacts that would result from implementation of the Project. All impacts resulting from the Project have been reduced to a less than significant level with mitigation identified in the SEIR. Thus, the County decision-making body is not required to adopt overriding considerations when approving the Project.

3.0 FINDINGS REGARDING LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

The SEIR concludes that, for the following environmental impacts, the Project as proposed will cause impacts that are less than significant. The SEIR therefore concludes that the following impacts do not require mitigation in order to avoid or reduce the severity of these impacts. These impacts were identified in the Draft SEIR and public comments on the Draft SEIR did not provide additional evidence to revise the impact analysis or conclusions of the SEIR. The following summary provides a brief explanation why each impact was determined to be less than significant. In some instances, the SEIR identifies mitigation measures for these impacts even though the impacts would not be significant in the absence of mitigation. However, for reasons discussed herein, the County finds that adoption of such mitigation measures is warranted and the mitigation measures are described herein and are included in the MMRP. A full explanation of each environmental impact and conclusions regarding impact significance can be found in the SEIR and associated record.

Aesthetics

Impact 3.2-1: Temporary degradation of visual character resulting from construction activities.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Project construction activities will result in the short-term presence of construction vehicles and equipment, grading; however, because substantial development has occurred and continues to occur in the Project vicinity, the visible evidence of construction activities are not new or uncommon components of views within the Project area.
(2) Construction activities will be temporary and areas disturbed during construction not developed with roadway and related facilities will be revegetated or available for landscaping.
(3) The temporary visual impact of construction activities is considered low and is not expected to result in a substantial adverse response from the typical viewer.

Impact 3.2-3: Light and glare from motor vehicles.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The new road segment will result in a reduced number of vehicles using the segment of Bass Lake Road east of the new intersection, and will be expected to reduce the overall occurrence of headlight shine at these residences.
(2) The three residences immediately adjacent to the Project segment of Silver Springs Parkway are generally perpendicular to the direction of travel on that segment, and the potential for direct headlight shine into residences and disturbance of residents is not anticipated to result in a significant impact due to the distance, elevation differences, and the direction of vehicles generally perpendicular to and not directly toward residences.

Air Quality and Greenhouse Gases

Impact 3.3-3: Emissions of diesel particulate matter during construction.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Diesel particulate matter (DPM) emissions associated with Project construction will be short term, occurring periodically during periods of less than 1 year, and considering the limited duration of construction emissions, exposure to DPM can be reasonably anticipated to result in no potential for a significant health risk to the public.

Impact 3.3-5: Operational motor vehicle ozone precursor emissions.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Motor vehicle emissions of ROG and NO_X will occur under conditions both with and without the Project as a result of regional travel not associated with the Project.
(2) Changes in traffic operations and regional daily vehicle miles traveled (VMT) as a result of the Project will result in a net reduction in daily VMT under both existing and future (2035) conditions, and the Project is predicted to result in a small net reduction in daily ozone precursor emissions compared to conditions without the Project.

Impact 3.3-6: Carbon monoxide concentrations at study area intersections.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Under future (2035) conditions both without and with the Project, the Project Traffic Study (Fehr & Peers 2014) predicts that seven of the 10 study intersections will operate at LOS D or better during both the a.m. peak hour and p.m. peak hour; therefore, the Project would not create a

potential for a significant impact associated with CO concentrations at these seven study area intersections.

(2) At the Green Valley Road/Deer Valley Road intersection the predicted Project-related increase in traffic volumes is 4.00 percent which is less than the 5 percent increase that would indicate a potential impact associated with CO concentrations.

(3) At the Green Valley Road/Bass Lake Road intersection the Project is predicted to result in a decrease in traffic volumes and would not have a potential to result in increased CO concentrations.

(4) At the Green Valley Road/Cambridge Road intersection, the Project is not predicted to result in a change in traffic volumes and would not have a potential to result in increased CO concentrations.

Impact 3.3-7: Short-term and long-term emissions of GHGs (greenhouse gases).

The SEIR concluded the impact is less than significant based on the following facts:

(1) GHG emissions associated with construction of the Project are estimated to be 1,313 metric tons of CO_2e, which will be offset by reductions in GHG emissions within the first year of Project operation (i.e., opening of Silver Springs Parkway for public vehicle use).

(2) Once constructed, the Project will serve as an additional regional vehicle route option and will result in changes in vehicle travel patterns, reduced daily vehicle miles traveled (VMT), and reduced GHG emissions associated with long-term regional vehicle emissions as compared to conditions without the Project.

Although the Project impact without mitigation will not result in a significant impact associated with GHG emissions, the County finds that Mitigation Measure 3.3-7 will serve to further reduce GHG emissions during construction. By definition, the mitigation measure is feasible and the County has therefore adopted, and will implement during Project construction Mitigation Measure 3.3-7.

Mitigation Measure 3.3-7. GHG emission reduction measures shall be implemented to the extent feasible during Project construction.

The County shall require implementation of the following GHG reduction measures to the extent feasible during Project construction activities:

a) On-site equipment and vehicles shall be shut off when not in use and idling shall be avoided or limited to the greatest extent practicable. Idling durations shall not exceed 5 minutes.

b) All construction equipment shall be maintained in proper working condition according to manufacturer's specifications. Equipment shall be checked by a certified mechanic and

determined to be running in proper condition before equipment is operated. Construction contractors shall maintain records of equipment maintenance throughout the construction period.

c) The prime contractor shall provide an approved construction emissions control plan demonstrating that heavy-duty (i.e., greater than 50 horsepower) off-road vehicles to be used in the construction Project, and operated by either the prime contractor or any subcontractor, will achieve the maximum feasible fleet-averaged GHG emission reductions. Successful implementation of this measure requires the prime contractor to submit a Construction Emissions Control Plan that includes a comprehensive inventory of all off-road construction equipment equal to or greater than 50 horsepower having the potential to be used a total of 40 or more hours during construction. The inventory shall include horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly to the County's construction manager throughout the construction period. Options that shall be considered for reducing emissions include, but are not limited to, use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

d) The County shall obligate the prime contractor to use an aqueous-emulsified fuel or other alternative fuel (other than diesel) verified by CARB or otherwise documented through emissions testing to have the greatest GHG reduction benefit feasibly available.

e) To the extent feasible, all construction vehicles and equipment shall comply with Tier 3 or better emission control standards.

Geology and Soils

Impact 3.6-1: Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic events or landslides.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Proper design will reduce the potential for damage resulting from strong ground shaking, and Project design will incorporate applicable seismic hazard standards, including cut and fill slope compaction and stabilization standards.

(2) Cut and fill slope stabilization and the limited heights and size of such slopes will minimize the potential for slope failure and would not create a substantial risk of landslides.

Impact 3.6-2: Potential to result in substantial soil erosion or the loss of topsoil.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Erosion will be controlled by best management practices (BMPs) for controlling stormwater runoff that will be identified in the Construction Stormwater Pollution Prevention Plan (SWPPP) that would be prepared for the Project.
(2) The SWPPP will identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement BMPs that ensure the reduction of these pollutants during stormwater discharges.
(3) The County's contract provisions will require compliance with BMPs identified by the NPDES permit and Construction SWPPP as well as policies and regulations regarding erosion and ground instability included in the County's Storm Water Management Plan for Western El Dorado County.

Impact 3.6-3: Potential to be located on a geologic unit or soil that could become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and potential to be located on expansive soils that could create risk of damage.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The County's design process will include geotechnical studies and design measures appropriate to provide appropriate protection against unstable soils, this impact is considered less than significant and no mitigation is required.

Hazards and Hazardous Materials

Impact 3.7-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Materials such as fuels, lubricants and battery acids for construction vehicles and equipment, cleaners and solvents necessary for maintenance of equipment, roadway resurfacing and striping materials, and other commonly used hazardous materials will only be used during construction of the Project and will not be retained on-site following completion of construction activities.
(2) Use, storage, and disposal of hazardous materials are regulated by numerous local, state and federal laws aimed at reducing the potential worker, public and environmental health threat posed by such materials, and construction contractors will be required to comply with all such applicable laws.

(3) Hazardous materials will be transported to the Project area according to applicable hazardous materials transport and handling laws and regulations, and would only be stored in proper containers within a secured construction staging area.
(4) Hazardous wastes including used oil, used oil filters, used gasoline containers, spent batteries, and other items will be collected regularly and disposed in accordance with all applicable laws and regulations.
(5) Project construction will incorporate spill prevention and response measures.

Impact 3.7-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Project handling of hazardous materials will be limited to the minimal amounts of fuels and other commonly used materials during construction, and construction activities and the use of these materials will not take place within one-quarter mile of an existing school.

Impact 3.7-4: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The majority of the activities associated with constructing the Project will take place in an area where very limited motor vehicle travel presently occurs (private access for three residential properties along Sandhurst Hill Road).
(2) Construction contract provisions will require that a Traffic Management Plan be prepared, and the Traffic Management Plan would include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction.
(3) If full roadway closures are necessary during Project construction, provisions for emergency vehicle movement through the Project area will be provided at all times during construction. Any temporary traffic diversions, lane closures or detours will be properly signed; and barriers, striping, and cones will be used as necessary to guide traffic and delineate temporary routes.
(4) Flagpersons will monitor and guide traffic during periods of equipment movement or when construction activities were occurring near traffic lanes to ensure public and worker safety.
(5) Project construction activities will be coordinated with local law enforcement and emergency services providers.
(6) A minimum of one travel lane will be maintained on Bass Lake Road during construction.

(7) In the unlikely event of a need for emergency evacuation within the region not associated with the Project (e.g., a wildland fire threatening residences in areas northeast of the Project site), a route through the Project construction area may be provided for evacuation.

(8) Once constructed, the Project will provide additional and improved vehicle routing options that will provide a benefit to emergency vehicle access and response within the region.

Hydrology and Water Quality

Impact 3.8-1: Potential to violate a water quality standard or waste discharge requirement or otherwise provide a substantial additional source of polluted runoff.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Control of stormwater and stormwater discharges during Project construction activities will be subject to a Stormwater Pollution Prevention Plan (SWPPP) and County policies and regulations, specifically the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, regarding erosion and ground instability.

(2) The County's contract provisions will require compliance with BMPs for controlling stormwater runoff identified in the SWPPP.

Although the Project is required to implement a SWPPP, the County finds that Mitigation Measure 3.8-1 will serve to provide a mechanism for the County's oversight of implementation of the SWPPP.

Mitigation Measure 3.8-1: The County shall prepare a Construction Stormwater Pollution Prevention Plan (SWPPP) for the Project that contains specific provisions for best management practices (BMPs) for reducing and controlling erosion from areas of excavation, fill, vegetation clearing and grading during and following Project construction.

1) A Construction SWPPP shall be prepared and implemented for the Project. The SWPPP shall include both temporary and permanent BMPs appropriate for avoiding or minimizing erosion and stormwater contamination and runoff from areas of excavation, fill, vegetation clearing and grading required for Project construction. The SWPPP shall be prepared by a qualified SWPPP practitioner and implemented before, during and following construction as needed to construct, monitor and maintain the BMPs required for the Project.

2) The SWPPP shall comply with Central Valley Regional Water Quality Control Board requirements for general construction activities and Project construction plans and specifications shall include County SWMP BMPs that are designed to control stormwater runoff. Objectives of the SWPPP shall include (1) identifying pollutant sources that may affect the quality of stormwater associated with construction activity; and (2) identifying,

constructing, and implementing stormwater pollution prevention measures to reduce pollutants in stormwater after construction.

3) During construction of the Project, stormwater runoff shall be controlled using temporary runoff control structures on fill and cut slopes and at stormwater drains.
4) Project design shall include the following design measures:
    - Drain terraces on fill slope to stable ditch and outlet.
    - Apply rock to protect cut-slope terraces if final slope exposes soil rather than bedrock.
    - Provide channel/ditch gradient control when channels are over 50 feet long.
5) Following construction of the Project, erosion control and stormwater runoff control measures shall be implemented for slope stabilization and runoff control that include, but are not necessarily limited to, the following measures:
    - Mulch and seed disturbed ground, including fill slopes, using native species to the extent possible.
    - Provide channel/ditch gradient control when the affected length is greater than 50 feet.
    - Place straw wattles or comparable erosion control material on cut and fill slopes to break up surface, install as specified by manufacturer or at a minimum of 10 feet apart on slopes greater than 2:1.

Impact 3.8-2. Potential to 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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The SEIR concluded the impact is less than significant based on the following facts:

(1) The Project does not propose to use groundwater.
(2) The watershed area for the existing pond in the Project site and for the springs that discharge to the pond is larger than the Project site and substantially larger than the area that will be paved with impermeable surfacing, and the Project will not interfere substantially with groundwater recharge.
(3) The Project will not increase the total amount of groundwater discharge from springs; therefore, the Project will not result in a loss of groundwater and will not deplete groundwater supplies or affect the production rate of existing nearby wells.

