

## EXHIBIT K

### NEGATIVE DECLARATION

**FILE:** TM14-1518/PD14-0002

**PROJECT NAME:** Cameron Glen Estates Phase 5

**NAME OF APPLICANT:** Cameron Glen Estates, LLC

**ASSESSOR'S PARCEL NOS.:** 083-031-13      **SECTION:** 28 T: 10N R: 9E

**LOCATION:** The property is on the south side of Green Valley Road, approximately 450 feet west of the intersection with Cameron Park Drive in the Cameron Park area. Supervisorial District 2.

- ☐ **GENERAL PLAN AMENDMENT:**      **FROM:**      **TO:**
- ☐ **REZONING:**      **FROM:**      **TO:**
- ☐ **TENTATIVE PARCEL MAP** ☒ **SUBDIVISION TO SPLIT 1.641 ACRES INTO 15 LOTS**  
**SUBDIVISION (NAME):** Cameron Glen Estates Phase 5
- ☐ **SPECIAL USE PERMIT TO ALLOW:**
- ☒ **OTHER:** Development Plan PD14-0002

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#### **REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:**

- ☐ **NO SIGNIFICANT ENVIRONMENTAL CONCERNS WERE IDENTIFIED DURING THE INITIAL STUDY.**
- ☒ **MITIGATION HAS BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.**
- ☐ **OTHER:**

In accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), State Guidelines, and El Dorado County Guidelines for the Implementation of CEQA, the County Environmental Agent analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding, the Planning Department hereby prepares this **NEGATIVE DECLARATION**. A period of thirty (30) days from the date of filing this negative declaration will be provided to enable public review of the project specifications and this document prior to action on the project by **COUNTY OF EL DORADO**. A copy of the project specifications is on file at the County of El Dorado Planning Services, 2850 Fairlane Court, Placerville, CA 95667.

**This Negative Declaration was adopted by the Planning Commission on July 23, 2015.**

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Executive Secretary



**EL DORADO COUNTY PLANNING SERVICES  
2850 FAIRLANE COURT  
PLACERVILLE, CA 95667**

**ENVIRONMENTAL CHECKLIST FORM  
AND DISCUSSION OF IMPACTS**

**Project Title:** Cameron Glen Estates Phase 5/TM14-1518/PD14-0002

**Lead Agency Name and Address:** El Dorado County, 2850 Fairlane Court, Placerville, CA 95667

**Contact Person:** Aaron Mount

**Phone Number:** (530) 621-5355

**Property Owner's Name and Address:**

Joseph H. Jaoudi 2216 Via Subria, Vista, CA 92084

**Project Applicant's/Agent's Name and Address:**

Same as Owner

**Project Engineer's Name and Address:**

Lebeck Young Engineering, 3430 Robin Ln. Bldg #2, Cameron Park, CA 95682

**Project Location:** The subject property is located on the south side of Green Valley Road approximately 450 feet west of the intersection with Cameron Park Drive in the Cameron Park area (Attachment 1)

**Assessor's Parcel Number(s):** 083-031-13

**Size of Parcel:** 1.64 acres

**Zoning:** Limited Multifamily Residential-Planned Development-Airport Safety (R2-PD-AA) Zone District

**Section:** 28

**T:** 10N

**R:** 9E (Attachment 2)

**General Plan Designation:** Multifamily Residential (MFR)

**Description of Project:**

- 1) Tentative map subdividing 1.64 acre lot into 15 Class 1 single family residential lots.
- 2) Development Plan for the proposed residential subdivision to include 15 single family residential lots and modified Limited Multifamily Residential-Planned Development (R2-PD) zone district development standards to allow reduced setbacks; and
- 1) Design waiver of the following Design and Improvement Standards Manual (DISM) standards:
  - A) Reduction in the required right-of-way for Jaoudi Court from 60 feet per Standard Plan 101B to 30 feet;
  - B) Waive the sidewalk requirement per Standard Plan 101B on Jaoudi Court;
  - C) Reduce the sidewalk width from 6 feet required per Standard Plan 101B to a 4.5 foot wide asphalt sidewalk along Green Valley Road.

**Surrounding Land Uses and Setting:**

	<b>Zoning</b>	<b>General Plan</b>	<b>Land Use/Improvements</b>
<b>Site</b>	Multifamily Residential-Planned Development-Airport Safety (R2-PD-AA)	Multifamily Residential (MFR)	Vacant
<b>North</b>	Limited Multifamily Residential-Design Community-Airport Safety (R2-DC-AA)	Multifamily Residential (MFR)	Multifamily Residential/Vacant
<b>South</b>	Multifamily Residential-Planned Development-Airport Safety (R2-PD-AA)	Multifamily Residential (MFR)	Age Restricted-Single Family Residential
<b>East</b>	Commercial-Design Control	Commercial	Commercial Center/Cemetery
<b>West</b>	Planned Commercial-Planned Development	Commercial	Vacant

**Briefly Describe the environmental setting:** The 1.64-acre project site is located in the Cameron Park

Community Region at an elevation of approximately 1,375 feet above mean sea level. The project site is surrounded on the north, east, and south sides by residential and commercial development and by an undeveloped parcel on the west side. Much of the soil on the project site has been previously disturbed (grading, excavating, etc.) and as a result the site is characterized by numerous artificial mounds and low areas. The plants present on the site are comprised primarily of non-native weed species. Wildlife use of the project site is limited to a few disturbance-tolerant species such as acorn woodpeckers, black phoebes, scrub jays, and southern alligator lizards. Blue oak woodland occurs on the eastern half of the project site with several large mature blue oaks, however, the understory plant community within the blue oak woodland is dominated by non-native grasses and forbs, including several invasive species of grasses and thistles (Helix 2014). The remainder of the site is comprised of disturbed habitat.

Other public agencies whose approval is required includes (e.g., permits, financing approval, or participation agreement):

1. Department of Transportation
3. El Dorado County Air Quality Management District
4. El Dorado County Resource Conservation District
5. Cameron Park Fire Department

### **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.


Aesthetics	Agriculture and Forestry Resources	Air Quality
Biological Resources	Cultural Resources	Geology / Soils
Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology / Water Quality
Land Use / Planning	Mineral Resources	Noise
Population / Housing	Public Services	Recreation
Transportation/Traffic	Utilities / Service Systems	Mandatory Findings of Significance


### **DETERMINATION**

**On the basis of this initial evaluation:**

- ☒ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by Mitigation Measures based on the earlier analysis as described in attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION**, pursuant to applicable standards; and b) have been avoided or mitigated pursuant to that

earlier EIR or NEGATIVE DECLARATION, including revisions or Mitigation Measures that are imposed upon the proposed project, nothing further is required.

Signature:  Date: 6/16/2015  
Printed Name: Aaron Mount For: El Dorado County

Signature:  Date: 6/12/15  
Printed Name: Lillian Macleod For: El Dorado County

### **PROJECT DESCRIPTION**

The proposed tentative map would divide the 1.64-acre property into residential subdivision that includes a total of 15 residential lots and nine lettered lots (private road and open space/landscape lots). The map includes four Design Waivers for deviations from the County design and improvement standards for road construction and lot driveway design. A Phasing Plan is proposed for the financing or phasing of the residential development into two phases.

#### **1. Site Design**

Cameron Glen Estates Phase 5 Subdivision Map is a Class I subdivision containing 15 residential lots ranging in gross lot size from 2,664 square feet to 8,111 square feet. The subdivision includes one lot for a private on-site road. The applicant is proposing reductions in the front and rear yard setbacks for all lots and a further front setback reduction for lot 104. Design waivers have been requested for on- and off-site road improvements.

#### **2. Access/Circulation**

The project site would be accessed from Winterhaven Drive. Each lot would access from Jaoudi Drive which would encroach off Winterhaven Drive. The access shall be constructed to County road encroachment and improvement standards and shall accommodate the interim improvements along Green Valley Road (Exhibit E).

The private internal road serving the subdivision is proposed to be constructed with a cul-de-sac at its termination. The road, which is encompassed in a reduced 30-foot Right-of-Way, includes 28-foot wide pavement, 2.5-foot wide curb and gutter, and no sidewalks. The road shall be constructed according to the Design and Improvement Standards Manual (DISM) standards per Standard Plan 101B. Maintenance and ownership of the private road will be the responsibility of the existing Homeowner's Association for the subdivision.

