

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



April 8, 2014

Advice Letter 4217-E

Brian K. Cherry
Vice President, Regulation and Rates
Pacific Gas and Electric Company
77 Beale Street, Mail Code B10C
P.O. Box 770000
San Francisco, CA 94177

**Subject: Request for Section 320 Scenic Highway Deviation – Relocation
of Poles Along Highway 50 at Mosquito Road in the City of
Placerville**

Dear Mr. Cherry:

Advice Letter 4217-E is effective February 5, 2014 per Resolution E-4603.

Sincerely,

A handwritten signature in cursive script that reads "Edward F. Randolph".

Edward F. Randolph, Director
Energy Division



Brian K. Cherry
Vice President
Regulatory Relations

Pacific Gas and Electric Company
77 Beale St., Mail Code B10C
P.O. Box 770000
San Francisco, CA 94177

Fax: 415.973.7226

April 24, 2013

Advice 4217-E

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Subject: Request for Section 320 Scenic Highway Deviation - Relocation of Poles Along Highway 50 at Mosquito Road in the City of Placerville

Purpose

On behalf of the City of Placerville, Pacific Gas and Electric Company ("PG&E") requests an order from the California Public Utilities Commission ("CPUC" or "Commission") granting a deviation from Public Utilities Code Section 320 to allow the overhead relocation of two poles in an existing distribution pole line located along the north side of U.S. Highway 50 at the Mosquito Road undercrossing in the City of Placerville ("City").

Background

The City of Placerville, in conjunction with the State of California, Department of Transportation ("Caltrans"), has requested that PG&E relocate two wood poles of an existing distribution pole line located along the north side of U.S. Highway 50, at the Mosquito Road undercrossing in the County of El Dorado. A copy of this request is provided in Attachment 1. The City has requested the relocation to accommodate minor road widening as part of a joint City-Caltrans project to improve traffic circulation in the area, and pave an existing gravel parking lot including new landscaping and security lighting as part of a plan to create 75 new automobile parking spaces along with two oversized spaces for buses and recreational vehicles. A birds-eye view aerial diagram of the site area and photos of the affected poles, and the City Utility Plan drawings are provided as Attachments 2 and 3 respectively. The project is to be funded by a grant from the U.S. Department of Transportation, Federal Transit Administration ("FTA").

The pole relocation area is located along a section of U.S. Highway 50 currently designated as a State Scenic Highway pursuant to Section 260 of the Streets and Highways Code. As such, relocation of these poles would be subject to Public Utilities ("PU") Code Section 320, which requires that all future electric facilities (including relocation of existing poles) within 1,000 feet of a scenic highway be undergrounded (Decision 80864, dated December 19, 1972 implemented PU Code Section 320).

However, in order to substantially reduce project costs and avoid construction delays, the City of Placerville has developed an alternative overhead design that eliminates half the poles and screens the relocated lines to improve aesthetics from the scenic highway. Consequently, the City has requested that PG&E seek this Section 320 deviation.

Overhead relocation of the subject facilities will include relocating two of the existing four utility poles further away from the Highway 50 Scenic Corridor, and eliminating the other two poles, as well as a guy pole. The two new primary riser poles will be 48-feet high. The most northerly riser pole is to be located near the entrance driveway to the existing Park n Bus facility and will also have a clearance pole of approximately 25 feet height installed along the west side of Mosquito Road approximately 40 feet south of the new riser pole. The purpose of this clearance pole is to provide overhead service to the existing homes along the east side of Mosquito Road. The second riser pole will be located at the southerly entrance to the parking lot, a distance of approximately 245 feet from the first riser pole. This second riser pole will require a down guy and anchor, and a span guy with an anchor on top of a bank. One will be located west of the new riser pole and the other will be located south.

PG&E facilities will have three primary cables located at the top of the pole and one secondary cable consisting of a bundled triplex under-build underneath. A single phase transformer will be installed on the northerly riser pole. A primary riser will be installed on the new primary riser pole at the southeast portion of the project.

The proposed design will significantly decrease the amount and length of the existing aerial facilities, as well as the length of guy wires, which will improve the view shed and aesthetics for motorists traveling in either direction on Highway 50.