Impact 3.8-3. Potential to substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation or flooding on- or off-site.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The Project design includes drainage undercrossings that will allow general drainage patterns to be maintained through the site.
(2) A preliminary drainage report prepared for the Project (Draft SEIR Appendix F; Stantec 2008) which identifies the drainage infrastructure and design sizing that will ensure only minor changes in the existing drainage pattern would occur.
(3) Erosion control features will be provided at the outlets to protect both the outfall and the receiving channels.
(4) The storm drainage components have been sized to convey the runoff from a 10-year storm event, in accordance with the County Drainage Manual (Stantec 2008).
(5) With appropriate design, existing drainage patterns will not be significantly altered and therefore erosion, siltation or flooding on- or off- site impacts will be less than significant.

Although the final Project design would adequately control stormwater runoff, the County finds that Mitigation Measure 3.8-3 would serve to provide a mechanism requiring that a final drainage plan be prepared to establish specific stormwater conveyance facilities based on current site conditions.

> **Mitigation Measure 3.8-3: The County shall prepare a final drainage plan to support final Project design that contains specific recommendations for stormwater conveyance facilities.**
>
> The County shall prepare a final drainage plan that will be implemented and incorporated into the final Project design and the plan shall include design recommendations sufficient to ensure that the existing drainage pattern of the Project site will be maintained and will not result in substantial on- or off-site erosion, siltation or flooding.

Land Use and Planning

Impact 3.9-2: Potential conflicts with existing and future land uses.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The County General Plan Circulation Map identifies the development of Silver Springs Parkway as a planned roadway improvement.
(2) The acquisition of the necessary rights-of-way is not anticipated to preclude the existing or reasonably anticipated future uses of the remaining portions of the properties.

(3) No permanent building or other structures are located in the acquisition portions of the properties will be removed, and the acquisitions will not reduce the parcels to sizes less than that permitted by current zoning.

(4) The three residential properties from which right-of-way will be acquired for the Silver Springs Parkway portion of the Project will remain available for the same uses that presently exist and no substantial change in, or conflict with, the ability to utilize these properties would be expected.

Impact 3.9-3: Consistency with El Dorado County Board of Supervisors Resolution No. 29-2008.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The Project is predicted to result in a net decrease in CO2 (carbon dioxide) emissions associated with vehicle travel due to a decrease in predicted vehicle miles traveled in the region as a result of the Project. The small net decrease in CO_2 emissions predicted as a result of the Project is considered to be a benefit in terms of greenhouse gas emission reductions and is consistent, and contributes to the Resolution No. 29-2008 goal of reducing carbon emissions and greenhouse gases.

(2) The Project will result in a net decrease in vehicle miles traveled. For the purposes of this analysis, the Project is considered to be a benefit in terms of greenhouse gas emission reductions and is consistent, and contributes to the Resolution No. 29-2008 goal of reducing vehicle miles traveled.

(3) The Project includes pedestrian and bicycle facilities that will provide a new connection between Green Valley Road in the north and Bass Lake Road to the south and the Project will contribute to the Resolution No. 29-2008 goal of promoting pedestrian and bicycling commuting by improving pedestrian and bicycle route options and facilities.

(4) The Project will improve vehicle circulation and provide additional transit route options and will contribute to the Resolution No. 29-2008 goal of expanded transit opportunities.

(5) The Project will improve vehicle circulation and provide additional route options, and will not generate new trips and will not increase traffic congestion, and will therefore contribute to the Resolution No. 29-2008 goal of promoting programs and designs that reduce traffic congestion.

(6) The Project includes pedestrian and bicycle facilities that will provide a new connection between Green Valley Road to the north and Bass Lake Road to the south and would contribute to the Resolution No. 29-2008 goal of encouraging pedestrian/cycling-incentive planning.

Noise

Impact 3.10-1: Construction noise would cause short-term variations in the ambient noise environment during construction in proximity to existing residences.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Project construction noise will be short-term and noise levels are not expected to exceed those typically associated with construction.

Though not required to reduce this less-than-significant impact, the County finds that implementation of Mitigation Measure 3.10-1 would further reduce the potential for construction-related noise impacts at sensitive receptor locations.

Mitigation Measure 3.10-1: The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation, that construction be limited to specific hours on Monday through Saturdays with no construction on Sunday's, and that engine-driven equipment be fitted with mufflers according to manufacturers' specifications.

The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation, that construction be limited to specific hours on Monday through Saturdays with no construction on Sunday's, and that engine-driven equipment be fitted with mufflers according to manufacturers' specifications. The following requirements shall be included in the construction specifications:

1. Construction activities and delivery of materials or equipment to the site shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays. Construction shall not occur on Sundays or on any holiday recognized by El Dorado County.
2. Construction equipment powered by internal combustion engines shall be properly muffled and maintained.
3. Equipment and vehicles shall be turned off when not in use and unnecessary idling of internal combustion engines shall be prohibited.
4. Stationary noise-generating construction equipment, such as air compressors, shall be located as far as practicable from adjacent residences homes and shall be acoustically shielded when located within 100 feet of adjacent residences or outdoor activity areas.
5. To the extent feasible, quiet equipment, particularly air compressors, shall be utilized and motorized equipment shall be outfitted with proper mufflers in good working order.

6. Equipment storage locations shall be sited as far as practicable from nearby sensitive receptors.
7. The County shall designate a "noise disturbance coordinator" who shall be responsible for receiving and responding to any complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and require that reasonable measures warranted to correct the problem be implemented. The telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. The noise disturbance coordinator may be the contractor or a contractor's representative. All noise complaints received and actions taken to resolve the complaints shall be reported to the County's construction contract supervisor.

Impact 3.10-2: Increases in predicted traffic noise levels at adjacent sensitive receivers.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The Project will not result in traffic noise levels that exceed the County noise standard for roadway improvement projects and the Project will not result in traffic noise increases that exceed the County's threshold of significance under existing or future (2035) conditions.
(2) The slightly decreased performance of the existing noise barrier located at Receiver 5 resulting from the increased elevation of Bass Lake Road resulting from the Project will be offset by the reduced traffic volumes and vehicle speeds passing that residence.
(3) Predicted traffic noise levels at receiver locations ranges from 48 to 58 L_{dn} dB, and is not predicted to exceed County's acceptable range of 60 to 65 dB L_{dn} at existing residences located adjacent to the Project construction limits.
(4) Traffic noise level increases at the outdoor activity areas of receivers is predicted to range from 0.6 to 2.2 dB L_{dn}, and not exceed the applicable significance threshold.
(5) Noise levels at residences along the Project segment of Bass Lake Road (represented by Receptors 4 through 6) are predicted to decrease due to a combination of reduced vehicle trips (east of the Silver Springs Parkway/Bass Lake Road intersection) and reduced vehicle speeds (south and east of the Silver Springs Parkway/Bass Lake Road intersection).

Impact 3.10-3: Potential for excessive groundborne vibration from vehicle travel on Silver Springs Parkway.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Peak particle velocities of less than 0.005 inches per second were measured on sidewalks adjacent to major roadways for which improvements were proposed on other representative roadways, and these levels are well below the thresholds of human perception and do not pose a threat to either humans or structures.

Traffic and Transportation

Impact 3.11-1: Traffic operations under existing conditions with the Project.

The SEIR concluded the impact is less than significant based on the following facts:

(1) Most study area roadway segments are predicted to operate acceptably with and without the Project.
(2) The Project will result in slightly less traffic (i.e., about 10 vehicles) during the p.m. peak hour on the two-lane segment of Green Valley Road between the County line and just west of Sophia Parkway, and is not predicted to worsen the existing LOS F condition.

Impact 3.11-3: Traffic congestion and delays resulting from construction activities and lane closures.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The majority of the activities associated with constructing the Project will take place in an area where very limited motor vehicle travel presently occurs (private access for three residential properties along Sandhurst Hill Road).
(2) A Traffic Management Plan will be prepared that will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction.
(3) In the event that full roadway closures are necessary during Project construction, provisions for vehicle movement through the Project area with minimal delays will be provided.
(4) Any temporary traffic diversions, lane closures or detours will be properly signed; and barriers, striping, and cones will be used as necessary to guide traffic and delineate temporary routes.
(5) Flagpersons will monitor and guide traffic during periods of equipment movement or when construction activities were occurring near traffic lanes to ensure public and worker safety.

(6) In the event that full roadway closures are necessary during Project construction, provisions for local residential access will be provided.

Impact 3.11-4: Potential effects on bicycle and pedestrian circulation.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The Project includes Class II bicycle lanes and sidewalks along the proposed extension of Silver Springs Parkway.
(2) The Silver Springs Parkway/Bass Lake Road intersection will include pedestrian cross walks.
(3) The Project will connect to existing pedestrian and bicycle facilities on the recently construction segment of Silver Springs Parkway and to Green Valley Road to north, providing a new connection in the transportation network between Green Valley Road and Bass Lake Road with continuous bicycle and pedestrian facilities.
(4) The Project will include construction contract special provisions that require the preparation and implementation of a Traffic Management Plan that will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic, bicycle and pedestrian circulation during construction.

Impact 3.11-5: Potential effects on transit system operations.

The SEIR concluded the impact is less than significant based on the following facts:

(1) The development and implementation of a traffic control plan for the Project will minimize the potential for delays to transit system operations.
(2) Silver Springs Parkway would provide additional routing options for transit vehicles and will not adversely affect transit operations.

4.0 FINDINGS REGARDING IMPACTS WHICH ARE SIGNIFICANT OR POTENTIALLY SIGNIFICANT WHICH WERE MITIGATED BELOW A LEVEL OF SIGNIFICANCE

The SEIR found the following environmental impacts to be significant or potentially significant in the absence of mitigation measures. Mitigation measures identified in the SEIR for each of these impacts will avoid or substantially lessen potentially significant or significant effects of the Project. Public comments did not provide additional evidence to revise the impact analysis or conclusions of the SEIR. As such, the County makes Finding 1, finding that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR.

The following findings do not attempt to describe the full analysis of each environmental impact contained in the SEIR. Instead, these findings provide a summary description of each significant and

potentially significant impact of the Project, identifies the applicable mitigation measures identified in the SEIR and hereby adopted by the County, and states the County's findings on the significance of each impact after imposition of the adopted mitigation measures.

A full explanation of these environmental impacts, mitigations, and conclusions can be found in the SEIR (see 2015 Draft SEIR, Chapter 3). In making these Findings, the County adopts and incorporates in these Findings the determinations and conclusions of the SEIR relating to environmental impacts and mitigation measures.

For all adopted mitigation measures, the County hereby finds that the stated mitigation measure has been incorporated in its entirety to the MMRP. The County finds that each such measure is appropriate and feasible, and will lessen the impact to a less than significant level. The County has adopted all of the mitigation measures identified in the Final SEIR and has included each in the adopted MMRP which is included with these Findings as Attachment A.

Aesthetics

Impact 3.2-2: Permanent alteration of existing visual character of the Project site as viewed from adjacent areas.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.2-2: The County shall prepare and implement a Project corridor landscaping plan within 3 years of Project construction.

The County shall prepare and implement a landscaping plan as a component of the Project that provides for a combination of vegetative plantings and other groundcover to minimize the amount of denuded and disturbed soils within the Project corridor. Vegetative plantings shall be drought tolerant. Plantings of oak trees within the median and the perimeter of the Project shall be considered and undertaken to the extent feasible. (Oak tree plantings undertaken as a component of the landscaping plan may also be counted toward onsite oak replacement mitigation requirements.)

When developing the plan, plantings shall be selected with consideration given to maintaining adequate sight-distance and visibility for motorists using the roadway and intersecting driveways. The landscaping plan shall be prepared and implemented by the County, or through coordination with a Community Services District (CSD). Funding for development of the landscaping plan,

and for installation and long-term maintenance shall be included as a component of the Project, which may include annexation to or establishment of a landscaping and lighting district. Landscaping shall be installed within 3 years of Project construction.

Air Quality and Greenhouse Gases

Impact 3.3-1: Emissions of ozone precursors during construction.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.3-1. The County shall require that the construction contractor implement at least one of the three potential ozone precursor reduction measures as identified in the EDCAQMD Guide to Air Quality Assessment.