#### **3. Utilities**

The subdivision would require connection to existing public water and sewer service provided by the El Dorado Irrigation District (EID) (Exhibit G). The subdivision would connect to an existing 8 inch water line located in Winterhaven Drive and a 6-inch sewer line abutting the western property line in Winterhaven Drive. According to the Facilities Improvement Letter (FIL) issued by EID on May 1, 2014, a minimum total 15 equivalent dwelling units (EDU) would be necessary to serve the project. Acquisition of a meter award letter for the service would be required prior to Final Map recordation.



**4. Improvements and Infrastructure**

Site construction would include mass pad grading to establish necessary residential pads, construction of retaining walls and the internal road, and installation of underground utility lines (i.e. water, sewer, storm drains). A minimum 6-foot tall sound wall would be constructed along the rear property line of the residential lots adjacent to Green Valley Road, mitigating the anticipated vehicular noise from the road. (Exhibit E).

Off-site improvements include construction of a sidewalk along the south side of Green Valley Road. These improvements will connect the subdivision to commercial parcels to the east. The off-site improvements will be located within the existing County Right-of-Way (Exhibit E).

A revised Preliminary Grading and Drainage Plan (Dec. 29, 2014) was submitted with the proposed tentative map application indicating mass pad grading of the site. Storm water is proposed to run down the curb and gutter on Jaoudi Court to private drainage facilities in Winterhaven Drive. The flooding impacts to drainage in the north Cameron Park Area from the proposed project were analyzed in 2003 as a part of the final map application for Phases 3 and 4 of Cameron Glen Estates (TM90-1199R; *Supplemental Drainage Calculations for Cameron Glen – Phases 3 & 4, June 10, 2003, Gene E. Thorne & Associates*). Construction of Phases 3 and 4 planned for and constructed flood mitigation for the current project in the form of a detention / retention pond located on Chesapeake Bay Circle. As conditioned, a final drainage report addressing necessary infrastructures and water quality measures shall be submitted with project Improvement Plans prior to final map approval.

**5. Population**

Based on the 2.3 person/dwelling unit ratio in the General Plan, approximately 34.5 maximum residents are anticipated to reside at subdivision buildout.

**6. Construction Considerations**

Construction of the project would primarily consist of on-site improvements including grading and improvements discussed above.

Off-site improvements, which would occur in previously disturbed area, include construction of a sidewalk along the southbound portion of Green Valley Road. These improvements will connect the subdivision to commercial parcels to the east. The off-site improvements will be located within the existing County Right-of-Way.

**Project Schedule and Approvals**

This Initial Study is being circulated for public and agency review for a 30-day period. Written comments on the Initial Study should be submitted to the project planner indicated in the Summary section, above.

Following the close of the written comment period, the Initial Study will be considered by the Lead Agency in a public meeting and will be certified if it is determined to be in compliance with CEQA. The Lead Agency will also determine whether to approve the project.

**EVALUATION OF ENVIRONMENTAL IMPACTS**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is a fair argument that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the Mitigation Measures, and briefly explain how they reduce the effect to a less than significant level.
5. CEQA Section 15152. Tiering- El Dorado County 2004 General Plan EIR  
  
This Mitigated Negative Declaration tiers off of the El Dorado County 2004 General Plan EIR (State Clearing House Number 2001082030) in accordance with Section 15152 of the CEQA Guidelines. The El Dorado County 2004 General Plan EIR is available for review at the County web site at <http://www.co.el-dorado.ca.us/Planning/GeneralPlanEIR.htm> or at the El Dorado County Development Services Department located at 2850 Fairlane Court, Placerville, CA 95667. Any applicable determinations and impacts identified that rely upon the General Plan EIR analysis and all General Plan Mitigation Measures shall be identified herein.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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## **ENVIRONMENTAL IMPACTS**

<b>I. AESTHETICS. <i>Would the project:</i></b>				
a. Have a substantial adverse effect on a scenic vista?				<b>X</b>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
c. Substantially degrade the existing visual character quality of the site and its surroundings?			<b>X</b>	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			<b>X</b>	

### **Discussion:**

A substantial adverse effect to Visual Resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista.

- Scenic Vista.** No identified public scenic vistas or designated scenic highway would be affected by this project. There would be no impact.
- Scenic Resources.** The project would not be located along a defined State Scenic Highway corridor and would not impact scenic resources or corridors including, but not limited to, trees, rock outcroppings, and historic resources based on the location of the project. There would be no impact.
- Visual Character.** The proposed residential project would not substantially degrade the visual character or quality of the site and its surroundings. The project would conform to existing residential development in the surrounding area. This impact would be considered less than significant.
- Light and Glare.** Typical residential lighting and glare effects would be anticipated at a less than significant level. Lighting, including patio and garage entrance lighting would be required to meet the County lighting ordinance including provisions for adequate shielding to avoid potential glare affecting day or nighttime views for those that live or travel through the area. However, these anticipated lighting effects would be compatible to the existing lighting from the residential development to the north, east, south and future development to the west. Impacts would be considered less than significant.

**FINDING:** Impacts to aesthetics are expected with the project either directly or indirectly. For this "Aesthetics" category, impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**II. AGRICULTURE AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by California Department of forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forrest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Locally Important Farmland (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

**Discussion:**

A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
- The amount of agricultural land in the County is substantially reduced; or
- Agricultural uses are subjected to impacts from adjacent incompatible land uses.

a-e. **Farmland Mapping and Monitoring Program.** The site is not identified to be within any mapping associated for farmland or lands containing prime farmland. According to the Soil Survey for El Dorado County, the project site contains RfC (Rescue very stony sandy loam, 3-15 percent slopes) soil which is not a choice agricultural soil type. There would be no impact.

**Williamson Act Contract.** The property is not subject to a Williamson Act Contract nor is agriculturally zoned. There would be no impact.

**Non-Agricultural Use.** No conversion of agriculture land would occur as a result of the project. There would be no impact.

**Loss of Forest land or Conversion of Forest land.** No forest land exists on site. No impact.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**Conversion of Prime Farmland or Forest Land.** No prime farmland exists on site. No impact.

**FINDING:** For this “Agriculture” category, there would be no impact.

III. AIR QUALITY. <i>Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	

**Discussion:**

A substantial adverse effect on Air Quality would occur if:

- Emissions of ROG and No<sub>x</sub>, will result in construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Pollution Control District – CEQA Guide);
- Emissions of PM<sub>10</sub>, CO, SO<sub>2</sub> and No<sub>x</sub>, as a result of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for ozone, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
- Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.

An Air Quality Model (CalEEMod) was submitted evaluating the potential project effects to air quality. The analysis has been reviewed by the El Dorado County Air Quality Management District (EDCAQMD), which is responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws. EDCAQMD has adopted various rules and regulations pertaining to the control of emissions from area and stationary sources and a Guide to Air Quality Assessment. All projects are subject to EDCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the proposed project may include, but are not limited to, Rule 101 (General Provisions), Rule 205 (Nuisances), Rule 207 (Particulate Matter), Rule 223 (Fugitive Dust General Requirements), Rule 223-1 (Fugitive Dust Construction Requirements), and Rule 224 (Cutback Asphalt Paving Material). The district has provided project conditions of approval including these rules and regulations. The responses below include a summary of the analysis and its results.

- Air Quality Plan.** The western portion of El Dorado County is designated as nonattainment for the state and federal ozone standards. The Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan (OAP) was developed by the air districts in the Sacramento region to bring the region into attainment. The region addressed in the OAP includes the Mountain Counties Air Basin portion of El Dorado County that includes the project site. The



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OAP is the regional component of the State Implementation Plan (SIP), which is the state's plan for attaining the federal 8-hour ozone standard as required by the California Clean Air Act and the federal Clean Air Act. The SIP has been prepared to identify a detailed comprehensive strategy for reducing emissions to the level needed for attainment and show how the region would make expeditious progress toward meeting this goal. The SIP assumes annual increases in air pollutant emissions resulting from regional growth (including construction-generated emissions) anticipated according to local land use plans (e.g., general plans, regional transportation plans). The SIP also assumes the incremental increase in emissions will be partially offset through the implementation of stationary, area, and indirect source control measures contained in the plan. In addition to not attaining the federal or state ozone standards, the region does not attain the federal PM2.5 standards or state PM10 standards. Reduction of particulate matter by all feasible means is necessary to attain these PM standards. The purpose of the Sacramento Area Regional PM10 Attainment Plan (PM10 Plan) is to fulfill the requirements for the EPA to redesignate the region from nonattainment to attainment of the PM10 ambient air quality standards by preparing the plan elements as described previously. Particulate matter directly emitted from a project is generally regarded as having regional and localized impacts; however, PM10 and PM2.5 are of greatest concern during construction (e.g., the site preparation phase) of a proposed project.