Following is a table depicting the utility facilities in existing condition as compared to the proposed design:

Total Existing Utility Line Facilities	Total Proposed Utility Line Facilities	Summary
Four Poles	Two Poles	Reduce Two Poles
310 Ft.–Three Primary Wires	245 Ft.–Three Primary Wires	Reduce 65 Feet
310 Ft.–Two Secondary Wires	245 Ft.–Two Secondary Wires	Reduce 65 Feet

Undergrounding the subject facilities is not feasible within the project’s budget, and there are no additional funds available from the FTA or within the City’s budget to allocate to this project. Funding for the project was obtained through a grant from the FTA in the amount of \$990,000. The current project estimate for design engineering, construction, and construction support is in the range of \$745,000. PG&E provided the

City with cost estimates of approximately \$570,000 to place the existing overhead facilities underground. When the costs of undergrounding the existing utilities are added to the other project costs, the total project costs exceed available funding by approximately \$325,000. Therefore, per statements from the City, the requirement to completely underground the existing facilities will have the effect of stopping the project and forfeiting the FTA grant funds.

Cost comparisons for overhead and underground relocations are summarized as follows:

Overhead Relocation	Undergrounding Facilities	Total Cost	Ratio
	\$570,000	\$570,000	6:1
\$90,500		\$90,500	

Please note the figures above are only rough estimates.

PG&E estimates the cost of undergrounding the overhead facilities would exceed the cost of an overhead relocation by a greater than six-to-one ratio. In the City's opinion, the cost disparity renders the underground alternative not feasible for reasons described above.

Further, the City worked with PG&E to develop an alternative design to the undergrounding of facilities that would enhance the aesthetic features of the existing overhead facilities. This effort involved numerous meetings and several design alternatives meant to develop a design with accurate cost estimates and reduce the aesthetic impact by eliminating as many lines and poles as possible. The proposed design involves relocating two of the existing four utility poles further away from the Highway 50 Scenic Corridor, and eliminating the other two poles, as well as a guy pole. Additionally, new landscaping with eleven new trees along the frontage of Mosquito Road will be installed. These trees, once mature, will effectively block the relocated utility lines from the Mosquito Road off-ramp view.

While PG&E is prepared to underground the subject facilities pursuant to Rule 20 if requested to do so, the City of Placerville has requested a deviation from Section 320 of the California Public Utilities Code, to allow for the overhead relocation, as stated in the resolution adopted by the Placerville City Council on October 23, 2012, which is attached hereto as Attachment 4.

An environmental review of the roadway improvement project has been performed and the determination was that the overhead relocation project does not damage a scenic resource within a designated scenic highway (Attachment 5). Pursuant to the Notice of Exemption (Attachment 5) AND THE NEPA Categorical Exemption (Attachment 6), the City has determined that the project is Categorically Exempt from the California Environmental Act ("CEQA") per section 15303(e) and 15304(a)(c).

The deviation would be a permanent move and is not part of a larger project that would require further relocation.

In summary, an overhead relocation of two existing PG&E poles, and eliminating the other two poles, would reduce the aesthetic impact of the scenic corridor along Highway 50 at the intersection of Mosquito Road. Additionally, the lower cost of the overhead option makes overhead relocation the preferred choice. PG&E therefore requests a deviation from PU Code Section 320 to allow the overhead relocation.

Protests

Anyone wishing to protest this filing may do so by letter sent via U.S. mail, facsimile or E-mail, no later than May 16, 2013, which is 20 days after the date of this filing. Protests must be submitted to:

CPUC Energy Division
ED Tariff Unit
505 Van Ness Avenue, 4th Floor
San Francisco, California 94102

Facsimile: (415) 703-2200
E-mail: EDTariffUnit@cpuc.ca.gov

Copies of protests also should be mailed to the attention of the Director, Energy Division, Room 4004, at the address shown above.

The protest shall also be sent to PG&E either via E-mail or U.S. mail (and by facsimile, if possible) at the address shown below on the same date it is mailed or delivered to the Commission:

Brian K. Cherry
Vice President, Regulatory Relations
Pacific Gas and Electric Company
77 Beale Street, Mail Code B10C
P.O. Box 770000
San Francisco, California 94177

Facsimile: (415) 973-7226
E-mail: PGETariffs@pge.com

Any person (including individuals, groups, or organizations) may protest or respond to an advice letter (General Order 96-B, Section 7.4). The protest shall contain the following information: specification of the advice letter protested; grounds for the protest; supporting factual information or legal argument; name, telephone number, postal address, and (where appropriate) e-mail address of the protestant; and statement that

the protest was sent to the utility no later than the day on which the protest was submitted to the reviewing Industry Division (General Order 96-B, Section 3.11).

Effective Date

PG&E requests that this Tier 3 advice filing become effective upon approval by a vote of the full Commission.