The County shall require that the construction contractor implement at least one of the following three potential ozone precursor reduction measures as identified in the EDCAQMD Guide to Air Quality Assessment:

a) Require the prime contractor to provide an approved plan demonstrating that heavy-duty (i.e., greater than 50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve, at a minimum, a fleet-averaged 15 percent NOX reduction compared to the most recent CARB fleet average. Successful implementation of this measure requires the prime contractor to submit a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used a total of 40 or more hours during the construction project. Usually the inventory includes the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. In addition, the inventory list is updated and submitted monthly throughout the duration the construction activity.

b) Obligate the prime contractor to use an alternative fuel, other than diesel, verified by CARB or otherwise documented through emissions testing to have the greatest NOX and PM10 reduction benefit available, provided each pollutant is reduced by at least 15 percent.

c) Obligate the prime contractor to use aqueous emulsified fuel verified by CARB or otherwise documented through emissions testing to have the greatest NOX and PM10 reduction benefit available, provided each pollutant is reduced by at least 15 percent.

Impact 3.3-2: Emissions of fugitive dust and particulate matter during construction.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.3-2. The County shall require that the construction contractor implement applicable best available fugitive dust control measures as specified in the EDCAQMD Guide to Air Quality Assessment.

The County shall require that the construction contractor implement applicable best available fugitive dust control measures contained in Appendix C-1 of the EDCAQMD Guide to Air Quality Assessment.

Impact 3.3-4: Potential emissions of naturally occurring asbestos (NOA) during construction.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.3-4: Project construction activities shall comply with El Dorado AQMD Rules 223, 223-1, and 223-2.

Project construction shall comply with the following measures, which are consistent with and implement the requirements of EDCAQMD Rules 223, 223-1, and 223-2.

a) The County shall require construction contractors to comply with EDCAQMD Rules 223, 223-1, and 223-2. Compliance shall include, but is not limited to, implementation of the following measures:

- Apply water hygroscopic materials, or nontoxic chemical stabilizers or other specified covering on material stockpiles, wrecking activity, excavation, graded areas, swept areas, or cleared land.
- Install and use hoods, fans, and filters to enclose, collect, and clean the emissions of dusty materials.

- Cover or wet exposed soils at all times when contained in open-bodied trucks, trailers or other vehicles transporting materials;
- Apply asphalt, oil, water, or suitable chemicals on dirt roads.
- Alternate means of fugitive dust control may be used as approved by the Air Pollution Control Officer.
- Pursuant to Rule 223, a person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area, such that the presence of such fugitive dust remains visible, or exceed shades darker than designated as No. 0 on the Ringelmann Chart, or exceed 0% opacity as determined in accordance with EPA Method 9, in the atmosphere beyond the boundary line of the emission source.

b) Pursuant to EDCAQMD Rule 223-1, the County's Project construction manager shall submit a Fugitive Dust Control Plan to the Air Pollution Control Officer prior to the start of construction activities. Construction activities shall not begin until the Air Pollution Control Officer has approved or conditionally approved the Fugitive Dust Control Plan. The County's Project construction manager shall provide written notification to the Air Pollution Control Officer at least 10 days prior to the initial commencement of earthmoving activities via fax, e-mail, or mail.

The Fugitive Dust Control Plan shall describe all fugitive dust control measures to be implemented before, during, and after any dust-generating activity. The Fugitive Dust Control Plan shall contain all the information described in Section 223-1.5.B of EDCAQMD Rule 223-1. The Air Pollution Control Officer shall approve, disapprove, or conditionally approve the Fugitive Dust Control Plan within 30 days of plan submittal. Rule 223-1 requires that visible emissions shall not exceed the shade designated as No. 0 on the Ringelmann Chart, or 0% opacity as determined in accordance with EPA Method 9, at 50 feet from the point of origin and at the Project area boundary. Visible emissions shall not exceed the shade designated as No. 1 on the Ringelmann Chart, or 20% opacity as determined in accordance with EPA Method 9 at the point of origin. The construction contractor shall retain a copy of the approved Fugitive Dust Control Plan at the Project site. The approved Fugitive Dust Control Plan shall remain valid until the termination of all dust-generating activities associated with Project construction.

c) Pursuant to EDCAQMD Rule 223-2, the County's Project construction manager shall submit an Asbestos Dust Mitigation Plan to the Air Pollution Control Officer prior to the start of any construction activity. Construction activities shall not begin until the Air Pollution Control Officer has approved or conditionally approved the Asbestos Dust Mitigation Plan. The County construction manager shall provide written notification to the Air Pollution Control Officer at least 10 days prior to the commencement of earthmoving activities via fax, e-mail, or mail.

The Asbestos Dust Mitigation Plan shall describe all dust mitigation measures to be implemented before, during, and after any dust-generating activity. The Asbestos Dust Mitigation Plan shall contain all the information described in Section 223-2.5.B of Rule 223-2. The Air Pollution Control Officer shall approve, disapprove, or conditionally approve the Asbestos Dust Mitigation Plan within 30 days of plan submittal.

Pursuant to Rule 223-2, visible emissions shall not exceed the shade designated as No. 0 on the Ringelmann Chart, or 0% opacity as determined in accordance with EPA Method 9, at 25 feet from the point of origin and at the Project area boundary. Visible emissions shall not exceed the shade designated as No. 1 on the Ringelmann Chart, or 20% opacity as determined in accordance with EPA Method 9 at the point of origin. The construction contractor shall retain a copy of an approved Asbestos Dust Mitigation Plan at the Project site. The approved Asbestos Dust Mitigation Plan shall remain valid until the termination of all dust generating activities.

Biological Resources

Impact 3.4-1: Loss of suitable habitat for potentially occurring special-status plant species.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-1: Preconstruction special-status plant species surveys shall be conducted and plants shall be avoided or transplanted and additional measures shall be implemented.

1) Prior to construction, a qualified botanist shall conduct two botanical surveys; one in either in April or May and the other in June. The results of these surveys shall be documented in a letter report to the County. If no special-status plants are identified

during the preconstruction special-status plant species surveys, no additional measures are required.

2) If any non-listed special-status plants are identified within areas of potential construction disturbance during preconstruction special-status plant species surveys, construction activities shall be managed to avoid the plants to the greatest extent feasible. A qualified biologist shall prepare an avoidance and mitigation plan detailing protection and avoidance measures, transplanting procedures, success criteria, and long-term monitoring protocols. If the plants cannot be avoided, the plants and/or the seedbank shall be transplanted to a suitable habitat near the Project site. In addition, awareness training shall be conducted for construction workers, alerting workers to the presence of and protections for special-status plants.

3) If any federally listed plants are identified within areas of potential construction disturbance, the plants shall be avoided to the extent feasible. If the federally listed plants cannot be avoided, the County shall postpone construction activities until Section 7 consultation is conducted and a Biological Opinion from the USFWS is obtained. Measures to avoid impacts to federally listed plants as specified in the Biological Opinion shall be implemented before construction activities begin. Such measures may include transplanting, permanent preservation of off-site habitat, monitoring, and/or other measures deemed appropriate to fully mitigate the loss of federally listed plant species.

4) If any state-listed plants are identified within areas of potential construction disturbance, the plants shall be avoided to the extent feasible. If the state listed plants cannot be avoided, the County shall obtain an Incidental Take Permit from the CDFW. Measures to avoid impacts to state-listed plants as specified in the Incidental Take Permit conditions shall be implemented prior to the commencement of construction activities. Such measures may include transplanting, permanent preservation of off-site habitat, monitoring and/or other measures deemed appropriate to fully mitigate the loss of state-listed plant species.

Impact 3.4-2: Potential effects on Cosumnes spring stonefly.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-2: Preconstruction Cosumnes spring stonefly surveys shall be conducted and, if present, the species shall be relocated to suitable habitat.

1) A qualified biologist shall conduct a preconstruction survey for Cosumnes spring stonefly within 14 days of the initiation of construction activities within intermittent drainages. If no Cosumnes spring stonefly is observed during such surveys, the survey methods and findings shall be documented and no additional measures are required.

2) If Cosumnes spring stonefly is identified during preconstruction surveys, a qualified biologist shall relocate the species to a portion of the intermittent drainage downstream of the work area, if possible, or to another nearly location of suitable habitat. Also if the species is identified during preconstruction surveys, a qualified biologist shall be on-site during any instream work for the purpose of relocating any species found within the construction footprint to suitable habitat away from the construction zone, and preconstruction worker awareness training shall be conducted alerting workers to the presence of and protections for the Cosumnes Spring stonefly.

Impact 3.4-3: Potential effects on Valley Elderberry Longhorn Beetle.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-3: Preconstruction elderberry shrub surveys shall be conducted and, if present, the avoidance, relocation, and/or other measures through consultation with the USFWS shall be implemented.

1) A qualified biologist shall conduct a preconstruction survey for elderberry shrubs with the potential disturbance areas and an area at least 20 feet outside of potential disturbance areas. If no shrubs are found, no further VELB avoidance measures are required.

2) If elderberry shrubs are found in the areas of preconstruction surveys, the biologist shall inspect the shrubs to determine their stem diameter at ground level and to determine if there is any evidence of VELB habitation, such as exit holes. Consistent with USFWS guidance, a 100-foot buffer shall be established and maintained around any existing elderberry shrub to prevent potential VELB habitat from being impacted. If a 100-foot buffer cannot be maintained, the County shall initiate consultation with the USFWS to determine avoidance, minimization, and mitigation measures. At minimum, construction

fencing shall be established around any shrubs proposed to be preserved that occur between 20 feet and 100 feet of construction activities. If any shrubs are proposed for removal, the elderberry shrubs shall be transplanted according to USFWS guidelines and in consultation with USFWS to a suitable designated mitigation area and additional elderberry shrubs and associated riparian plant species shall be planted in the designated mitigation area. As an alternative to transplanting and/or planting elderberry shrubs to offset impacts to shrubs that may be present onsite, the County, through consultation with USFWS, may purchase compensatory mitigation.

Impact 3.4-4: Potential effects on coast horned lizard.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-4: Preconstruction coast horned lizard surveys shall be conducted and, if present, the species shall be relocated to suitable habitat.

1) A qualified biologist shall conduct a preconstruction survey for coast horned lizard within 14 days of the initiation of construction activities and prior to the reinitiation of construction if for any reason construction activities are halted for 14 or more consecutive days. If no coast horned lizards are observed during such surveys, the survey methods and findings shall be documented and no additional measures are required.

2) If coast horned lizards are found onsite during preconstruction surveys, CDFW and USFWS shall be consulted regarding appropriate avoidance or mitigation measures. Recommended avoidance measures include conducting a preconstruction worker awareness training and having a qualified biologist onsite during vegetation clearing activities within the annual grassland for the purpose of relocating any species found within the construction footprint to suitable habitat away from the construction zone. Additional mitigation for this species may also be required, as determined by the regulatory agencies.

Impact 3.4-5: Potential effects on California red-legged frog and foothill yellow-legged frog.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-5: Consultation with USFWS and CDFW shall be initiated and preconstruction protocol surveys shall be conducted for CRLF and FYLF and, if present, additional consultation and impact avoidance measures shall be implemented prior to construction.

1) Prior to construction, a qualified biologist shall be retained by the County to consult with USFWS and CDFW to determine acceptable protocols for CRLF and FYLF preconstruction surveys. (Standard survey protocol for CRLF requires up to eight surveys consisting of two day and four night surveys during the breeding season (January–June) and one day and one night survey during the non-breeding season (July 1–September 30). There is no standard survey protocol for FYLF, standard visual encounter surveys should be used for this species, unless otherwise requested by USFWS or CDFW.) Once protocol is establish, a qualified biologist shall conduct and document surveys, including methods and results. If no species are identified through protocol levels surveys, documentation of the survey findings shall be provided to USFWS and CDFW for concurrence and no additional mitigation shall be required.

2) If either CRLF or FYLF is found onsite during protocol surveys, the USFWS and CDFW shall be consulted to determine appropriate avoidance and minimization measures. Construction activities shall not proceed until such time as specific measures for avoidance of adverse effects to CRLF and FYLF are developed and implemented.

Impact 3.4-6: Potential effects on western pond turtle.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-6: Preconstruction western pond turtle surveys shall be conducted and, if present, the species shall be relocated to suitable habitat.

1) A qualified biologist shall conduct a preconstruction survey for western pond turtle within 14 days prior to any construction activity that would directly impact pond or stream habitat or disturb the ground within 300 feet of aquatic habitat and prior to the reinitiation of construction if for any reason construction activities are halted for 14 or more consecutive days. If no western pond turtle is observed during such surveys, the survey methods and findings shall be documented and no additional measures are required.

2) If western pond turtle is identified during preconstruction surveys, a qualified biologist shall be on-site during initial clearing and grading within 300 feet of a drainage, pond, or other aquatic habitat. The biological monitor shall relocate any western pond turtles found within the construction footprint to suitable habitat away from the construction zone, but within the vicinity of the Project area, if required. In addition, a preconstruction worker awareness training program shall be conducted alerting workers to the presence of and protections for the western pond turtle.