According to the EDCAQMD's Guide to Air Quality Assessment (2002), a project is conforming to the air quality plans if: 1) The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezoning), or projected emissions of ROG and NOx from the proposed project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation; 2) The project does not exceed the "project alone" significance criteria; 3) The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the air quality plans; and 4) The project complies with all applicable district rules and regulations.

The proposed project will not conflict with implementation of the applicable air quality plans. As analyzed, emissions generated from proposed project construction and proposed project operations would not exceed EDCAQMD thresholds of 82 pounds per day of ROG or 82 pounds per day of NOx. In addition, operational emissions projected from land uses currently allowed under the existing land use designation of the site would not be higher than those projected to result with the development of the proposed project. The project will be required to comply with all applicable EDCAQMD rules and regulations. Therefore, a less than significant impact would occur.

- b. **Air Quality Standards.** El Dorado County has adopted the Guide to Air Quality Assessment establishing rules and standards for the reduction of air pollutants (ROG/VOC, NOx, and O3). The analysis evaluated the project impacts from construction and operational emissions.

#### Construction Emissions

Construction-generated emissions are temporary and short term but have the potential to represent a significant air quality impact. The construction and development of the proposed project would result in the temporary generation of emissions resulting from site grading and excavation, paving, and motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne Particulate Matter are largely dependent on the amount of ground disturbance associated with site preparation activities. The EDCAQMD has adopted guidelines for determining potential adverse impacts to air quality in the region. The EDCAQMD guidelines state that construction activities are considered a potentially significant adverse impact if such activities generate total emissions in excess of EDCAQMD established thresholds. According to the Guide to Air Quality Assessment, if identified ROG and NOx emissions are under the construction emissions threshold of 82 pounds generated per day and thus considered less than significant, then emissions of CO and PM10 would also be considered less than significant. Table 2.0-4 illustrates the construction-related criteria and precursor emissions that would result from implementation of the proposed project.

Based on the results, the proposed project would not exceed EDCAQMD thresholds for daily air pollutant emissions during construction activities. Therefore, construction-related air quality impacts associated with the proposed project are less than significant.



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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### Operational Emissions

Implementation of the proposed project would result in increased regional emissions of PM10 and PM2.5, as well as ROG, NOx, and CO, due to increased use of motor vehicles, natural gas, maintenance equipment, and various consumer products, thereby increasing potential operational air quality impacts. Increases in operational air impacts with implementation of the proposed project would generally consist of two sources: stationary and mobile.

Based on the EDCAQMD guidelines, operational activities are considered a potentially significant adverse impact if such activities generate total emissions in excess of EDCAQMD established thresholds. According to the Guide to Air Quality Assessment, if identified ROG and NOx emissions are under the operation emissions threshold of 82 pounds generated per day and thus considered less than significant, then emissions of CO and PM10 would also be considered less than significant.

Based on the results, the proposed project emissions would not exceed EDCAQMD significance thresholds for operational air pollutant emissions. Therefore, impacts resulting from project operations would be less than significant.

- c. **Cumulative Impacts.** The EDCAQMD's primary criterion for determining whether a project has significant cumulative impacts is whether the project is consistent with an approved plan in place for the pollutants emitted by the project (i.e., the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan (OAP) and the PM10 Implementation/Maintenance Plan and Re-Designation Request for Sacramento County (PM10 Plan)). This criterion is applicable to both the construction and operation phases of a project. According to the EDCAQMD's *Guide to Air Quality Assessment* (2002), a project is conforming to the air quality plans if:

- 1) The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), or projected emissions of ROG and NOx from the proposed project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation.
- 2) The project does not exceed the "project alone" significance criteria.
- 3) The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the air quality plans.
- 4) The project complies with all applicable district rules and regulations.

The emissions generated from proposed project construction and proposed project operations would not exceed EDCAQMD thresholds of 82 pounds per day of ROG or 82 pounds per day of NOx. The project will be required to comply with all applicable EDCAQMD rules and regulations. Therefore, the proposed project would result in a less than significant cumulative impact.

- d. **Sensitive Receptors.** The proposed project could create a potential hazard to surrounding residents through exposure to pollutant concentrations such as PM2.5 during construction activities and/or other toxic air contaminants. Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. Residential land uses are adjacent to the project site. Construction activities would involve the use of a variety of gasoline- or diesel-powered equipment that emits exhaust fumes. Surrounding residents would potentially be exposed to nuisance dust and heavy equipment emission odors (e.g., diesel exhaust) during construction. However, the duration of exposure would be brief as exhaust from construction equipment dissipates.

Typically, substantial pollutant concentrations of CO are associated with mobile sources (e.g. Vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (LOS E or lower). Surrounding the project site are sensitive receptors consisting of existing

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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residential uses and an existing roadway network of two-lane roadways with vehicle traffic controlled by stop signs. Traffic volumes in the project area are not large enough to trigger CO concentration issues.

As determined, the project would not result in significant generation of CO emissions. Therefore, the operation of the proposed project is not expected to result in impacts to sensitive receptors. Impacts to sensitive receptors are considered to be less than significant.

- e. **Objectionable Odors.** Residential developments are typically not considered to be an emission source that would result in objectionable odors. Future residential construction activities could result in odorous emissions from diesel exhaust associated with construction equipment. However, as these emissions are temporary in nature, exposure of sensitive receptors to these emissions would be limited. In addition, the EDCAQMD has adopted a nuisance rule that addresses the exposure of nuisance discharges such as unpleasant odors. Rule 205 states that no person shall discharge from any source whatsoever such quantities of odors or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Therefore, this impact is less than significant.

**FINDING:** The proposed project would not affect the implementation of regional air quality regulations or management plans. The project would result in increased emissions due to construction and operation of equipment; however existing regulations would reduce these impacts to a less than significant level. The proposed project would not cause substantial adverse effects to air quality, nor exceed established significance thresholds for air quality impacts.

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

#### **Discussion:**

A substantial adverse effect on Biological Resources would occur if the implementation of the project would:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- Substantially reduce or diminish habitat for native fish, wildlife or plants;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a native plant or animal community;
- Reduce the number or restrict the range of a rare or endangered plant or animal;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species; or
- Interfere substantially with the movement of any resident or migratory fish or wildlife species.

A *Biological Resources Letter Report for Cameron Glen Estates Phase V* and a *Rare Plant Survey Letter Report* have been prepared for the project by Helix Environmental Planning (April 21 and May 13, 2014) evaluating the biological resources on the property and the effects of the proposed subdivision to these resources. The analysis includes the results of the biologists' field surveys conducted on the site on March 14, April 8, and May 9, 2014. The responses below include a summary of the analysis and its results.

- a-b. **Special Status Species.** The site contains the Rescue soil type associated with Pine Hill endemics however site surveys found the site to be so disturbed that it is dominated with non-native vegetation. Multiple botanical surveys found no listed plant species. If construction does not begin before May 16, 2016, a new plant survey will be required in compliance with the report.

Birds are protected from disturbance during the nesting season by Fish and Game Codes and the Migratory Bird Treaty Act. No bird nests were observed in the project site during the biological reconnaissance survey. However, trees in the project site provide suitable nesting habitat for a variety of bird species. Birds could begin nesting in the project site prior to commencement of construction.

The following condition of approval has been implemented:

**Pre-construction Survey Required: Nesting Birds:** If feasible, construction activities should occur outside of the bird nesting season (September 16 through March 14). This would reduce impacts to raptors and migratory bird species protected by Fish and Game Code and the Migratory Bird Treaty Act of 1918. If construction begins during the typical breeding season for raptors and migratory birds (March 15 to September 15), pre-construction nest surveys should be conducted by a qualified biologist within ten days prior to the onset of construction. If no nests or nesting activity are identified in the project site, no further surveys would be required. If nests are identified in the project site, then the following condition shall be implemented:

Nests shall be avoided during breeding season while occupied. CDFW shall be coordinated with to establish a buffer around the nest(s). No construction activities or construction traffic shall enter the buffer area until a qualified biologist has confirmed that the nest is no longer active. If establishment of a buffer area around the nest is not feasible, monitoring shall be conducted by a qualified biologist to confirm project activity is not resulting in detectable adverse effects to active nests. The biologist shall have the authority to stop construction activities if such adverse effects are detected.