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and via U.S. mail to parties shown on the attached list. Address changes to the General Order 96-B service list should be directed to PG&E at email address PGETariffs@pge.com. For changes to any other service list, please contact the Commission's Process Office at (415) 703-2021 or at Process_Office@cpuc.ca.gov. Send all electronic approvals to PGETariffs@pge.com. Advice letter filings can also be accessed electronically at: <http://www.pge.com/tariffs>

Brian Cherry /IG

Vice President, Regulatory Relations

cc: Merideth Sterkel – CPUC Energy Division
David Lee – CPUC Energy Division

Attachments

- Attachment 1 – City of Placerville Relocation Request
- Attachment 2 – Project Area and Affected Poles Illustration
- Attachment 3 – City of Placerville Drawings
- Attachment 4 – City of Placerville Resolution Authorizing Application for Public Utility Code Section Exemption 320
- Attachment 5 – CEQA Notice of Categorical Exemption
- Attachment 6 – NEPA Draft Categorical Exclusion

CALIFORNIA PUBLIC UTILITIES COMMISSION

ADVICE LETTER FILING SUMMARY ENERGY UTILITY

MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No. **Pacific Gas and Electric Company (ID U39 E)**

Utility type:

ELC

GAS

PLC

HEAT

WATER

Contact Person: Igor Grinberg

Phone #: (415) 973-8580

E-mail: ixg8@pge.com and PGETariffs@pge.com

EXPLANATION OF UTILITY TYPE

(Date Filed/ Received Stamp by CPUC)

ELC = Electric

GAS = Gas

PLC = Pipeline

HEAT = Heat

WATER = Water

Advice Letter (AL) #: **4217-E**

Tier: **3**

Subject of AL: **Request for Section 320 Scenic Highway Deviation - Relocation of Poles Along Highway 50 at Mosquito Road in the City of Placerville**

Keywords (choose from CPUC listing): Power Lines

AL filing type: Monthly Quarterly Annual One-Time Other _____

If AL filed in compliance with a Commission order, indicate relevant Decision/Resolution #: D.80864

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: No

Summarize differences between the AL and the prior withdrawn or rejected AL: _____

Is AL requesting confidential treatment? If so, what information is the utility seeking confidential treatment for: No

Confidential information will be made available to those who have executed a nondisclosure agreement: Yes No

Name(s) and contact information of the person(s) who will provide the nondisclosure agreement and access to the confidential information: _____

Resolution Required? Yes No

Requested effective date: **Upon Commission approval**

No. of tariff sheets: N/A

Estimated system annual revenue effect (%): N/A

Estimated system average rate effect (%): N/A

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: N/A

Service affected and changes proposed: N/A

Pending advice letters that revise the same tariff sheets: N/A

Protests, dispositions, and all other correspondence regarding this AL are due no later than 20 days after the date of this filing, unless otherwise authorized by the Commission, and shall be sent to:

California Public Utilities Commission

Energy Division

EDTariffUnit

505 Van Ness Ave., 4th Flr.

San Francisco, CA 94102

E-mail: EDTariffUnit@cpuc.ca.gov

Pacific Gas and Electric Company

Attn: Brian Cherry

Vice President, Regulatory Relations

77 Beale Street, Mail Code B10C

P.O. Box 770000

San Francisco, CA 94177

E-mail: PGETariffs@pge.com

Attachment 1
City of Placerville Relocation Request



City of Placerville

Development Services Department
Engineering Division, 3rd Floor
3101 Center Street, Placerville, CA 95667
(530) 642-5250 / (530) 642-5568 fax

January 10, 2013

Subject: CPUC Section 320 Scenic Corridor Exemption Request
Placerville Station Park and Ride, Phase II

To Whom it may concern:

This letter is to advise the recipient that the City of Placerville is in support of the request for exemption from the CPUC Section 320 scenic corridor requirements for relocation of existing overhead utilities in conjunction with the subject project.

The City is pursuing the Placerville Station Park and Ride, Phase II project which would require the relocation of existing overhead utility lines (electric, telephone, cable). The current location of the project is within the Highway 50 Scenic Corridor and would therefore call for undergrounding of these overhead facilities. Cost estimates for undergrounding of these overhead facilities are cost prohibitive and almost equal available funding for the entire project. The City has worked with the utilities to develop an overhead utility relocation plan that greatly improves existing aesthetics including the elimination of two (2) existing utility poles. This revised plan would keep relocation costs within the available budget and therefore allow this important project to move forward.