Impact 3.4-7: Potential effects on raptors and other migratory birds.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-7: Construction during the migratory bird nesting season shall be avoided or of buffer zones shall be established to prohibit construction activities in proximity to active nests.

1) Active construction, including removal of trees and shrubs and other vegetation clearing, shall be commenced during September 1 to January 31, if feasible. If construction activities begin during this period, migratory bird surveys are not required and no further mitigation is necessary.

2) If active construction will occur during the period between February 1 to August 31, a qualified biologist shall conduct a preconstruction survey for active nests. The preconstruction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities. If the preconstruction survey shows that there is no evidence of active nests, a letter report shall be prepared to document the survey, and no additional measures are recommended. If construction does not commence within 14 days of the preconstruction survey, or halts for more than 14 days, an additional survey shall be conducted prior to starting work.

3) If nests are identified during preconstruction surveys and considered by the qualified biologist to be active, buffer zones shall be established to prohibit construction activities and minimize nest disturbance until the young have successfully fledged. A minimum 250-foot buffer shall be implemented around raptor nests. Buffer zones around other migratory bird nest vary by species, and shall be determined by a qualified biologist as sufficient to avoid adverse effects on nests and migratory birds. If establishing typical

buffer zones is impractical, consultation with CDFW shall be initiated and reduced buffers combined with additional remediation measures shall be implemented with concurrence of CDFW.

4) If active nests are found on-site, a qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. If disturbance is identified, construction activities shall cease and remedial actions shall be developed by the qualified biologist to ensure that reinitiation of construction avoids such disturbance. In addition, preconstruction worker awareness training should be conducted alerting workers to the presence of and protections for the active avian nests.

5) If active nests are found within any trees that would be removed associated with Project construction, a buffer shall be established around the trees and the trees shall not be removed until a biologist determines that the nestlings have successfully fledged.

Impact 3.4-8: Potential effects on Western burrowing owl.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-8: Western burrowing owl surveys shall be conducted and impact avoidance measures shall be implemented in consultation with CDFW.

1) Prior to construction, a qualified biologist conduct Western burrowing owl surveys during the peak breeding season (mid-April and mid-July), in accordance with the 2012 California Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation (2012 Staff Report) (CDFW 2012). The survey area shall extend approximately 500 feet beyond the construction disturbance area, where access is permitted. A report documenting the results of the surveys shall be prepared and submitted to CDFW. If the surveys do not identify the presence of Western burrowing owl and with CDFW concurrence, no additional measures are required.

2) If burrowing owls are observed within the survey area, an impact assessment shall be prepared by a qualified biologist and submitted to the CDFW, in accordance with the 2012 Staff Report. If the assessment determines that Project activities may result in impacts to occupied western burrowing owl habitat, the County shall consult with CDFW and develop a detailed mitigation plan establishing avoidance and mitigation measures

based on the requirements set forth in Appendix A of the 2012 Staff Report. The mitigation shall be implemented and shall be sufficient to ensure that no significant adverse effects occur to western burrowing owl.

Impact 3.4-9: Potential effects on special-status bat species.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-9: Special-status bat species surveys shall be conducted and impact avoidance measures shall be implemented.

1) A qualified biologist shall conduct a preconstruction survey for special-status bat species within 14 days prior to any construction activity that would directly impact trees, rock outcroppings or other potential bat habitat. If construction does not commence within 14 days of the preconstruction survey, or halts for more than 14 days, an additional survey shall be conducted prior to starting work. If no special-status species bats are observed during such surveys, the survey methods and findings shall be documented and no additional measures are required.

2) If special-status bat species are present and roosting on or within 100 feet of the Project site, a qualified biologist shall establish an appropriate buffer around the roost site sufficient to avoid significant adverse effects. At minimum, trees shall not be removed until the biologist has determined that the bat is no longer roosting in the tree. Additional mitigation measures for bat species, such as installation of bat boxes or alternate roost structures, shall be implemented upon recommendation of the qualified biologist special-status bat species are found to be roosting within the Project area. In addition, a preconstruction worker awareness training should be conducted alerting workers to the presence of and protections for various bat species.

Impact 3.4-10: Potential effects on waters of the United States, waters of the state, and wetlands.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-10: The County shall conduct and obtain USACE verification of a wetlands delineation of the Project site and shall provide appropriate mitigation to offset the loss of wetlands and other waters of the United States associated with the Project.

1) Prior to construction disturbances, an updated wetland delineation shall be completed and submitted to USACE for verification.

2) The Project shall avoid impacts to waters of the United States, waters of the state, and wetlands to the extent feasible.

3) A Section 404 permit shall be obtained from USACE and a Section 401 Water Quality Certification shall be obtained for the Central Valley Regional Water Quality Control Board (RWQCB) prior to initiation of any construction activities that would impact any water of the United States, or water of the state. Any waters of the United States or jurisdictional wetlands that would be lost or disturbed as a result of the Project shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE and the Central Valley RWQCB. Season wetland mitigation credits purchased by the County in 2006 may be applied to mitigation requirements for the Project, at the discretion of USACE.

4) The County shall consult with the CDFW for impacts to drainages, ponds, and riparian woodlands and obtain a Section 1600 Streambed Alteration Agreement from the CDFW prior to the initiation of construction activities. The County shall comply with all conditions of such permit, which are anticipated to include off-site habitat preservation and revegetation of disturbed areas on the Project site.

Impact 3.4-11: Potential effects on oak woodlands.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.4-11: The County shall minimize direct impacts and loss of oak woodlands and shall replace the loss of oak woodlands canopy on-site or off-site at a minimum ratio of 1:1.

1) Direct impacts and loss of oak trees within the Project site shall be minimized to the extent feasible. While complete avoidance of oak trees is not feasible given that the

Project alignment passes through an area of oak woodland habitat and is constrained by surrounding development, the final design and layout of the road improvements shall avoid and minimize impacts to individual oak trees to the greatest extent possible.

2) Oak trees within and adjacent to the Project site that will not be directly removed as a result of the Project shall be protected during construction to avoid disturbance of the trees and their root zones. If trees identified for protection are ultimately damaged or destroyed as a result of unanticipated activities or other occurrence, mitigation for the damage or destruction of those trees should be required consistent with mitigation requirements for other trees removed as a result of the Project. An arborist certified by the International Society of Arboriculture (ISA) (Project arborist) shall be assigned to the Project during construction period grading and other ground disturbance activities to oversee implementation of these recommendations. To prevent additional loss of oak canopy in the temporary impact area, the following tree protection measures should be implemented:

   a. Tree Protection Fencing, consisting of a minimum 4-foot-tall high-visibility fence (orange plastic snow fence or similar), shall be placed around the perimeter of the tree protection zone (TPZ) (dripline radius plus 1 foot) for all trees to remain. The TPZ is the minimum distance for placing protective fencing, but tree protection fencing should be placed as far outside of the TPZ as possible. Signs shall be placed along the fence at approximately 50-foot intervals. Each sign shall be a minimum of 2 by 2 feet and shall include the following:

TREE PROTECTION ZONE
DO NOT MOVE OR RELOCATE FENCE
UNTIL PROJECT COMPLETION WITHOUT
PERMISSION OF PROJECT ARBORIST
OR EL DORADO COUNTY

   - Whenever possible, fence multiple trees together in a single TPZ.
   - If permanent site improvements (e.g., paving and sidewalks) encroach into the TPZ, install fence at limit of work. If temporary impacts (e.g., grading, utility installation) require encroachment into the TPZ, move fence to limit of work during active construction of item and return to edge of TPZ once work is completed.

- Tree protection fencing shall not be moved without prior authorization from the Project arborist or as detailed on approved plans.
- Avoid paving within TPZ. If paving cannot be avoided, use porous materials where feasible.
- Parking, portable toilets, dumping or storage of any construction materials, including oil, gas, or other chemicals, or other infringement by workers or domesticated animals shall be prohibited in the TPZ.
- No signs, ropes, cables, metal stakes, or any other items shall be attached to a protected tree, unless recommended by the Project arborist.
- Grading, excavation, or trenching within the TPZ should be avoided to the greatest extent feasible. Under no circumstances should fill soil be placed against the trunk of an existing tree.
- Any grading or ground disturbance within 20 feet of the edge of the TPZ shall be supervised by the Project arborist and recommendations by the Project arborist regarding root avoidance and other excavation measures shall be implemented to the extent feasible.
- Underground utilities should be avoided in the TPZ, but if necessary shall be bored or drilled. No trenching is allowed within the TPZ unless specifically approved by the Project arborist.
- Drains shall be installed according to County specifications to avoid harm to existing oak trees due to excess watering.
- Pruning of living limbs or roots shall be done under the supervision of the Project arborist. All pruning should be done by hand, air knife, or water jet, in accordance with ISA standards using tree maintenance best practices. Climbing spikes should not be used on living trees. Limbs should be removed with clean cuts just outside the crown collar.
- Cover exposed roots or cut root ends in trenches with damp burlap to prevent drying out.
- Minimize disturbance to the native ground surface (e.g., grass, leaf, litter, or mulch) under preserved trees to the greatest extent feasible.
- Native woody plant material (trees and shrubs to be removed) may be chipped or mulched on the site and placed in a 4 to 6 inch deep layer around

existing trees to remain. Mulch shall not be placed in contact with the trunk of preserved trees.

- Deep water preserved trees that have had roots cut during project activities once a month throughout the summer as needed or as recommended by the Project arborist.
- Appropriate fire prevention techniques shall be employed around all trees to be preserved. This includes cutting tall grass, removing flammable debris within the TPZ, and prohibiting the use of tools that may cause sparks, such as metal bladed trimmers or mowers.
- No open flames shall be permitted within 15 feet of the tree canopy.
- Damage to any protected tree during construction shall be immediately reported to the Project arborist and to El Dorado County Planning Services. Damage shall be corrected as required by the County representative.
- Any landscaping within the TPZ should minimize ground disturbance and may include drought-tolerant plants, bark mulch, or natural vegetative cover. Rock mulches such as cobbles, boulders, or gravel shall not be used. All landscaping shall be kept at least 4 feet from trunk.

b. Oak canopy replacement shall adhere to the requirements listed below pursuant to the 2007 Interim Interpretive Guidelines for Policy 7.4.4.4 (Option A) (Interim Guidelines). In the event that the Interim Guidelines are amended or replaced by action of the Board of Supervisors, oak canopy replacement requirements for the project may be modified accordingly.

- Oak canopy cover lost as a result of the Project shall be offset at a 1:1 ratio in the form of either onsite or off-site replanting or preservation of off-site oak woodland through a conservation easement.
- Onsite and offsite oak canopy replacement may be implemented either through sapling or 1-gallon tree planting at a rate of 200 trees per acre or acorn planting at a rate of 600 acorns per acre. Ten years of maintenance and monitoring shall be conducted for seedlings or tree plantings and fifteen years of maintenance an monitoring shall be conducted for acorn plantings. Any replacement plantings shall be made as necessary to achieve the mitigation requirement. Any replacement plantings made within the final 2 years of the initial 5-year period shall be maintained for a minimum period of

2 years. Oak woodland canopy replacement shall be considered successful if 90 percent of the trees survive at the end of the maintenance and monitoring period. Off-site planting areas shall be placed in a conservation easement with assurances of permanent preservation. Mitigation planting procedures, maintenance schedule, monitoring protocols, and success criteria shall be documented in a detailed Tree Survey, Preservation, and Replacement Plan, which shall be prepared once full access to the Project site is available and prior to the initiation of construction activities.

Cultural Resources

Impact 3.5-1: Disturbance or destruction of previously unidentified cultural resources and human remains during construction.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measures 3.5-1: The County shall incorporate cultural resources and human remains inadvertent discovery programs into construction contract documents.

1) Project construction contract documents shall specify that in the event that concentrations of subsurface archaeological resources, or materials that have potential to be considered archaeological resources, are encountered during Project construction, County staff shall be notified immediately. All ground-disturbing work in the immediate area shall be suspended. A qualified archaeologist shall be retained by the County to evaluate the materials and recommend appropriate action, if any. Construction shall not recommence until appropriate actions to preserve, excavate or document the resource are completed, as may be necessary depending on the significance of the find.

2) Project construction contract documents shall specify that in the event that human remains are found in the study area during earth-moving or other activities, all ground-disturbing work shall be suspended, and the remains shall be treated in a manner consistent with Section 7050.5 of the California Health and Safety Code. The El Dorado County Coroner's Office shall be contacted to determine whether further investigations are warranted, and the remains shall be entrusted to the Coroner who may contact the Native American Heritage Commission and Native American representatives as required or appropriate. Treatment of the remains shall be conducted in accordance with the

direction of the County Coroner or the Native American Heritage Commission, as appropriate.