With implementation of the conditions of approval for subsequent rare plant and protected nesting bird surveys, impacts would be less than significant.

- b&c. **Wetlands/Riparian Habitat.** The site does not contain any aquatic features such as wetlands or riparian habitat. There would be no impact.
- d. **Migration Corridors.** The project is not a part of a major or local wildlife or migration corridors/travel routes because it does not connect to significant habitats. As analyzed, the highly disturbed site does not contain suitable on-site habitat. The on-site oak trees have the potential to be nesting habitat. Implementation of MM BIO-1 would reduce the impact to Less Than Significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- e. **Local Policies.** Applicable El Dorado County Code and General Plan Policies pertaining to the protection of biological resources including oak trees have been met. The project has been redesigned to avoid removal of oak trees and is therefore consistent with the *Interim Interpretive Guidelines for Oak Woodlands*. Impacts would be Less Than Significant.

**FINDING:** Conditions of approval have been identified for implementation that would minimize potential impacts. For this 'Biological Resources' category, impacts would be less than significant.

<b>V. CULTURAL RESOURCES.</b> <i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			X	
b. Cause a substantial adverse change in the significance of archaeological resource pursuant to Section 15064.5?			X	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	

**Discussion:**

In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a historical or cultural resource significant or important. A substantial adverse effect on Cultural Resources would occur if the implementation of the project would:

- Disrupt, alter, or adversely affect a prehistoric or historic archaeological site or a property or historic or cultural significant to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Affect a landmark of cultural/historical importance;
- Conflict with established recreational, educational, religious or scientific uses of the area; or
- Conflict with adopted environmental plans and goals of the community where it is located.

A *Cultural Resources Inventory* has been prepared for the project by Peak and Associates (January 30, 2014), consulting archeologist. The inventory concluded that the site does not contain any prehistoric or historic cultural resources. The Skinner Family Cemetery is located entirely within an adjacent parcel. The cemetery has been previously analyzed, including ground penetrating radar, and it has been determined that the cemetery is fully located on a distinct separate parcel. The applicant has agreed to develop pedestrian access from Green Valley Road to the cemetery within an existing access easement. Additionally, the applicant has agreed to establish maintenance easements that would allow access to the fence that currently surrounds the cemetery. These maintenance five foot wide easements also create a buffer between the proposed development and the cemetery. The County Cemetery Administrator has also requested informational plaques to be placed at the entrance to the pedestrian access and at the cemetery itself. Conditions of approval have been added requiring these improvements to be completed prior to final map approval.

- a-b. **Historic or Archeological Resources.** A *Cultural Resources Inventory* has been prepared for the project by Peak and Associates (January 30, 2014), consulting archeologist. The analysis determined that the site does not contain any prehistoric or historic cultural resources. Impacts would be less than significant.
- c. **Paleontological Resources.** The project site does not contain any known paleontological sites or known fossil strata/locales. The project site is not underlain by the Mehrten formation which is the only formation in the County known to contain fossils. There would be no impacts.



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- d. **Human Remains.** All grading activities would be subject to standard Conditions of Approval that requires that any address accidental discovery of human remains be subject to evaluation by County Coroner. As discussed above there would be no direct impacts to the cemetery on the parcel adjacent to the project. Impacts would be less than significant.

**FINDING:** Archeological resources are known on a parcel adjacent to the project site, which the project would have no direct impact upon. Standard and specific Conditions of Approval would be required with requirements for accidental discovery during project construction, access, and maintenance easements. This project would have a less than significant impact within the Cultural Resources category.

VI. GEOLOGY AND SOILS. <i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

**Discussion:**

A substantial adverse effect on Geologic Resources would occur if the implementation of the project would:

- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as groundshaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
- Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or

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- Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.

a. **Seismic Hazards:**

i) According to the California Department of Conservation, Division of Mines and Geology, there are no Alquist-Priolo fault zones within El Dorado County. The nearest such faults are located in Alpine and Butte Counties. There would be no impacts anticipated.

ii) The potential for seismic ground shaking in the project area would be considered less than significant. Any potential impacts due to seismic impacts would be addressed through compliance with the Uniform Building Code. All structures would be built to meet the construction standards of the UBC for the appropriate seismic zone. Impacts would be anticipated to be less than significant.

iii) El Dorado County is considered an area with low potential for seismic activity. There were no potential areas identified for liquefaction on the project site by the preliminary grading and drainage plans. Impacts would be anticipated to be less than significant.

iv) All grading activities onsite would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Compliance with the Ordinance would reduce potential landslide impacts to less than significant.

- b. **Soil Erosion:** All grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the County of El Dorado - Grading, Erosion, and Sediment Control Ordinance adopted by the County of El Dorado Board of Supervisors, August 10, 2010 (Ordinance #4949). According to the Soil Survey for El Dorado County, the project site contains RfC (Rescue very stony sandy loam, 3-15 percent slopes) soils which have a slow to medium surface runoff and slight to moderate erosion hazards. All grading activities onsite would comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance including the implementation of pre- and post-construction Best Management Practices (BMPs). The implemented BMPs are required to be consistent with the County's California Stormwater Pollution Prevention Plan issued by the State Water Resources Control Board to eliminate run-off and erosion and sediment controls. Implementation of these BMPs would be anticipated to reduce potential significant impacts of soil erosion or the loss of topsoil to a less than significant level.

- c-d. **Geologic Hazards, Expansive Soils:** As stated above, the project site contains RfC soils. The Soil Survey for El Dorado County lists this soil type as having low to moderate shrink-swell potential. The project development area would not be located on a geologic unit or soil that would typically be considered unstable or that would potentially become unstable as a result of the project. There is an existing steep cut-slope along the north parcel boundary which is proposed to have a retaining wall constructed at the base to support it. The site would not be anticipated to be subject to off-site landslide, lateral spreading, subsidence, liquefaction or collapse, nor does it have expansive soils. The project would be required to comply with the El Dorado County Grading, Erosion and Sediment Control Ordinance and the development plans for the proposed buildings would be required to implement the Uniform Building Code Seismic construction standards. As such, impacts would be anticipated to be reduced to a less than significant level.

- e. **Septic Capability:** The project proposes to connect to existing El Dorado Irrigation District facilities available at the site for sewer services. There would be no impacts anticipated.

**FINDING:** All grading activities would be required to comply with the El Dorado County Grading, Erosion and Sediment Control Ordinance which would address potential impacts related to soil erosion, landslides and other geologic impacts. The project development would be required to comply with the Uniform Building Code which would address potential seismic related impacts. For this 'Geology and Soils' category impacts would be anticipated to be less than significant.



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VII. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X

a-b. **Generate Greenhouse Gas Emissions and policy.** Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, water vapor, nitrous oxide, and chlorofluorocarbons. Greenhouse gases specifically listed in Assembly Bill AB 32, the California Global Warming Solutions Act of 2006, are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are regarded by many researchers as responsible for enhancing the greenhouse effect. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors; in California, the transportation sector is the largest emitter of GHGs, followed by electricity generation.<sup>1</sup>

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California is the 12th to 16th largest emitter of CO<sub>2</sub> in the world and produced 492 million gross metric tons of CO<sub>2</sub> equivalents in 2004. Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. Expressing GHG emissions in CO<sub>2</sub> equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted. Current modeling for climate change is not an exact science and there is a high degree of uncertainty in projecting future climate change.

Emitting CO<sub>2</sub> into the atmosphere is not itself an adverse environmental affect. It is the increased concentration of CO<sub>2</sub> in the atmosphere potentially resulting in global climate change and the associated consequences of such climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO<sub>2</sub> into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO<sub>2</sub> emitted by the project would result in any altered conditions.

No air district in California, including the El Dorado APCD, has identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to GHG emissions. In June 2008, the Office of Planning and Research's (OPR) issued a technical advisory (*CEQA and Climate Change*) to provide interim guidance regarding the basis for determining the proposed project's contribution of greenhouse gas emissions and the project's contribution to

<sup>1</sup> California Energy Commission. 2006. *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*. (Staff Final Report). Publication CEC-600-2006-013-SF. 15-0808 E 17 of 34

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global climate change. In the absence of adopted statewide thresholds, OPR recommends the following approach for analyzing greenhouse gas emissions:

- Identify and quantify the project's greenhouse gas emissions;
- Assess the significance of the impact on climate change; and
- If the impact is found to be significant, identify alternatives and/or Mitigation Measures that would reduce the impact to less-than-significant levels.