The city is 100% in support of this new relocation plan as opposed to the complete undergrounding of the existing overhead utility lines and therefore supports this request for a CPUC Section 320 exemption request.

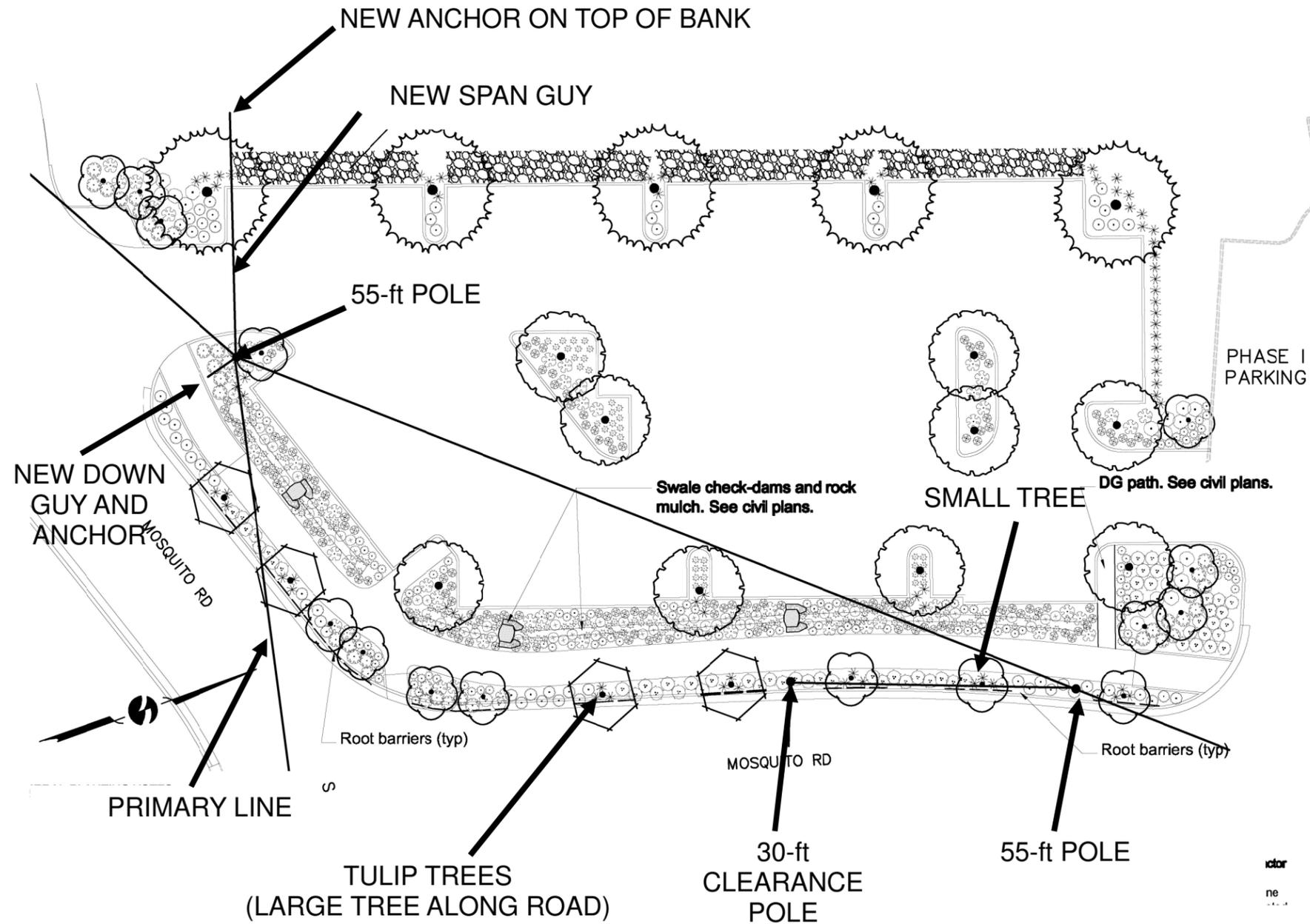