Hazards and Hazardous Materials

Impact 3.7-2: Potential to 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.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.7-2: The County shall conduct a Phase 1 ESA of the Project study area and shall implement appropriate remediation to ensure worker and public safety in the event that hazardous materials or conditions are identified.

Prior to the initiation of construction activities for the Project, the County shall conduct a Phase 1 Environmental Site Assessment (ESA) to determine the potential presence of hazardous materials or substances within the Project site. In the event that the Phase 1 ESA identifies the presence or potential presence of hazardous materials or substances, the County shall develop a remedial action plan to remove and properly dispose of contaminated soils or other hazardous conditions. All such remediation shall be conducted in accordance with federal, state and local laws pertaining to the use, handing, transportation and disposal of hazardous materials. No other Project-related construction activities shall occur on the site until appropriate remediation has occurred.

Impact 3.7-5: Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.7-5: Implement fire ignition prevention measures and an emergency fire response and notification plan during construction.

Construction contractors shall be required to develop and implement specific fire ignition prevention measures, including, but not limited to, the following measures:

a) Use properly working spark arrestors, heat shields, and other ignition source controls on vehicles and equipment.

b) Remove vegetation from within potential construction staging areas when near potential ignition sources.

c) Implement smoking prohibitions within high risk areas and provide cigarette disposal options for workers.

d) Provide worker education related to minimizing fire ignition sources and for emergency response.

e) Develop a fire response program that includes emergency fire suppression and emergency response services notification provisions.

Land Use and Planning

Impact 3.9-1: Consistency with General Plan policies.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.9-1: The County shall not advertise for construction bids for the Project until the County Board of Supervisors determines that oak tree removal can be undertaken in a manner consistent with the General Plan.

Prior to issuing an advertisement for bids for Project construction, the County Board of Supervisors (Board) shall determine that Project-related oak tree removal can and will be accomplished in a manner consistent with the County General Plan. General Plan consistency shall be based on the Board's interpretation of applicable General Plan policies pertaining to oak woodlands habitat and mitigation requirements as specified in the Final SEIR. The Board, at its discretion, may consider and impose additional oak tree mitigation requirements as may be necessary for the Board to determine consistency with the General Plan.

Traffic and Transportation

Impact 3.11-2: Traffic operations under future conditions with the Project.

Findings. The County hereby makes Finding 1.

Facts in Support of Findings. The following mitigation measure will mitigate the impact below the level of significance.

Mitigation Measure 3.11-2: Signalization of the Deer Valley Road/Green Valley Road intersection shall be added to the County's Capital Improvement Program.

The County shall amend its Capital Improvement Program (CIP) at such time the County deems it necessary to include installation of a traffic control signal at the Deer Valley Road/Green Valley Road intersection at such time a signal at this location is warranted based on the California Manual on Uniform Traffic Control Devices (CMUTCD) and specific warrant factors such as vehicular volumes, pedestrian volumes, school crossings, coordinated signals, crash experience, roadway network, and grade crossings. (CMUTCD, Section 4C.01, "Studies and Factors for Justifying Traffic Control Signals")

5.0 FINDINGS REGARDING ALTERNATIVES

CEQA requires that an EIR consider a reasonable range of alternatives to the proposed project. Alternatives must generally achieve the project objectives, and alternatives that avoid or reduce significant impacts of the project should be considered. Based on impacts identified in the SEIR, and other reasons documented below, the County finds that adoption and implementation of the proposed Project is the most desirable, feasible, and appropriate action and rejects other alternatives as either less desirable or infeasible based on consideration of the relevant factors identified herein.

The 1992 Bass Lake Road Realignment EIR documented the County's decision to select an alternative to the alignment that had been previously selected by the County in a 1986 Bass Lake Road Realignment Study. The 1986 Bass Lake Road Realignment Study (included in Appendix C of the 1992 Bass Lake Road Realignment EIR) considered several corridor/routing options for a new connection between Bass Lake Road and Green Valley Road.

In evaluating different alignments for Bass Lake Road in 1986, the County considered placing the road through the parcels of land in the Green Springs Subdivision basically following the alignment of Deer Valley Road. According to the alignment study (included in Appendix C of the 1992 Bass Lake Road Realignment EIR), that alignment was the longest of any segments considered and would have been the most costly to construct. According to the alignment study, that alignment would also have had serious environmental implications and five houses were located within the setback for the right-of-way. In general, the location of that alignment was found to have the potential to result in greater land use compatibility impacts than the selected alignment because it would cross an existing rural subdivision whose residents value the rural character of the area. Additionally, according to the study, the alignment

would not meet design criteria due to steep grades. The alignment would have resulted in elimination of oak trees, fragmentation and disturbance of wildlife habitat, and effects on wetlands including drainage swales and an intermittent creek.

An alignment was selected as a result of the 1986 study that is similar to the current alignment within the Project segment (south portion) of the Silver Springs Parkway alignment; the 1986 alignment varied from the current Silver Springs Parkway alignment in the northern portion, and was located farther to the east than the now constructed northern segment.

The 1992 EIR considered the "no-project alternative" as the County proceeding with development of the previously adopted alignment for the Bass Lake Road realignment, as opposed to not constructing the realignment. Table 3-C of the 1992 Bass Lake Road Realignment Draft EIR documented a comparison of environmental effects associated with the 1986 alignment and the realignment as proposed in 1992. The 1992 alignment was identified as having similar environmental effects as the 1986 alignment. However, the 1992 alignment was identified as having a reduced impact on oak tree loss (removal of approximately 391 oak trees as a result of constructing the 1992 alignment compared to removal of approximately 574 oak trees as a result of constructing the 1986 alignment) and an increase in the amount of wetlands fill (fill of approximately 2.09 acres of wetlands as a result of constructing the 1992 alignment compared to fill of approximately 1.68 acres of wetlands as a result of constructing the 1986 alignment). The 1992 alignment was also determined to be superior to the adopted alignment, since it would allow a better roadway profile grade, less grading would be required which would reduce scarring of the topography, and better sight distance at the intersection of Green Valley Road. The current Project alignment is consistent with the design that was subject to the previous environmental review and selected by the County in full compliance with CEQA.

Environmental review of the construction of the Silver Springs Parkway along the proposed alignment has been previously conducted and consideration of alternatives was undertaken as part of those previous environmental reviews. Therefore, and given the Project objectives, the scope of the alternatives analysis considered in the SEIR does not extend to consideration of alternative alignments for the Project segment of Silver Springs Parkway and is appropriately limited to modifications that could be made to the Project that would reduce significant impacts identified while still achieving the overall Project objective of constructing the Project along the previously approved alignment. The northern segment of Silver Springs Parkway has been constructed. The alignment of that constructed segment is based on the alignment adopted in 1992 and the design is predicated on the ultimate construction of the remaining southern segment along the previously adopted alignment. Thus, an important consideration for the current Project (construction of the southern segment) is to provide a direct connection between Bass

Lake Road and the southern terminus of the completed northern segment. Thus, the County finds that alternative alignments deviating substantially from the previously approved alignment do not represent feasible alternatives to the Project.

As documented in Sections 2.0, 3.0, and 4.0 of these Findings, the County finds that the Project with implementation of mitigation measures in the MMRP would not result in any significant and unavoidable impacts Project-specific impacts. As documented in Section 6.0 of these Findings, the County finds that the Project would not result in cumulative considerable (i.e., significant) impacts when considered in combination with impacts of other past, present, or reasonably foreseeable projects. Thus, the consideration of alternatives that would reduce or avoid significant environmental effects of the Project is not relevant in this instance.

In consideration of comments received during public review of the Draft SEIR, the County considered design option recommendations provided in comments during the SEIR scoping process and comments on the Draft SEIR. These recommended design options and the County's findings regarding each are outlined below. In summary, the County finds that these design recommendations are not required to reduce or avoid significant environmental effects of the Project.

Landscaping: One or more commenters recommended that landscaping be included as an element of the Project. Mitigation Measure 3.2-2 requires the installation of landscaping within 3 years of Project construction and the County finds that this mitigation is sufficient to reduce potentially significant visual impacts to less than significant. Thus, the County finds that with adoption of Mitigation Measure 3.2-2, separately incorporating landscaping into the Project to reduce a significant visual impact is not required.

Self-Enforcing Roads: One or more commenters suggested that "self-enforcing" road design be incorporated to the Project to help control vehicle speeds requiring less law enforcement. Such design recommendations included consideration of a roundabout, speed bumps, and/or narrower lanes. The Project would be designed in accordance with County road design standards and the County does not have a program or policies directing the design of roads as self-enforcing. Further, the analysis in this Draft SEIR does not identify excessive speeds associated with the Project as an environmental effect. Thus, the County finds that an alternative directed toward controlling vehicle speeds is not needed to address an environmental effect.

Roundabout Intersection: One or more commenters suggested that the County consider installation of a roundabout for the Bass Lake Road / Silver Springs Parkway intersection. The traffic analysis indicates that the Project design intersection is sufficient for achieving levels of

service under existing and future with-Project conditions. The roundabout design would not avoid or reduce significant effects identified in this Draft SEIR and could result in additional ground disturbance and associated environmental effects as compared to the Project as proposed. Thus, the County finds that a roundabout intersection design is not needed to address an environmental effect.

Westward Shift of Bass Lake Road: One or more commenters suggested that the alignment of Bass Lake Road south of the proposed Silver Springs Parkway/Bass Lake Road intersection be shifted to the west of the existing alignment to accommodate future intersection and turn-lane options. The traffic study conducted for the Project did not identify a need for future turn lanes or potential future constraints associated with the proposed alignment. Commenters also suggested that a westward shift would reduce traffic noise from Bass Lake Road at existing residences to the east. However, the noise analysis as presented in Section 3.10 of the Draft SEIR and discussed in the preceding Findings does not identify significant impacts associated with traffic noise at these residents. For these reasons, the County finds that a westward shift of the Bass Lake Road segment of the Project is not warranted. The County also finds that the Project would construct the new segment of Silver Springs Parkway along a previously identified, evaluated, and approved alignment, and diverging from that previously approved alignment would not achieve an important component of the Project objectives.

Bus Turnouts: One or more commenters suggested that the County consider installation of bus turnouts along Bass Lake Road and the new Silver Springs Parkway. The analysis conducted for the Draft SEIR did not identify an adverse impact associated with an absence of bus turnouts along the Project segment of Silver Springs Parkway, thus, the County finds that including turnouts as a component of design is not warranted to address a significant environmental effect.

CEQA requires that the "no project" alternative be evaluated in an EIR. The No-Project Alternative is a scenario in which the County would not proceed with the additional discretionary decisions needed to acquire rights-of-way and construct the southern segment of the previously approved Silver Springs Parkway. The County finds that the No-Project Alternative does not attain the Project objectives of completing Silver Springs Parkway as identified in the County General Plan (El Dorado County 2004) and the No-Project Alternative would also fail to obtain the specific objectives presented in Chapter 2 of the Draft SEIR. The County also finds, based on the analysis presented in the SEIR, that certain environmental benefits would not be realized under the No-Project Alternative, including:

- reduced long-term air pollutant and GHG emissions associated with reduced vehicle miles traveled and

- reduced traffic noise levels along the existing Bass Lake Road alignment northeast of the proposed Silver Springs Parkway/Bass Lake Road intersection.

6.0 FINDINGS REGARDING CUMULATIVE IMPACTS

CEQA requires an EIR to include examination of a project's cumulative impacts. As discussed in CEQA Guidelines Section 15130(a)(1), a cumulative impact "consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." As documented in the analysis presented in Section 4.2 of the Draft SEIR, the County finds that none of the Project-specific impacts identified in the SEIR would result in a substantial contribution to cumulative impacts.

7.0 FINDINGS REGARDING GROWTH INDUCEMENT

Section 15126(d) of the CEQA Guidelines requires that an EIR discuss the ways in which a project could foster economic or population growth in the surrounding environment.

The Project would provide increased and improved access to properties within and adjacent to the Project study area. Because the Project would fulfill a condition of approval for development of the Silver Springs subdivision project Phases 2 and 3, the Project would remove a barrier to development of that approved project. In addition, it is possible that the improved circulation and access resulting from the proposed Project could foster some degree of additional development within the region.

As a result of the improved access and circulation that would be provided by the Project, the Project would contribute to the potential for residential/population and commercial growth consistent with existing land use and zoning designations. Pursuant to CEQA Guidelines Section 15126(d), "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment." The Project is identified in and consistent with the 2004 County General Plan, and the County finds that the SEIR and the General Plan EIR adequately evaluated the Project's effects on growth in the area. The County further finds that the future growth in the area would be subject to its own CEQA review and appropriate mitigation will be analyzed at that time prior to County approvals necessary for such growth.