Because the effects of GHGs are global, a project that merely shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

The Air Quality Model prepared for the project, includes an analysis of the Greenhouse Gas project impacts. The GHG emissions of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, computer program.

The analysis identifies and quantifies the GHG emissions associated with the construction and operation of 15 single-family residential dwelling units as compared to the San Luis Obispo Air Pollution Control District recommended threshold of 1,150 metric tons of CO<sub>2</sub>e annually. The project would be considered to have a significant effect if the projected emissions generated would surpass 1,150 metric tons of CO<sub>2</sub>e annually. If mitigation can be applied to lessen the emissions such that the project meets its share of emission reductions needed to address the cumulative effect, the project would be considered negligible.

The model concluded that the project would not exceed the GHG thresholds and would result in a less than significant impact.

The project is subject to compliance with AB 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. The project-generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of and achieving the goals of AB 32. The project would not conflict with the state goals listed in AB 32 or in any preceding state policies adopted to reduce GHG emissions. The project would not be considered to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions and therefore represents a less than significant impact.

**FINDING:** It has been determined that the project would result in less than significant impacts to greenhouse gas emissions because of the project's size and inclusion of design features to address the emissions of greenhouse gases. For this "Greenhouse Gas Emissions" category, there would be no significant adverse environmental effect as a result of the project.

VIII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would				X

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VIII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
it create a significant hazard to the public or the environment?				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

#### Discussion:

A substantial adverse effect due to Hazards or Hazardous Materials would occur if implementation of the project would:

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
- Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
- Expose people to safety hazards as a result of former on-site mining operations.

a-b. **Hazardous Materials.** The project may involve transportation, use, and disposal of hazardous materials such as construction materials, paints, fuels, landscaping materials, and household cleaning supplies. The use of these hazardous materials would only occur during construction. Any uses of hazardous materials would be required to comply with all applicable federal, state, and local standards associated with the handling and storage of hazardous materials. Prior to any use of hazardous materials, the project would be required to obtain a Hazardous Materials Business Plan through the Environmental Health- Hazardous Waste Division of El Dorado County. The impact would be a less than significant level.

c. **Hazardous Materials Near Schools.** The project is located within the Rescue Union School District, where the nearest public school (Pleasant Grove Middle School) is located approximately 1.3 miles away along Green Valley Road. Residential subdivisions are commonly not known to use or contain hazardous materials. There would be no impact.

d. **Hazardous Sites.** No parcels within El Dorado County are included on the Cortese List. There would be no impact.

e&f. **Aircraft Hazards.** The project site is located within the Cameron Airpark Airport land use plan. The proposed project is located approximately 4,000 feet northeast of the Cameron Airpark Airport. It is located within the Airport Influence Area but not within the 55 dB and 60 dB CNEL noise contours, and therefore would not be anticipated to be exposed to noise levels that would exceed the General Plan Table 6 noise thresholds. The impact would be a less than significant level.

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Dorado County Transportation Commission (EDCTC) staff reviews County projects located within the Cameron Airpark Airport Land Use Compatibility Plan area. The project's location was reviewed in relation to the airport's flight paths, noise contours, and safety zones in the vicinity of the airport. Current Building Code and required Green Building Code regulations for building construction would be anticipated to reduce any temporary aircraft noises to acceptable levels. Staff recommends a condition of approval to require an avigation easement pursuant to Section 130.38.062 of the Zoning Ordinance for all discretionary projects within the General Plan designated Airport Safety Overlay as shown on the General Plan Land Use Diagram.

- g. **Emergency Plan.** The project would not be expected to interfere or negatively affect any adopted emergency response or evacuation plan. Plans for the proposed project indicate that it would not block access or significantly decrease access to any roadways or evacuation routes. The impact would be less than significant.
- h. **Wildfire Hazards.** The project is within a Moderate Fire Severity Zone. A Wildfire Safe Plan has been required for the project. Provisions of the plans including fire suppression, creation of fire breaks, and fuel modifications and maintenance and shall be implemented as part of subdivision improvements and enforced by the future homeowner's association. Standard conditions of approval by the Cameron Park Fire Department shall be applied on the project. The impact would be less than significant.

**FINDING:** Site construction and development would anticipate use of various potential hazardous materials, subject to permitting standards at the local and state level. The proposed residential use is not located in any airport facilities. A Wildfire Safe Plan would require implementation as part of subdivision design addressing fire concerns. For this 'Hazards and Hazardous Materials' category, impacts would be less than significant.

<b>XI. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or				X



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<b>XI. HYDROLOGY AND WATER QUALITY.</b> <i>Would the project:</i>				
redirect flood flows?				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				<b>X</b>
j. Inundation by seiche, tsunami, or mudflow?				<b>X</b>

**Discussion:**

A substantial adverse effect on Hydrology and Water Quality would occur if the implementation of the project would:

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
- Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
- Substantially interfere with groundwater recharge;
- Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
- Cause degradation of groundwater quality in the vicinity of the project site.

A Drainage Study was prepared for the project site evaluating the potential drainage effects of the development (Attachment 9). The site was originally analyzed as a part of the 15-square mile watershed covered in the 1996 Carson Creek Regional Drainage Study (CCRDS) prepared for the County. The CCRDS was conducted to present a unified plan for stormwater management within the watershed based on assessment of pre- and post-development runoff resulting from a 100-year, 24-hour design storm. The project site accounts for less than 3.5 percent of the watershed area. The responses below include a summary of the analysis and its results.

a, d, c, and, e. **Water Quality Standards.** A revised Preliminary Grading and Drainage Plan (dated 29 Dec 2014) was submitted with the proposed tentative map application indicating mass grading of the site. Storm water is proposed to run down the curb and gutter on Jaoudi Court to private drainage facilities in Winterhaven Drive.

The flooding impacts to drainage in the north Cameron Park Area from the proposed project were analyzed in 2003 as a part of the final map application for phases 3 and 4 of Cameron Glen Estates (TM90-1199R; *Supplemental Drainage Calculations for Cameron Glen – Phases 3 & 4*, June 10, 2003, Gene E. Thorne & Associates). Construction of Phases 3 and 4 planned for and constructed flood mitigation for the current project in the form of a detention / retention pond located on Chesapeake Bay Circle within Phases 3 & 4.

The Final Drainage Report to be submitted with the project Improvement Plans shall identify and include water quality measures to be implemented on the project as required by **Section E.12** of the State of California Water Resources Control Board *Phase II Small MS4 General Permit* (Order No. 2013-0001 DWQ effective July 1, 2013). Reference proposed Condition #22.

The project grading plan shall incorporate design measures to eliminate storm water from lots 102 through 108 from discharging onto Green Valley Road due to a grade change between Green Valley Road and the project building area above the road. Based on application of standard conditions of approval, construction activities would be required to adhere to the El Dorado County Grading, Erosion Control and Sediment Ordinance, which would require implementation of Best Management Practices (BMP's) and Storm Water Management Plan to minimize degradation of water quality during construction. Impacts would be less than significant.

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- b. **Groundwater Supplies.** The project would require connection to public water service provided by El Dorado Irrigation District and would not utilize any groundwater as part of the project. Impact would be considered less than significant.
- g-j. **Flood-related Hazards.** The project site is not located within any mapped 100-year flood areas and would not result in the construction of any structures that would impede or redirect flood flows. No dams are located in the project area which would result in potential hazards related to dam failures. The risk of exposure to seiche, tsunami, or mudflows would be remote. There would be no impact.

**FINDING:** The proposed project would require a site improvement and grading permit which would address potential erosion and sedimentation effects. Applications of County standards would minimize these effects. For this "Hydrology" category, impacts would be less than significant.

<b>X. LAND USE PLANNING.</b> <i>Would the project:</i>				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

**Discussion:**

A substantial adverse effect on Land Use would occur if the implementation of the project would:

- Result in the conversion of Prime Farmland as defined by the State Department of Conservation;
- Result in conversion of land that either contains choice soils or which the County Agricultural Commission has identified as suitable for sustained grazing, provided that such lands were not assigned urban or other nonagricultural use in the Land Use Map;
- Result in conversion of undeveloped open space to more intensive land uses;
- Result in a use substantially incompatible with the existing surrounding land uses; or
- Conflict with adopted environmental plans, policies, and goals of the community.