Sincerely,

Nathan Stong, P.E.
City Engineer

Cc: Larry Wing, Omni-Means

Attachment 2
Project Area and Affected Poles Illustration

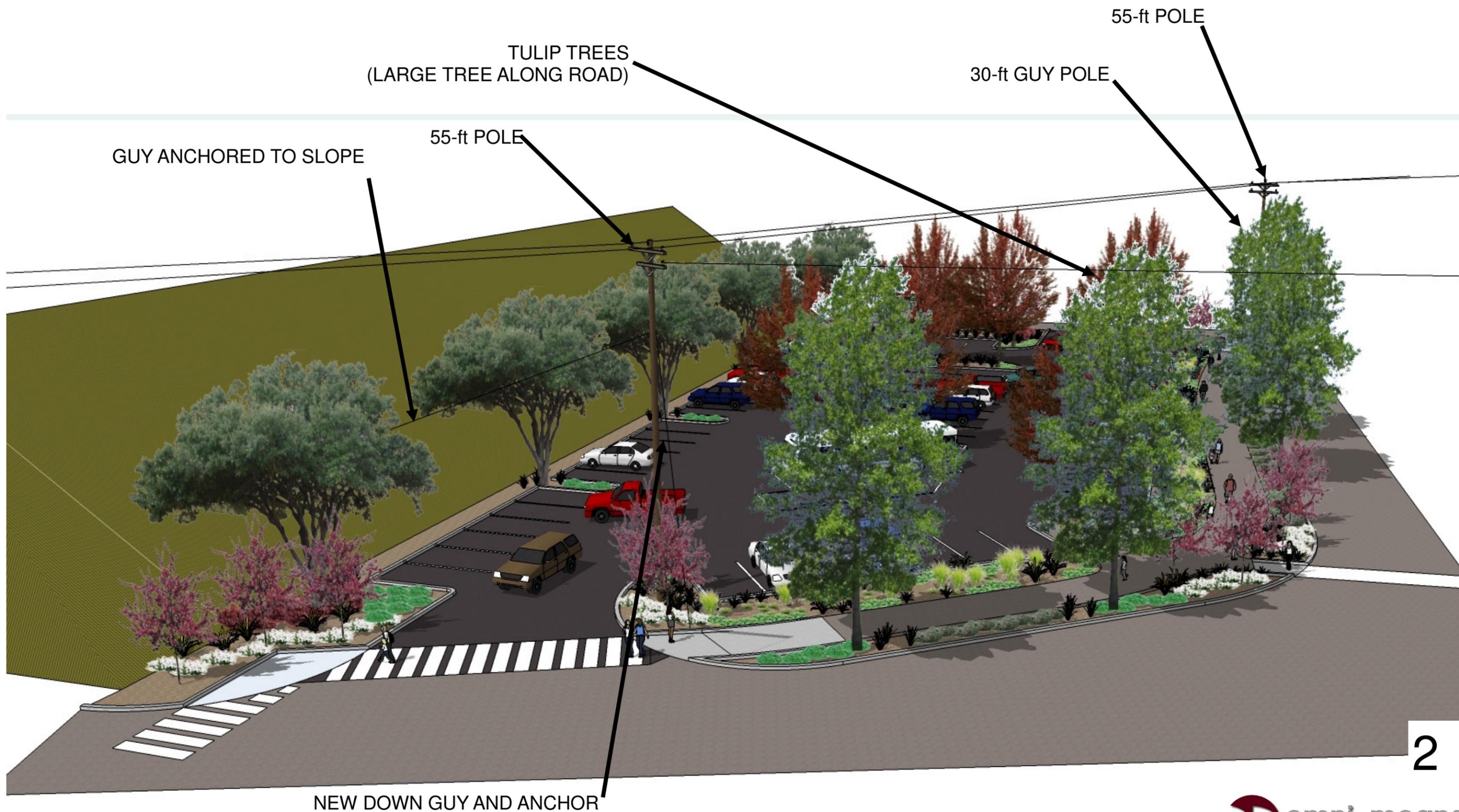
PLACERVILLE STATION PHASE 2 Power Pole Relocation Study