ATTACHMENT A

SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT)

MITIGATION MONITORING AND REPORTING PLAN

(SCH# 1991122014)

EL DORADO COUNTY
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT)

MITIGATION MONITORING AND REPORTING PLAN

STATE CLEARINGHOUSE NO. ***SCH# 1991122014***

LEAD AGENCY:
Community Development Agency
Transportation Division

PREPARED WITH ASSISTANCE FROM:
Benchmark Resources

MAY 2016

EL DORADO COUNTY
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT)

MITIGATION MONITORING AND REPORTING PLAN

STATE CLEARINGHOUSE NO. ***SCH# 1991122014***

LEAD AGENCY:
Community Development Agency
Transportation Division

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PREPARED WITH ASSISTANCE FROM:
Benchmark Resources

MAY 2016

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Introduction

El Dorado County has prepared a Subsequent Environmental Impact Report (SEIR) for the Silver Springs Parkway to Bass Lake Road (South Segment) Project (Project) pursuant to the California Environmental Quality Act (CEQA). The May 2016 Final SEIR for the Project identifies significant and potentially significant adverse environmental effects of the Project. The Final SEIR identifies mitigation measures for each significant and potentially significant impact that would serve to avoid or reduce these impacts to a less-than-significant level. The Final SEIR also includes mitigation measures for certain less-than-significant impacts that would further reduce these impacts.

This Mitigation Monitoring and Reporting Plan (MMRP) has been prepared pursuant to Section 15097 of CEQA Guidelines to provide a mechanism for implementation, monitoring and verifying implementation of the mitigation measures identified in the Final SEIR and adopted by the County. The specific objectives of this MMRP are to:

- Document the mitigation measures as adopted for the Project;
- Identify the party(ies) responsibility for implementation and funding of each mitigation measure;
- Identify the party(ies) responsible for verifying implementation of each mitigation measure; and
- Provide a format for keeping records of mitigation measure implementation and verification.

Each mitigation measure is presented in a table in this MMRP that includes the full text of the adopted mitigation measure, identifies the party(ies) responsible for funding, implementing and verifying that mitigation measures have been implemented, and contains placeholders for the County to record information over time as mitigation measure implementation is monitored, verified, and completed. Mitigation measures herein are numbered consistent with their numbering in the Final SEIR.

El Dorado County is identified as the party responsible for funding each of the mitigation measures in this MMRP. Funding sources available to the County for implementation of these mitigation measures may include developer obligations, fees collected through the County traffic impact mitigation fee program, and any combination of these and other funding sources available to the County.

In addition to the mitigation measures identified herein, the County is required to obtain and comply with all state and federal regulatory permitting requirements and all applicable federal, state and local rules and regulations pertaining to the Project and Project construction activities. Chapter 3 of the Draft SEIR (as incorporated by reference to the Final SEIR) includes a discussion of regulatory requirements pertaining to environmental resources. It is the responsibility of the El Dorado County Transportation Division to confirm and obtain all required permits and comply with all applicable regulatory requirements.

Aesthetics Mitigation Measure 3.2-2				
The County shall prepare and implement a Project corridor landscaping plan within three years of Project construction. The County shall prepare and implement a landscaping plan as a component of the Project that provides for a combination of vegetative plantings and other groundcover to minimize the amount of denuded and disturbed soils within the Project corridor. Vegetative plantings shall be drought tolerant. Plantings of oak trees within the median and the perimeter of the Project shall be considered and undertaken to the extent feasible. (Oak tree plantings undertaken as a component of the landscaping plan may also be counted toward onsite oak replacement mitigation requirements.) When developing the plan, plantings shall be selected with consideration given to maintaining adequate sight-distance and visibility for motorists using the roadway and intersecting driveways. The landscaping plan shall be prepared and implemented by the County, or through coordination with a Community Services District (CSD). Funding for development of the landscaping plan, and for installation and long-term maintenance shall be included as a component of the Project, which may include annexation to or establishment of a landscaping and lighting district. Landscaping shall be installed within 3 years of Project construction.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division	**Implementation timing:** Within 3 years of completion of Project construction (i.e., opening the new segment of road for public use).	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Air Quality Mitigation Measure 3.3-1				
The County shall require that the construction contractor implement at least one of the three potential ozone precursor reduction measures as identified in the EDCAQMD Guide to Air Quality Assessment. The County shall require that the construction contractor implement at least one of the following three potential ozone precursor reduction measures as identified in the EDCAQMD Guide to Air Quality Assessment: a. Require the prime contractor to provide an approved plan demonstrating that heavy-duty (i.e., greater than 50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve, at a minimum, a fleet-averaged 15 percent NO_X reduction compared to the most recent CARB fleet average. Successful implementation of this measure requires the prime contractor to submit a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used a total of 40 or more hours during the construction project. Usually the inventory includes the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. In addition, the inventory list is updated and submitted monthly throughout the duration the construction activity. b. Obligate the prime contractor to use an alternative fuel, other than diesel, verified by CARB or otherwise documented through emissions testing to have the greatest NO_X and PM_{10} reduction benefit available, provided each pollutant is reduced by at least 15 percent. *c.* Obligate the prime contractor to use aqueous emulsified fuel verified by CARB or otherwise documented through emissions testing to have the greatest NO_X and PM_{10} reduction benefit available, provided each pollutant is reduced by at least 15 percent.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** During construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Air Quality Mitigation Measure 3.3-2				
The County shall require that the construction contractor implement applicable best available fugitive dust control measures as specified in the EDCAQMD Guide to Air Quality Assessment. The County shall require that the construction contractor implement applicable best available fugitive dust control measures contained in Appendix C-1 of the EDCAQMD Guide to Air Quality Assessment.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** During construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Air Quality Mitigation Measure 3.3-4

Project construction activities shall comply with El Dorado AQMD Rules 223, 223-1, and 223-2.

Project construction shall comply with the following measures, which are consistent with and implement the requirements of EDCAQMD Rules 223, 223-1, and 223-2.

a. The County shall require construction contractors to comply with EDCAQMD Rules 223, 223-1, and 223-2. Compliance shall include, but is not limited to, implementation of the following measures:

- Apply water hygroscopic materials, or nontoxic chemical stabilizers or other specified covering on material stockpiles, wrecking activity, excavation, graded areas, swept areas, or cleared land.
- Install and use hoods, fans, and filters to enclose, collect, and clean the emissions of dusty materials.
- Cover or wet exposed soils at all times when contained in open-bodied trucks, trailers or other vehicles transporting materials;
- Apply asphalt, oil, water, or suitable chemicals on dirt roads.
- Alternate means of fugitive dust control may be used as approved by the Air Pollution Control Officer.
- Pursuant to Rule 223, a person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area, such that the presence of such fugitive dust remains visible, or exceed shades darker than designated as No. 0 on the Ringelmann Chart, or exceed 0% opacity as determined in accordance with EPA Method 9, in the atmosphere beyond the boundary line of the emission source.

b. Pursuant to EDCAQMD Rule 223-1, the County's Project construction manager shall submit a Fugitive Dust Control Plan to the Air Pollution Control Officer prior to the start of construction activities. Construction activities shall not begin until the Air Pollution Control Officer has approved or conditionally approved the Fugitive Dust Control Plan. The County's Project construction manager shall provide written notification to the Air Pollution Control Officer at least 10 days prior to the initial commencement of earthmoving activities via fax, e-mail, or mail.

The Fugitive Dust Control Plan shall describe all fugitive dust control measures to be implemented before, during, and after any dust-generating activity. The Fugitive Dust Control Plan shall contain all the information described in Section 223-1.5.B of EDCAQMD Rule 223-1. The Air Pollution Control Officer shall approve, disapprove, or conditionally approve the Fugitive Dust Control Plan within 30 days of plan submittal. Rule 223-1 requires that visible emissions shall not exceed the shade designated as No. 0 on the Ringelmann Chart, or 0% opacity as determined in accordance with EPA Method 9, at 50 feet from the point of origin and at the Project area boundary. Visible emissions shall not exceed the shade designated as No. 1 on the Ringelmann Chart, or 20% opacity as determined in accordance with EPA Method 9 at the point of origin. The construction contractor shall retain a copy of the approved Fugitive Dust Control Plan at the Project site. The approved Fugitive Dust Control Plan shall remain valid until the termination of all dust-generating activities associated with Project construction.

c. Pursuant to EDCAQMD Rule 223-2, the County's Project construction manager shall submit an Asbestos Dust Mitigation Plan to the Air Pollution Control Officer prior to the start of any construction activity. Construction activities shall not begin until the Air Pollution Control Officer has approved or conditionally approved the Asbestos Dust Mitigation Plan. The County construction manager shall provide written notification to the Air Pollution Control Officer at least 10 days prior to the commencement of earthmoving activities via fax, e-mail, or mail.

The Asbestos Dust Mitigation Plan shall describe all dust mitigation measures to be implemented before, during, and after any dust-generating activity. The Asbestos Dust Mitigation Plan shall contain all the information described in Section 223-2.5.B of Rule 223-2. The Air Pollution Control Officer shall approve, disapprove, or conditionally approve the Asbestos Dust Mitigation Plan within 30 days of plan submittal.

Pursuant to Rule 223-2, visible emissions shall not exceed the shade designated as No. 0 on the Ringelmann Chart, or 0% opacity as determined in accordance with EPA Method 9, at 25 feet from the point of origin and at the Project area boundary. Visible emissions shall not exceed the shade designated as No. 1 on the Ringelmann Chart, or 20% opacity as determined in accordance with EPA Method 9 at the point of origin. The construction contractor shall retain a copy of an approved Asbestos Dust Mitigation Plan at the Project site. The approved Asbestos Dust Mitigation Plan shall remain valid until the termination of all dust generating activities.