- a. **Established Community:** The project would not result in the physical division of an established community. As proposed and subject to a development plan, the project would be compatible with the surrounding commercial, single family and multifamily residential land uses and would not create land use conflicts. The project proposes single family residential uses which would be compatible with the project General Plan Multifamily Residential (MFR) land use designation. The project is the last phase of an existing residential development and this phase would be consistent with the lot design, and setbacks of the previous phases. Impacts would be anticipated to be less than significant.
- b. **Land Use Consistency:** The proposed project would be consistent with the specific, fundamental, and mandatory land use development goals, objectives, and policies of the 2004 General Plan, and would be consistent with the development standards, with the exception of setbacks, contained within the El Dorado County Zoning Ordinance. The project proposes single family residential uses which would be consistent with its General Plan MFR land use designation as a cottage type or comparable development subject to a planned development, and the R2-PD Zone



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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District. The project would be consistent with the El Dorado County Airport Land Use Compatibility Plan as the project has a requirement for an aviation easement. Impacts would be anticipated to be less than significant.

- c. **Habitat Conservation Plan:** The project site is not within the boundaries of an adopted Habitat Conservation Plan (HCCP), or a Natural Community Conservation Plan (NCCP), or any other conservation plan. As such, the proposed project would not conflict with an adopted conservation plan. There would be no impacts anticipated.

**FINDING:** The proposed uses of the land would be consistent with the zoning and the General Plan. There would be no significant impacts anticipated from the project due to a conflict with the General Plan or zoning designations for use of the property. As conditioned, and with adherence to County Code, no significant impacts are expected.

<b>XI. MINERAL RESOURCES.</b> <i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**Discussion:**

A substantial adverse effect on Mineral Resources would occur if the implementation of the project would:

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.

- a-b. **Mineral Resources.** There are no known MRZ-2X classified mineral resources on the site according to the General Plan nor are there known mineral resources adjacent to the project site. There would be no impact.

**FINDING:** No known mineral resources are located on or within the vicinity of the project. There would be no impact to this 'Mineral Resources' category.

<b>XII.NOISE.</b> <i>Would the project result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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XII.NOISE. <i>Would the project result in:</i>				
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?			X
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

**Discussion:**

A substantial adverse effect due to Noise would occur if the implementation of the project would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
- Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
- Results in noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.

A *Traffic Noise Analysis* was prepared by Bollard Acoustical Consultants (October 1, 2014) evaluating the potential noise effects with project implementation. The analysis, which was conducted in accordance with the applicable policies of the General Plan regulating noise, evaluated the short and long term noise effects from stationary and transportation sources. Stationary sources include the noise from the surrounding residential and commercial development. The primary transportation source of noise is from the traffic generated along Green Valley Road. The responses below include a summary of the analysis and its results.

- a. **Noise Exposures.** The anticipated noise effects from the proposed residential development would be similar in nature as that of the existing residential development.

Noise impacts from vehicular traffic along Green Valley Road have been analyzed. The data indicated that future traffic noise levels are predicted to exceed the 60 dB Ldn exterior noise level standard applied by El Dorado County to the outdoor activity areas of new residential developments. Specifically, future traffic noise levels in the backyards of the lots located nearest to Green Valley Road are predicted to be approximately 68 dB Ldn. Because the predicted exterior noise levels along Green Valley Road exceed the County's criteria, a more specific analysis of potential noise impacts at the residences located adjacent to Green Valley Road was prepared. An analysis of noise barrier effectiveness was performed for this project for representative backyard areas. The barrier analysis results indicate that a 6-foot tall wall constructed at the location shown in the tentative map with the exception of lot 108, where a 7-foot tall wall would be necessary would be adequate to achieve compliance with the County's exterior noise standard of 60 dB Ldn.

The required sound wall has been incorporated into the project and is shown on the tentative subdivision map, therefore no further mitigation is required. With implementation of the sound wall impacts would be less than significant.

- b. **Ground borne Shaking:** The project may generate ground borne vibration or shaking events during project construction. These potential impacts would be limited to project construction. Adherence to the time limitations of construction activities from 7:00 am to 7:00 pm Monday through Friday and 8:00 am to 5:00 pm on weekends and federally recognized holidays will be conditioned for approval. Exceptions would be allowed if it could be shown that construction beyond these times would be necessary to alleviate traffic congestion and safety hazards. Adhering

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to these construction hours would limit the ground shaking effects in the immediate project area. Impacts would be less than significant.

- c. **Permanent Ambient Noise Increases.** Post construction of the site and operation of residential development are not expected to increase significant ambient noise levels to the surrounding area. The overall types and volumes of residential noise from 15 additional houses are not anticipated to be excessive and would be common to the surrounding residential uses in the area. Impacts would be anticipated to be less than significant.
- d. **Temporary Ambient Noise Increases:** The construction phase of the project which includes construction of roads, utilities, and building pads would result in an increase in noise levels in the immediate area. Given adequate distance from the existing residences and buffering from the existing soundwalls, the noise effects are not anticipated to be excessive and, with application of standard construction hours, would ensure intermittent ambient noise increases would be less than significant.
- e-f. **Aircraft Noise.** The proposed project is located approximately 4,000 feet northeast of the Cameron Airpark Airport. It is located within the Airport Influence Area but not within the 55 dB and 60 dB CNEL noise contours, and therefore would not be anticipated to be exposed to noise levels that would exceed the General Plan Table 6.2 noise thresholds. The El Dorado County Transportation Commission (EDCTC) staff reviews County projects located within the Cameron Airpark Airport Land Use Compatibility Plan area. The project's location was reviewed in relation to the airport's flight paths, noise contours, and safety zones in the vicinity of the airport. Current Building Code and required Green Building Code regulations for building construction would be anticipated to reduce any temporary aircraft noises to acceptable levels. Staff recommends a condition of approval to require an aviation easement pursuant to Section 130.38.062 of the Zoning Ordinance for all discretionary projects within the General Plan designated Airport Safety Overlay as shown on the General Plan Land Use Diagram. As conditioned, impacts would be anticipated to be less than significant.

**FINDING:** Based on project and general site conditions, implementation of the project anticipates significant noise impacts. With incorporation of the proposed sound wall and a requirement for an aviation easement, impacts would be less than significant.

XIII. POPULATION AND HOUSING. <i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Discussion:**

A substantial adverse effect on Population and Housing would occur if the implementation of the project would:

- Create substantial growth or concentration in population;
- Create a more substantial imbalance in the County's current jobs to housing ratio; or
- Conflict with adopted goals and policies set forth in applicable planning documents.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- a. **Population Growth.** Based on the 2.3 person/dwelling unit ratio in the General Plan for multifamily use, approximately 34.5 maximum residents are anticipated to reside at subdivision buildout. This quantity is not representative of a substantial growth increase. Impact is less than significant impact.
- b & c **Housing Displacement.** The site is vacant; thus implementation of the project would not result in any displacement or relocation of housing. There would be no impact.

**FINDING:** It has been determined that there would be less than significant impacts to population growth and no housing displacement. For this "Population and Housing" category, impacts would be less than significant.

XIV. <b>PUBLIC SERVICES.</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?			X	
b. Police protection?			X	
c. Schools?			X	
d. Parks?			X	
e. Other government services?			X	

**Discussion:**

A substantial adverse effect on Public Services would occur if the implementation of the project would:

- Substantially increase or expand the demand for fire protection and emergency medical services without increasing staffing and equipment to meet the Department's/District's goal of 1.5 firefighters per 1,000 residents and 2 firefighters per 1,000 residents, respectively;
  - Substantially increase or expand the demand for public law enforcement protection without increasing staffing and equipment to maintain the Sheriff's Department goal of one sworn officer per 1,000 residents;
  - Substantially increase the public school student population exceeding current school capacity without also including provisions to adequately accommodate the increased demand in services;
  - Place a demand for library services in excess of available resources;
  - Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
  - Be inconsistent with County adopted goals, objectives or policies.
- a. **Fire Protection.** The project site is within the Cameron Park Fire Department Service Area for fire and emergency services. The department has reviewed the project and recommended specific conditions of approvals that would ensure adequate services to the development. A Wildfire Safe Plan has been required as a condition of approval. Implementation would further support required fire prevention measures. Impacts would be less than significant.
- b. **Police Protection.** Police services would continue to be provided by the El Dorado County Sheriff's Department. Due to the size and scope of the project, the demand for additional police protection is not anticipated. Impacts would be less than significant.