Air Quality Mitigation Measure 3.3-4 (continued)				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** During construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Greenhouse Gases Mitigation Measure 3.3-7				
GHG emission reduction measures shall be implemented to the extent feasible during Project construction. The County shall require implementation of the following GHG reduction measures to the extent feasible during Project construction activities: a. On-site equipment and vehicles shall be shut off when not in use and idling shall be avoided or limited to the greatest extent practicable. Idling durations shall not exceed 5 minutes. b. All construction equipment shall be maintained in proper working condition according to manufacturer's specifications. Equipment shall be checked by a certified mechanic and determined to be running in proper condition before equipment is operated. Construction contractors shall maintain records of equipment maintenance throughout the construction period. c. The prime contractor shall provide an approved construction emissions control plan demonstrating that heavy-duty (i.e., greater than 50 horsepower) off-road vehicles to be used in the construction Project, and operated by either the prime contractor or any subcontractor, will achieve the maximum feasible fleet-averaged GHG emission reductions. Successful implementation of this measure requires the prime contractor to submit a Construction Emissions Control Plan that includes a comprehensive inventory of all off-road construction equipment equal to or greater than 50 horsepower having the potential to be used a total of 40 or more hours during construction. The inventory shall include horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly to the County's construction manager throughout the construction period. Options that shall be considered for reducing emissions include, but are not limited to, use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. d. The County shall obligate the prime contractor to use an aqueous-emulsified fuel or other alternative fuel (other than diesel) verified by CARB or otherwise documented through emissions testing to have the greatest GHG reduction benefit feasibly available. *e.* To the extent feasible, all construction vehicles and equipment shall comply with Tier 3 or better emission control standards.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** During construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-1				
Preconstruction special-status plant species surveys shall be conducted and plants shall be avoided or transplanted and additional measures shall be implemented. 1) Prior to construction, a qualified botanist shall conduct two botanical surveys; one in either in April or May and the other in June. The results of these surveys shall be documented in a letter report to the County. If no special-status plants are identified during the preconstruction special-status plant species surveys, no additional measures are required. 2) If any non-listed special-status plants are identified within areas of potential construction disturbance during preconstruction special-status plant species surveys, construction activities shall be managed to avoid the plants to the greatest extent feasible. A qualified biologist shall prepare an avoidance and mitigation plan detailing protection and avoidance measures, transplanting procedures, success criteria, and long-term monitoring protocols. If the plants cannot be avoided, the plants and/or the seedbank shall be transplanted to a suitable habitat near the Project site. In addition, awareness training shall be conducted for construction workers, alerting workers to the presence of and protections for special-status plants. 3) If any federally listed plants are identified within areas of potential construction disturbance, the plants shall be avoided to the extent feasible. If the federally listed plants cannot be avoided, the County shall postpone construction activities until Section 7 consultation is conducted and a Biological Opinion from the USFWS is obtained. Measures to avoid impacts to federally listed plants as specified in the Biological Opinion shall be implemented before construction activities begin. Such measures may include transplanting, permanent preservation of off-site habitat, monitoring, and/or other measures deemed appropriate to fully mitigate the loss of federally listed plant species. 4) If any state-listed plants are identified within areas of potential construction disturbance, the plants shall be avoided to the extent feasible. If the state listed plants cannot be avoided, the County shall obtain an Incidental Take Permit from the CDFW. Measures to avoid impacts to state-listed plants as specified in the Incidental Take Permit conditions shall be implemented prior to the commencement of construction activities. Such measures may include transplanting, permanent preservation of off-site habitat, monitoring and/or other measures deemed appropriate to fully mitigate the loss of state-listed plant species.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-2				
Preconstruction Cosumnes spring stonefly surveys shall be conducted and, if present, the species shall be relocated to suitable habitat. 1) A qualified biologist shall conduct a preconstruction survey for Cosumnes spring stonefly within 14 days of the initiation of construction activities within intermittent drainages. If no Cosumnes spring stonefly is observed during such surveys, the survey methods and findings shall be documented and no additional measures are required. 2) If Cosumnes spring stonefly is identified during preconstruction surveys, a qualified biologist shall relocate the species to a portion of the intermittent drainage downstream of the work area, if possible, or to another nearly location of suitable habitat. Also if the species is identified during preconstruction surveys, a qualified biologist shall be on-site during any instream work for the purpose of relocating any species found within the construction footprint to suitable habitat away from the construction zone, and preconstruction worker awareness training shall be conducted alerting workers to the presence of and protections for the Cosumnes Spring stonefly.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-3				
Preconstruction elderberry shrub surveys shall be conducted and, if present, the avoidance, relocation, and/or other measures through consultation with the USFWS shall be implemented. 1) A qualified biologist shall conduct a preconstruction survey for elderberry shrubs with the potential disturbance areas and an area at least 20 feet outside of potential disturbance areas. If no shrubs are found, no further VELB avoidance measures are required. 2) If elderberry shrubs are found in the areas of preconstruction surveys, the biologist shall inspect the shrubs to determine their stem diameter at ground level and to determine if there is any evidence of VELB habitation, such as exit holes. Consistent with USFWS guidance, a 100-foot buffer shall be established and maintained around any existing elderberry shrub to prevent potential VELB habitat from being impacted. If a 100-foot buffer cannot be maintained, the County shall initiate consultation with the USFWS to determine avoidance, minimization, and mitigation measures. At minimum, construction fencing shall be established around any shrubs proposed to be preserved that occur between 20 feet and 100 feet of construction activities. If any shrubs are proposed for removal, the elderberry shrubs shall be transplanted according to USFWS guidelines and in consultation with USFWS to a suitable designated mitigation area and additional elderberry shrubs and associated riparian plant species shall be planted in the designated mitigation area. As an alternative to transplanting and/or planting elderberry shrubs to offset impacts to shrubs that may be present onsite, the County, through consultation with USFWS, may purchase compensatory mitigation.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-4				
Preconstruction coast horned lizard surveys shall be conducted and, if present, the species shall be relocated to suitable habitat. 1) A qualified biologist shall conduct a preconstruction survey for coast horned lizard within 14 days of the initiation of construction activities and prior to the reinitiation of construction if for any reason construction activities are halted for 14 or more consecutive days. If no coast horned lizards are observed during such surveys, the survey methods and findings shall be documented and no additional measures are required. 2) If coast horned lizards are found onsite during preconstruction surveys, CDFW and USFWS shall be consulted regarding appropriate avoidance or mitigation measures. Recommended avoidance measures include conducting a preconstruction worker awareness training and having a qualified biologist onsite during vegetation clearing activities within the annual grassland for the purpose of relocating any species found within the construction footprint to suitable habitat away from the construction zone. Additional mitigation for this species may also be required, as determined by the regulatory agencies.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-5				
Consultation with USFWS and CDFW shall be initiated and preconstruction protocol surveys shall be conducted for CRLF and FYLF and, if present, additional consultation and impact avoidance measures shall be implemented prior to construction. 1) Prior to construction, a qualified biologist shall be retained by the County to consult with USFWS and CDFW to determine acceptable protocols for CRLF and FYLF preconstruction surveys. (Standard survey protocol for CRLF requires up to eight surveys consisting of two day and four night surveys during the breeding season (January–June) and one day and one night survey during the non-breeding season (July 1–September 30). There is no standard survey protocol for FYLF, standard visual encounter surveys should be used for this species, unless otherwise requested by USFWS or CDFW.) Once protocol is establish, a qualified biologist shall conduct and document surveys, including methods and results. If no species are identified through protocol levels surveys, documentation of the survey findings shall be provided to USFWS and CDFW for concurrence and no additional mitigation shall be required. 2) If either CRLF or FYLF is found onsite during protocol surveys, the USFWS and CDFW shall be consulted to determine appropriate avoidance and minimization measures. Construction activities shall not proceed until such time as specific measures for avoidance of adverse effects to CRLF and FYLF are developed and implemented.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-6				
Preconstruction western pond turtle surveys shall be conducted and, if present, the species shall be relocated to suitable habitat. 1) A qualified biologist shall conduct a preconstruction survey for western pond turtle within 14 days prior to any construction activity that would directly impact pond or stream habitat or disturb the ground within 300 feet of aquatic habitat and prior to the reinitiation of construction if for any reason construction activities are halted for 14 or more consecutive days. If no western pond turtle is observed during such surveys, the survey methods and findings shall be documented and no additional measures are required. 2) If western pond turtle is identified during preconstruction surveys, a qualified biologist shall be on-site during initial clearing and grading within 300 feet of a drainage, pond, or other aquatic habitat. The biological monitor shall relocate any western pond turtles found within the construction footprint to suitable habitat away from the construction zone, but within the vicinity of the Project area, if required. In addition, a preconstruction worker awareness training program shall be conducted alerting workers to the presence of and protections for the western pond turtle.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-7				
Construction during the migratory bird nesting season shall be avoided or of buffer zones shall be established to prohibit construction activities in proximity to active nests. 1) Active construction, including removal of trees and shrubs and other vegetation clearing, shall be commenced during September 1 to January 31, if feasible. If construction activities begin during this period, migratory bird surveys are not required and no further mitigation is necessary. 2) If active construction will occur during the period between February 1 to August 31, a qualified biologist shall conduct a preconstruction survey for active nests. The preconstruction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities. If the preconstruction survey shows that there is no evidence of active nests, a letter report shall be prepared to document the survey, and no additional measures are recommended. If construction does not commence within 14 days of the preconstruction survey, or halts for more than 14 days, an additional survey shall be conducted prior to starting work. 3) If nests are identified during preconstruction surveys and considered by the qualified biologist to be active, buffer zones shall be established to prohibit construction activities and minimize nest disturbance until the young have successfully fledged. A minimum 250-foot buffer shall be implemented around raptor nests. Buffer zones around other migratory bird nest vary by species, and shall be determined by a qualified biologist as sufficient to avoid adverse effects on nests and migratory birds. If establishing typical buffer zones is impractical, consultation with CDFW shall be initiated and reduced buffers combined with additional remediation measures shall be implemented with concurrence of CDFW. 4) If active nests are found on-site, a qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. If disturbance is identified, construction activities shall cease and remedial actions shall be developed by the qualified biologist to ensure that reinitiation of construction avoids such disturbance. In addition, preconstruction worker awareness training should be conducted alerting workers to the presence of and protections for the active avian nests. 5) If active nests are found within any trees that would be removed associated with Project construction, a buffer shall be established around the trees and the trees shall not be removed until a biologist determines that the nestlings have successfully fledged.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-8				
Western burrowing owl surveys shall be conducted and impact avoidance measures shall be implemented in consultation with CDFW. 1) Prior to construction, a qualified biologist conduct Western burrowing owl surveys during the peak breeding season (mid-April and mid-July), in accordance with the 2012 California Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation (2012 Staff Report) (CDFW 2012). The survey area shall extend approximately 500 feet beyond the construction disturbance area, where access is permitted. A report documenting the results of the surveys shall be prepared and submitted to CDFW. If the surveys do not identify the presence of Western burrowing owl and with CDFW concurrence, no additional measures are required. 2) If burrowing owls are observed within the survey area, an impact assessment shall be prepared by a qualified biologist and submitted to the CDFW, in accordance with the 2012 Staff Report. If the assessment determines that Project activities may result in impacts to occupied western burrowing owl habitat, the County shall consult with CDFW and develop a detailed mitigation plan establishing avoidance and mitigation measures based on the requirements set forth in Appendix A of the 2012 Staff Report. The mitigation shall be implemented and shall be sufficient to ensure that no significant adverse effects occur to western burrowing owl.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-9				
Special-status bat species surveys shall be conducted and impact avoidance measures shall be implemented. 1) A qualified biologist shall conduct a preconstruction survey for special-status bat species within 14 days prior to any construction activity that would directly impact trees, rock outcroppings or other potential bat habitat. If construction does not commence within 14 days of the preconstruction survey, or halts for more than 14 days, an additional survey shall be conducted prior to starting work. If no special-status species bats are observed during such surveys, the survey methods and findings shall be documented and no additional measures are required. 2) If special-status bat species are present and roosting on or within 100 feet of the Project site, a qualified biologist shall establish an appropriate buffer around the roost site sufficient to avoid significant adverse effects. At minimum, trees shall not be removed until the biologist has determined that the bat is no longer roosting in the tree. Additional mitigation measures for bat species, such as installation of bat boxes or alternate roost structures, shall be implemented upon recommendation of the qualified biologist special-status bat species are found to be roosting within the Project area. In addition, a preconstruction worker awareness training should be conducted alerting workers to the presence of and protections for various bat species.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-10				
The County shall conduct and obtain USACE verification of a wetlands delineation of the Project site and shall provide appropriate mitigation to offset the loss of wetlands and other waters of the United States associated with the Project. 1) Prior to construction disturbances, an updated wetland delineation shall be completed and submitted to USACE for verification. 2) The Project shall avoid impacts to waters of the United States, waters of the state, and wetlands to the extent feasible. 3) A Section 404 permit shall be obtained from USACE and a Section 401 Water Quality Certification shall be obtained for the Central Valley Regional Water Quality Control Board (RWQCB) prior to initiation of any construction activities that would impact any water of the United States, or water of the state. Any waters of the United States or jurisdictional wetlands that would be lost or disturbed as a result of the Project shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE and the Central Valley RWQCB. Season wetland mitigation credits purchased by the County in 2006 may be applied to mitigation requirements for the Project, at the discretion of USACE. 4) The County shall consult with the CDFW for impacts to drainages, ponds, and riparian woodlands and obtain a Section 1600 Streambed Alteration Agreement from the CDFW prior to the initiation of construction activities. The County shall comply with all conditions of such permit, which are anticipated to include off-site habitat preservation and revegetation of disturbed areas on the Project site.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Biological Resources Mitigation Measure 3.4-11

The County shall minimize direct impacts and loss of oak woodlands and shall replace the loss of oak woodlands canopy on-site or off-site at a minimum ratio of 1:1.

1) Direct impacts and loss of oak trees within the Project site shall be minimized to the extent feasible. While complete avoidance of oak trees is not feasible given that the Project alignment passes through an area of oak woodland habitat and is constrained by surrounding development, the final design and layout of the road improvements shall avoid and minimize impacts to individual oak trees to the greatest extent possible.

2) Oak trees within and adjacent to the Project site that will not be directly removed as a result of the Project shall be protected during construction to avoid disturbance of the trees and their root zones. If trees identified for protection are ultimately damaged or destroyed as a result of unanticipated activities or other occurrence, mitigation for the damage or destruction of those trees should be required consistent with mitigation requirements for other trees removed as a result of the Project. An arborist certified by the International Society of Arboriculture (ISA) (Project arborist) shall be assigned to the Project during construction period grading and other ground disturbance activities to oversee implementation of these recommendations. To prevent additional loss of oak canopy in the temporary impact area, the following tree protection measures should be implemented:

   a. Tree Protection Fencing, consisting of a minimum 4-foot-tall high-visibility fence (orange plastic snow fence or similar), shall be placed around the perimeter of the tree protection zone (TPZ) (dripline radius plus 1 foot) for all trees to remain. The TPZ is the minimum distance for placing protective fencing, but tree protection fencing should be placed as far outside of the TPZ as possible. Signs shall be placed along the fence at approximately 50-foot intervals. Each sign shall be a minimum of 2 by 2 feet and shall include the following:

TREE PROTECTION ZONE

DO NOT MOVE OR RELOCATE FENCE

UNTIL PROJECT COMPLETION WITHOUT

PERMISSION OF PROJECT ARBORIST

OR EL DORADO COUNTY

- Whenever possible, fence multiple trees together in a single TPZ.
- If permanent site improvements (e.g., paving and sidewalks) encroach into the TPZ, install fence at limit of work. If temporary impacts (e.g., grading, utility installation) require encroachment into the TPZ, move fence to limit of work during active construction of item and return to edge of TPZ once work is completed.
- Tree protection fencing shall not be moved without prior authorization from the Project arborist or as detailed on approved plans.
- Avoid paving within TPZ. If paving cannot be avoided, use porous materials where feasible.
- Parking, portable toilets, dumping or storage of any construction materials, including oil, gas, or other chemicals, or other infringement by workers or domesticated animals shall be prohibited in the TPZ.
- No signs, ropes, cables, metal stakes, or any other items shall be attached to a protected tree, unless recommended by the Project arborist.
- Grading, excavation, or trenching within the TPZ should be avoided to the greatest extent feasible. Under no circumstances should fill soil be placed against the trunk of an existing tree.
- Any grading or ground disturbance within 20 feet of the edge of the TPZ shall be supervised by the Project arborist and recommendations by the Project arborist regarding root avoidance and other excavation measures shall be implemented to the extent feasible.

(continued on following page)

Biological Resources Mitigation Measure 3.4-11 (continued)

- Underground utilities should be avoided in the TPZ, but if necessary shall be bored or drilled. No trenching is allowed within the TPZ unless specifically approved by the Project arborist.
- Drains shall be installed according to County specifications to avoid harm to existing oak trees due to excess watering.
- Pruning of living limbs or roots shall be done under the supervision of the Project arborist. All pruning should be done by hand, air knife, or water jet, in accordance with ISA standards using tree maintenance best practices. Climbing spikes should not be used on living trees. Limbs should be removed with clean cuts just outside the crown collar.
- Cover exposed roots or cut root ends in trenches with damp burlap to prevent drying out.
- Minimize disturbance to the native ground surface (e.g., grass, leaf, litter, or mulch) under preserved trees to the greatest extent feasible.
- Native woody plant material (trees and shrubs to be removed) may be chipped or mulched on the site and placed in a 4 to 6 inch deep layer around existing trees to remain. Mulch shall not be placed in contact with the trunk of preserved trees.
- Deep water preserved trees that have had roots cut during project activities once a month throughout the summer as needed or as recommended by the Project arborist.
- Appropriate fire prevention techniques shall be employed around all trees to be preserved. This includes cutting tall grass, removing flammable debris within the TPZ, and prohibiting the use of tools that may cause sparks, such as metal bladed trimmers or mowers.
- No open flames shall be permitted within 15 feet of the tree canopy.
- Damage to any protected tree during construction shall be immediately reported to the Project arborist and to El Dorado County Planning Services. Damage shall be corrected as required by the County representative.
- Any landscaping within the TPZ should minimize ground disturbance and may include drought-tolerant plants, bark mulch, or natural vegetative cover. Rock mulches such as cobbles, boulders, or gravel shall not be used. All landscaping shall be kept at least 4 feet from trunk.

b. Oak canopy replacement shall adhere to the requirements listed below pursuant to the 2007 Interim Interpretive Guidelines for Policy 7.4.4.4 (Option A) (Interim Guidelines). In the event that the Interim Guidelines are amended or replaced by action of the Board of Supervisors, oak canopy replacement requirements for the project may be modified accordingly.

- Oak canopy cover lost as a result of the Project shall be offset at a 1:1 ratio in the form of either onsite or off-site replanting or preservation of off-site oak woodland through a conservation easement.
- Onsite and offsite oak canopy replacement may be implemented either through sapling or 1-gallon tree planting at a rate of 200 trees per acre or acorn planting at a rate of 600 acorns per acre. Ten years of maintenance and monitoring shall be conducted for seedlings or tree plantings and fifteen years of maintenance an monitoring shall be conducted for acorn plantings. Any replacement plantings shall be made as necessary to achieve the mitigation requirement. Any replacement plantings made within the final 2 years of the initial 5-year period shall be maintained for a minimum period of 2 years. Oak woodland canopy replacement shall be considered successful if 90 percent of the trees survive at the end of the maintenance and monitoring period. Off-site planting areas shall be placed in a conservation easement with assurances of permanent preservation. Mitigation planting procedures, maintenance schedule, monitoring protocols, and success criteria shall be documented in a detailed Tree Survey, Preservation, and Replacement Plan, which shall be prepared once full access to the Project site is available and prior to the initiation of construction activities.

Biological Resources Mitigation Measure 3.4-11 (continued)				
Funded by: El Dorado County	**Implemented by:** County Transportation Division, construction contractors, and qualified biologist.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Cultural Resources Mitigation Measure 3.5-1				
The County shall incorporate cultural resources and human remains inadvertent discovery programs into construction contract documents. 1) Project construction contract documents shall specify that in the event that concentrations of subsurface archaeological resources, or materials that have potential to be considered archaeological resources, are encountered during Project construction, County staff shall be notified immediately. All ground-disturbing work in the immediate area shall be suspended. A qualified archaeologist shall be retained by the County to evaluate the materials and recommend appropriate action, if any. Construction shall not recommence until appropriate actions to preserve, excavate or document the resource are completed, as may be necessary depending on the significance of the find. 2) Project construction contract documents shall specify that in the event that human remains are found in the study area during earth-moving or other activities, all ground-disturbing work shall be suspended, and the remains shall be treated in a manner consistent with Section 7050.5 of the California Health and Safety Code. The El Dorado County Coroner's Office shall be contacted to determine whether further investigations are warranted, and the remains shall be entrusted to the Coroner who may contact the Native American Heritage Commission and Native American representatives as required or appropriate. Treatment of the remains shall be conducted in accordance with the direction of the County Coroner or the Native American Heritage Commission, as appropriate.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Hazards and Hazardous Materials Mitigation Measure 3.7-2				
The County shall conduct a Phase 1 ESA of the Project study area and shall implement appropriate remediation to ensure worker and public safety in the event that hazardous materials or conditions are identified. Prior to the initiation of construction activities for the Project, the County shall conduct a Phase 1 Environmental Site Assessment (ESA) to determine the potential presence of hazardous materials or substances within the Project site. In the event that the Phase 1 ESA identifies the presence or potential presence of hazardous materials or substances, the County shall develop a remedial action plan to remove and properly dispose of contaminated soils or other hazardous conditions. All such remediation shall be conducted in accordance with federal, state and local laws pertaining to the use, handing, transportation and disposal of hazardous materials. No other Project-related construction activities shall occur on the site until appropriate remediation has occurred.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division	**Implementation timing:** Preconstruction	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Hazards and Hazardous Materials Mitigation Measure 3.7-5				
Implement fire ignition prevention measures and an emergency fire response and notification plan during construction. Construction contractors shall be required to develop and implement specific fire ignition prevention measures, including, but not limited to, the following measures: a) Use properly working spark arrestors, heat shields, and other ignition source controls on vehicles and equipment. b) Remove vegetation from within potential construction staging areas when near potential ignition sources. c) Implement smoking prohibitions within high risk areas and provide cigarette disposal options for workers. d) Provide worker education related to minimizing fire ignition sources and for emergency response. *e)* Develop a fire response program that includes emergency fire suppression and emergency response services notification provisions.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Hydrology and Water Quality Mitigation Measure 3.8-1				
The County shall prepare a Construction Stormwater Pollution Prevention Plan (SWPPP) for the Project that contains specific provisions for best management practices (BMPs) for reducing and controlling erosion from areas of excavation, fill, vegetation clearing and grading during and following Project construction. 1) A Construction SWPPP shall be prepared and implemented for the Project. The SWPPP shall include both temporary and permanent BMPs appropriate for avoiding or minimizing erosion and stormwater contamination and runoff from areas of excavation, fill, vegetation clearing and grading required for Project construction. The SWPPP shall be prepared by a qualified SWPPP practitioner and implemented before, during and following construction as needed to construct, monitor and maintain the BMPs required for the Project. 2) The SWPPP shall comply with Central Valley Regional Water Quality Control Board requirements for general construction activities and Project construction plans and specifications shall include County SWMP BMPs that are designed to control stormwater runoff. Objectives of the SWPPP shall include (1) identifying pollutant sources that may affect the quality of stormwater associated with construction activity; and (2) identifying, constructing, and implementing stormwater pollution prevention measures to reduce pollutants in stormwater after construction. 3) During construction of the Project, stormwater runoff shall be controlled using temporary runoff control structures on fill and cut slopes and at stormwater drains. 4) Project design shall include the following design measures: • Drain terraces on fill slope to stable ditch and outlet. • Apply rock to protect cut-slope terraces if final slope exposes soil rather than bedrock. • Provide channel/ditch gradient control when channels are over 50 feet long. 5) Following construction of the Project, erosion control and stormwater runoff control measures shall be implemented for slope stabilization and runoff control that include, but are not necessarily limited to, the following measures: • Mulch and seed disturbed ground, including fill slopes, using native species to the extent possible. • Provide channel/ditch gradient control when the affected length is greater than 50 feet. • Place straw wattles or comparable erosion control material on cut and fill slopes to break up surface, install as specified by manufacturer or at a minimum of 10 feet apart on slopes greater than 2:1.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** Preconstruction and during construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Hydrology and Water Quality Mitigation Measure 3.8-3				
The County shall prepare a final drainage plan to support final Project design that contains specific recommendations for stormwater conveyance facilities. The County shall prepare a final drainage plan that will be implemented and incorporated into the final Project design and the plan shall include design recommendations sufficient to ensure that the existing drainage pattern of the Project site will be maintained and will not result in substantial on- or off-site erosion, siltation or flooding.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division	**Implementation timing:** Preconstruction	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Land Use and Planning Mitigation Measure 3.9-1				
The County shall not advertise for construction bids for the Project until the County Board of Supervisors determines that oak tree removal can be undertaken in a manner consistent with the General Plan. Prior to issuing an advertisement for bids for Project construction, the County Board of Supervisors (Board) shall determine that Project-related oak tree removal can and will be accomplished in a manner consistent with the County General Plan. General Plan consistency shall be based on the Board's interpretation of applicable General Plan policies pertaining to oak woodlands habitat and mitigation requirements as specified in the Final SEIR. The Board, at its discretion, may consider and impose additional oak tree mitigation requirements as may be necessary for the Board to determine consistency with the General Plan.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division	**Implementation timing:** Preconstruction	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Noise Mitigation Measure 3.10-1				
The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation, that construction be limited to specific hours on Monday through Saturdays with no construction on Sunday's, and that engine-driven equipment be fitted with mufflers according to manufacturers' specifications. The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation, that construction be limited to specific hours on Monday through Saturdays with no construction on Sunday's, and that engine-driven equipment be fitted with mufflers according to manufacturers' specifications. The following requirements shall be included in the construction specifications: 1. Construction activities and delivery of materials or equipment to the site shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays. Construction shall not occur on Sundays or on any holiday recognized by El Dorado County. 2. Construction equipment powered by internal combustion engines shall be properly muffled and maintained. 3. Equipment and vehicles shall be turned off when not in use and unnecessary idling of internal combustion engines shall be prohibited. 4. Stationary noise-generating construction equipment, such as air compressors, shall be located as far as practicable from adjacent residences homes and shall be acoustically shielded when located within 100 feet of adjacent residences or outdoor activity areas. 5. To the extent feasible, quiet equipment, particularly air compressors, shall be utilized and motorized equipment shall be outfitted with proper mufflers in good working order. 6. Equipment storage locations shall be sited as far as practicable from nearby sensitive receptors. 7. The County shall designate a "noise disturbance coordinator" who shall be responsible for receiving and responding to any complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and require that reasonable measures warranted to correct the problem be implemented. The telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. The noise disturbance coordinator may be the contractor or a contractor's representative. All noise complaints received and actions taken to resolve the complaints shall be reported to the County's construction contract supervisor.				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and construction contractors.	**Implementation timing:** During construction.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**

Traffic and Transportation Mitigation Measure 3.11-2				
Signalization of the Deer Valley Road / Green Valley Road intersection shall be added to the County's Capital Improvement Program. The County shall amend its Capital Improvement Program (CIP) at such time the County deems it necessary to include installation of a traffic control signal at the Deer Valley Road/Green Valley Road intersection at such time a signal at this location is warranted based on the California Manual on Uniform Traffic Control Devices (CMUTCD) and specific warrant factors such as vehicular volumes, pedestrian volumes, school crossings, coordinated signals, crash experience, roadway network, and grade crossings (CMUTCD, Section 4C.01, "Studies and Factors for Justifying Traffic Control Signals")				
Funded by: El Dorado County	**Implemented by:** County Transportation Division and Board of Supervisors.	**Implementation timing:** When signal warranted based on criteria as specified in measure.	**Verified by:** County Transportation Division **Name:** **Title:** **Date:**	**Notes:**