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- c. **Schools.** The project site is within the Rescue Union Elementary School District and El Dorado Union High School District. The amount of students would be adequately accommodated by both school districts. Fees for schools would be collected at the time of building permit issuance. Anticipated impacts would be less than significant.
- d. **Parks.** Section 16.12.090 of the County Code establishes the method to calculate the required amount of land for parkland dedication and in-lieu fee payment amount if parkland is not available. As discussed below, no park is proposed within the subdivision, however, given that the project site is within in the Cameron Park Community Services District (CPCSD), future residents of the proposed project would utilize the existing parks maintained by CPCSD. The proposed project would be required to pay in-lieu fee for parkland per the County Code and pay park improvement fees in coordination and agreement with the CPCSD. Impacts would be less than significant.
- e. **Government Services.** Other governmental services involved in review of project implementation would include the Transportation, Development Services, and Environmental Management Divisions. Review of subsequent permit plan would require filing application and associated fees. Impacts would be less than significant.

**FINDING:** The project would not result in a significant increase of public services to the project. Increased demands to services would be addressed through the payment of established impact fees. For this 'Public Services' category, impacts would be less than significant.

XV. RECREATION.				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

**Discussion:**

A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
  - Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.
- a. **Parks.** Pursuant to Section 120.12.090 of the County Code, a total of 0.23 acres of parkland would be required for the project. No park is proposed within the subdivision; however, as an option, the applicant would pay an in-lieu fee to the Cameron Park Community Services District (CPCSD), in accordance with the County Code. Additionally, the project would be required to pay park improvement fees for the on-going use and maintenance of the existing parks in the CPCSD. The above requirements shall be recommended as conditions of approval for the project. Impacts would be less than significant.
- b. **Recreational Services.** The project does not propose any on-site recreation facilities and would not require the construction of any new facilities. In lieu fees for the acquisition of parklands would be required for the project. Impacts would be less than significant.

**FINDING:** The project meet shall meet applicable requirements in accordance with the Subdivision Ordinance. For this category impacts would be less than significant.



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

**Discussion:**

A substantial adverse effect on Traffic would occur if the implementation of the project would:

- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
- Result in, or worsen, Level of Service "F" traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county as a result of a residential development project of 5 or more units.

- a-b. **Traffic Increases and Level of Standards.** The project is the final phase of an existing residential development. The Transportation Division reviewed the prior Traffic Study (*Traffic Study For Cameron Glen Townhomes*, January 31, 1991, Fehr and Peers Associates) and reviewed the current project with Long Range Planning Division Traffic Engineering Staff. It was determined that the project would not generate sufficient trips to warrant further analysis. Impacts would be less than significant impact.
- c. **Air traffic.** The project would not result in a major change in established air traffic patterns for publicly or privately operated airports or landing field in the project vicinity. There would be no impact.
- d. **Design Hazards.** The project would not create any significant traffic hazards. As conditioned, the proposed internal road and encroachments would be constructed in accordance County Standards as to turning ratio and speed design. Impacts would be less than significant.
- e. **Emergency Access.** As conditioned, the new access road for the lots is in accordance with County Design standards and fire codes. Impacts would be less than significant.



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- f. **Alternative Transportation.** The project would not conflict with adopted plans, policies, or programs relating to alternative transportation. The project is conditioned to develop a sidewalk along Green Valley Road to connect the project to adjacent commercial uses. There would be no impact.

**FINDING:** The impacts of the project related to Transportation would be less than significant. The traffic study prepared for the project did not identify impacts that would require mitigation measures for the project. For the Transportation/ Traffic category, impacts would be less than significant.

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

**Discussion:**

A substantial adverse effect on Utilities and Service Systems would occur if the implementation of the project would:

- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially increase the demand for potable water in excess of available supplies or distribution capacity without also including provisions to adequately accommodate the increased demand, or is unable to provide an adequate on-site water supply, including treatment, storage and distribution;
- Substantially increase the demand for the public collection, treatment, and disposal of wastewater without also including provisions to adequately accommodate the increased demand, or is unable to provide for adequate on-site wastewater system; or
- Result in demand for expansion of power or telecommunications service facilities without also including provisions to adequately accommodate the increased or expanded demand.

- a-e. **Wastewater Requirements.** The project would require connection to a public wastewater system operated and managed by El Dorado Irrigation District (EID). According to EID, the treatment plant is currently operating with sufficient capacity to accommodate the project. Connection to the system will be required or bonded for prior to recordation of the Final Map. Impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**Construction of New Facilities.** No expansion to the existing EID public water and sewer system would be necessary to serve the project. Impacts would be less than significant.

**Stormwater Facilities.** The project would be required to construct stormwater infrastructures to serve the project which would connect to existing storm drainage infrastructures serving the existing development in this area of Cameron Park. No expansion of these infrastructures would be necessary. Impacts would be less than significant.

**Sufficient Water Supply.** The project would require connection to the public water system operated and managed by El Dorado Irrigation District (EID). According to EID, the water system is currently operating with sufficient capacity to accommodate the project. Issuance of a meter award letter issued by EID shall be verified prior to recordation of the Final Map. Impacts would be less than significant.

- f. **Solid Waste Disposal.** In December of 1996, direct public disposal into the Union Mine Disposal Site was discontinued and the Material Recovery Facility/Transfer Station was opened. Only certain inert waste materials (e.g., concrete, asphalt, etc.) may be dumped at the Union Mine Waste Disposal Site. All other materials that cannot be recycled are exported to the Lockwood Regional Landfill near Sparks, Nevada. In 1997, El Dorado County signed a 30-year contract with the Lockwood Landfill Facility for continued waste disposal services. The Lockwood Landfill has a remaining capacity of 43 million tons over the 655-acre site. Approximately six million tons of waste was deposited between 1979 and 1993. This equates to approximately 46,000 tons of waste per year for this period.

After July of 2006, El Dorado Disposal began distributing municipal solid waste to Forward Landfill in Stockton and Kiefer Landfill in Sacramento. Pursuant to El Dorado County Environmental Management Solid Waste Division staff, both facilities have sufficient capacity to serve the County. Recyclable materials are distributed to a facility in Benicia and green wastes are sent to a processing facility in Sacramento. Impacts would be less than significant.

County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting, and loading of solid waste and recyclables. On-site solid waste collection for the proposed project would be handled through the local waste management contractor. Adequate space would be available at the site for solid waste collection. Impacts would be less than significant.

- g. **Solid Waste Requirements.** County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting and loading of solid waste and recyclables. Onsite solid waste collection would be handled through the local waste management contractor. Adequate space would be available onsite. Impacts would be less significant.

**FINDING:** No significant impacts would result to utility and service systems from development of the project. For this 'Utilities and Service Systems' category, impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE. <i>Does the project:</i>				
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X		
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

**Discussion:**

- a. **Impact to Fish and Wildlife.** The project would have potential impacts on nesting birds and a mitigation measure has been included. Application of this requirement would reduce potentially significant impacts to less than significant.
- b. **Cumulative Impacts.** Cumulative impacts are defined in Section 15355 of the California Environmental Quality Act (CEQA) Guidelines as "two or more individual effects, which when considered together, would be considerable or which would compound or increase other environmental impacts." Based on the analysis in this Initial Study, it has been determined that the project would have a less than significant impact based on the issue of cumulative impacts. The project would connect to existing public water and sewer services and would not require the construction of new facilities. The project would be consistent with applicable General Plan policies and would be an infill project. It was determined that fair share payment of the project-related TIM fees would be an acceptable mitigation for the project. Implementing the conditions of approval and with adherence to County permit requirements outlined by this document in the various sections and categories listed, cumulatively considerable impacts would be reduced below a level of significance.
- c. **Effects on Human Being.** Environmental effects, which would appear to have the potential to cause substantial adverse effects on human beings directly or indirectly have not been identified during the project distribution and analysis of the project elements. The project includes conditions that would be applied to the project based on recommendations from affected agencies. As conditioned, and with adherence to County General Plan policies and permit requirements, this Tentative Subdivision Map is not likely to cause project-related environmental effects which would result in substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant.

## SUPPORTING INFORMATION SOURCE LIST

### INITIAL STUDY ATTACHMENTS

Attachment 1: Location Map  
Attachment 2: Tentative Map TM14-1518

The following documents are available at El Dorado County Planning Services in Placerville.

El Dorado County General Plan Draft Environmental Impact Report  
Volume 1 of 3 – EIR Text, Chapter 1 through Section 5.6  
Volume 2 of 3 – EIR Text, Section 5.7 through Chapter 9  
Appendix A  
Volume 3 of 3 – Technical Appendices B through H

El Dorado County General Plan – A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief (Adopted July 19, 2004)

Findings of Fact of the El Dorado County Board of Supervisors for the General Plan

El Dorado County Zoning Ordinance (Title 17 - County Code)

County of El Dorado Drainage Manual (Resolution No. 67-97, Adopted March 14, 1995)

County of El Dorado Grading, Erosion and Sediment Control Ordinance (Ordinance No. 3883, amended Ordinance Nos. 4061, 4167, 4170)

El Dorado County Design and Improvement Standards Manual

El Dorado County Subdivision Ordinance (Title 16 - County Code)

Soil Survey of El Dorado Area, California

California Environmental Quality Act (CEQA) Statutes (Public Resources Code Section 21000, et seq.)

Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (Section 15000, et seq.)

### Project Specific Studies:

*Cultural Resource Assessment for the Proposed Cameron Glen Phase 5 Project Site*, Peak & Associates, January 30, 2014.

*Traffic Noise Analysis, Cameron Glen Estates Phase 5*, Bollard Acoustical Consultants, October 1, 2014

*Oak Tree Assessment Canopy Analysis for Cameron Glen Estates Phase 5*, Helix Environmental Planning, July, 2014

*Rare Plant Survey Letter Report Cameron Glen Estates Phase 5*, Helix Environmental Planning, May 13, 2014

*Biological Resources letter Report for Cameron Glen Estates Phase 5*, Helix Environmental Planning, April 21, 2014



# Attachment 1: Location Map



TM14-1518\_PD14-0002/Cameron Glen Estates Phase 5  
Prepared By Aaron Mount

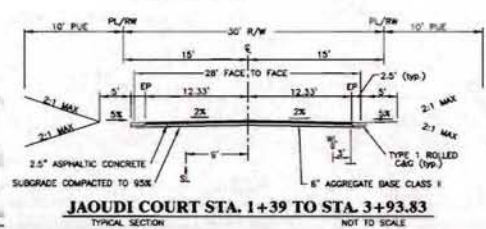
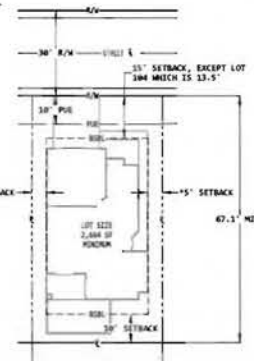
0 0.0125 0.025 0.05 Miles





**LEBECK & YOUNG  
ENGINEERING, INC.**  
3430 ROBIN LANE, BLDG. #2  
CAMERON PARK, CA. 95502  
PH. (530) 877-4080 FAX. (530) 877-4066

# TENTATIVE MAP FOR CAMERON GLEN ESTATES, PHASE 5 A PORTION OF SECTION 28, T.10N, R.9E. M.D.M. EL DORADO COUNTY, CA April 2014 - Revised December 2014



**NOTES:**

- 1.) CAMERON GLEN ESTATES, PHASE-5 IS A RESUBDIVISION OF THE REMAINING PORTION OF LOT 276, CAMERON PARK NORTH, UNIT No. 7 (SUBDIVISION D-92).
- 2.) JAUDI COURT (LOT 'A') IS A PROPOSED PRIVATE ROAD AND PUBLIC UTILITIES EASEMENT.
- 3.) WINTERHAVEN DRIVE IS AN EXISTING PRIVATE ROAD AND PUBLIC UTILITIES EASEMENT.
- 4.) PRIVATE ROADS SHALL BE MAINTAINED BY THE "CAMERON GLEN ESTATES HOMEOWNERS ASSOCIATION", PO BOX 992 ORANGEVALE, CA 95662.
- 5.) AN EXISTING ACCESS EASEMENT, LOCATED ALONG THE EASTERN BOUNDARY OF THE PROJECT, SHALL PROVIDE ACCESS TO THE "SENIOR BURIAL GROUND".
- 6.) ALL REQUIRED IMPROVEMENTS TO PUBLIC ROADS FOR THIS PROJECT HAVE BEEN COMPLETED AS PART OF THE FIRST FOUR PHASES.

Abbreviations	
BUILD. BUILDING SETBACK LINE	SP. STREET POLE
BM. BACK OF SIDEWALK	LF. LEFT
BTM. BOTTOM OF WALL AT FG	LP. PROPOSED LINE
CH. CHORD BEARING & LENGTH	PP. PROPOSED
C. CENTERLINE	PAD. FINISHED PAD
CR. CURB RETURN	PL. PROPERTY LINE
D. DRAINAGE EASEMENT	PP. POWER POLE
D.E. DRAINAGE EASEMENT	P-E. POSTAL EASEMENT
DE. DRAIN INLET	PUE. PUBLIC UTILITIES EASEMENT
DW. DRAINAGE	P. CURVE RADIUS PER FINAL MAP
(E). EXISTING	R/W. RIGHT OF WAY
E.O.C. EL DORADO COUNTY	RT. RIGHT
EL. ELEVATION	ST. STORM DRAIN
EP. FACE OF PAVEMENT	SS. SEWER SERVICE
FC. FACE OF CURB	SE. SLOPE EASEMENT
FF. FINISHED FLOOR	TBC. TOP BACK OF CURB
FG. FINISHED GRADE	TC. TOP OF CURB ELEV.
FI. FIRE HYDRANT	TS. TOP OF WALL
FL. FLOORING	UPC. UNIVERSAL PLUMBING CODE
FND. FOUND	US. UTILITY SERVICE
GA. GUY ANCHOR	M. METER
GR. GRADE BREAK	W. WATER LINE
HP. HYDRO PUMP	WS. WATER SERVICE

Project Data	
OWNER: CAMERON GLEN ESTATES, LLC 2216 VIA SUBRIA VISTA, CA 92084 (760) 664-7236	
APPLICANT: JOSEPH H. JACOBI 2216 VIA SUBRIA VISTA, CA 92084 (760) 664-7236	
PREPARED BY: LEBECK YOUNG ENGINEERING, INC. 3430 ROBIN LANE BLDG. #2 CAMERON PARK, CA 95502	
SCALE: 1" = 20'	
CONTOUR INTERVAL: 1'	
SOURCE OF TOPOGRAPHY: AERIAL SURVEY	
SECTION, TOWNSHIP AND RANGE: P. SEC 28, T.10N, R.9E. M.D.M.	
ASSESSOR'S PARCEL NUMBER: 063-031-13	
PRESENT ZONING: R2-PD	
PROPOSED ZONING: R2-PD	
TOTAL AREA: 3.44 ACRES	
TOTAL # OF PARCELS: EXISTING: 1 LOT PROPOSED: 15 RESIDENTIAL LOTS	
MINIMUM PARCEL AREA: 2,464 SF	
WATER SUPPLY: EID	
SEWER DISPOSAL: EID	
PROPOSED FIRE PROTECTION: CAMERON PARK FIRE DEPARTMENT	
DATE OF PREPARATION: APRIL 2014	
PROJECT #: TMS-1518/P014-0002	

DESIGN WAIVERS:	
1. To allow a 10-foot front yard setback for Jaoudi Court, we are hereby waiving a 10-foot front yard setback to allow a 10-foot front yard setback for Jaoudi Court, instead of a 10-foot front yard setback for Jaoudi Court, as shown on the tentative map.	
2. To allow a 10-foot front yard setback for Jaoudi Court, we are hereby waiving a 10-foot front yard setback to allow a 10-foot front yard setback for Jaoudi Court, as shown on the tentative map.	
3. To allow a 10-foot front yard setback for Jaoudi Court, we are hereby waiving a 10-foot front yard setback to allow a 10-foot front yard setback for Jaoudi Court, as shown on the tentative map.	
ZONING ADMINISTRATION:	
APPROVAL/RECAL DATE:	
BOARD OF SUPERVISORS:	
APPROVAL/RECAL DATE:	
CAMERON GLEN ESTATES, PHASE 5 TENTATIVE MAP	
TMS-1518/P014-0002	