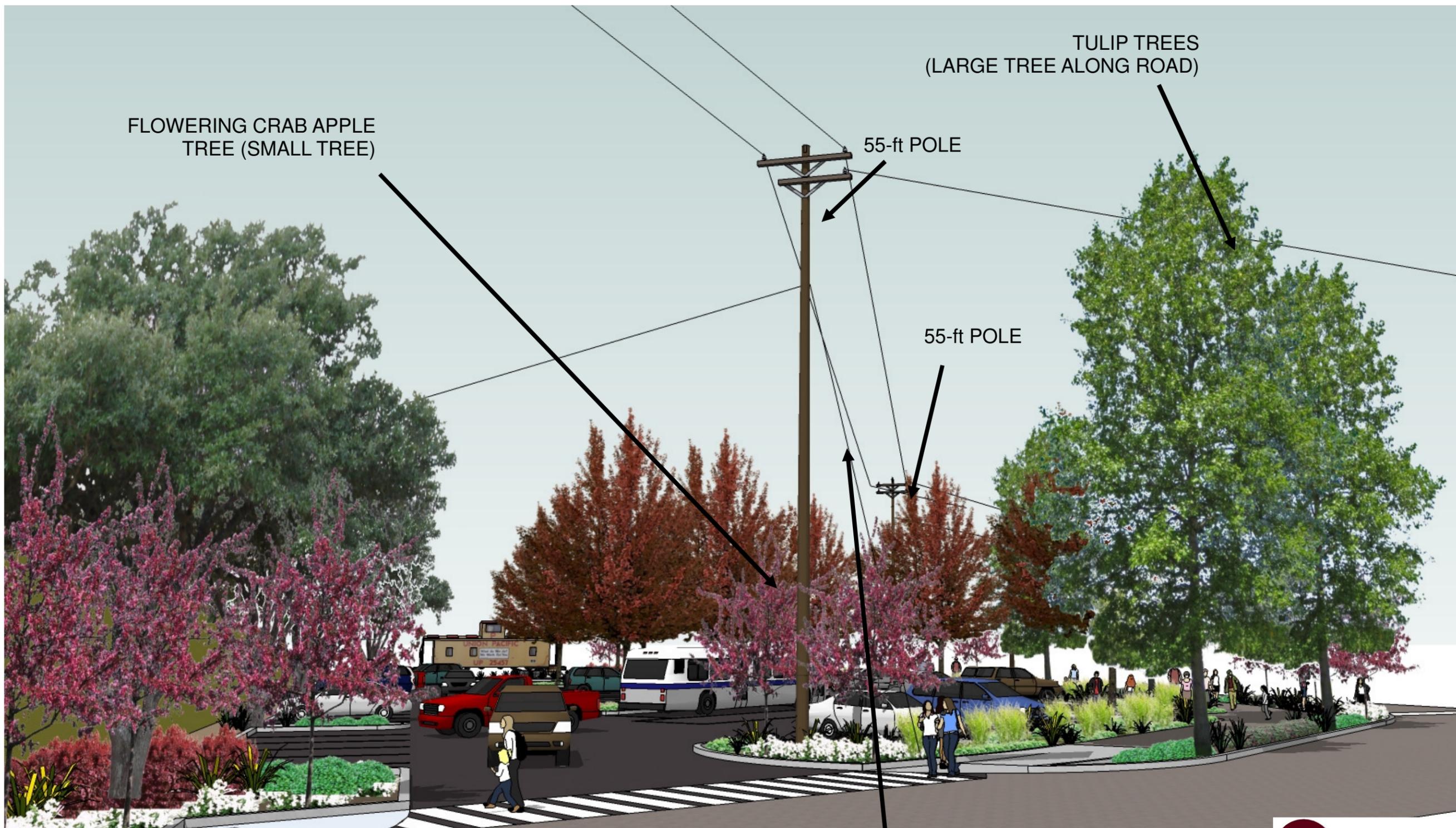
PLANT SCHEDULE

TREES			
QTY	BOTANICAL NAME	COMMON NAME	
9	<i>Acer rubrum</i> 'Redpointe'	Redpoint Maple	
4	<i>Liriodendron tulipifera</i> 'Emerald City'	Emerald City Tulip Tree	
15	<i>Malus x 'Royalty'</i>	Royalty Flow Crabapple	
NATIVE TREES			
QTY	BOTANICAL NAME	COMMON NAME	
5	<i>Quercus wislizenii</i>	Interior Live Oak	
SHRUBS			
QTY	BOTANICAL NAME	COMMON NAME	
22	<i>Berberis thunbergii</i> 'Rose Glow'	Rosey Glow Barberry	
33	<i>Rosa x 'Flower Carpet White'</i>	Rose	
ANNUALS/PERENNIALS			
QTY	BOTANICAL NAME	COMMON NAME	
78	<i>Dielys bicolor</i>	Fortnight Lily	
51	<i>Phormium tenax</i> 'Yellow Wave'	New Zealand Flax	
135	<i>Tulbaghia violacea</i> 'Silver Lace'	Silver Lace Society Garlic	
GROUND COVER			
QTY	BOTANICAL NAME	COMMON NAME	
60	<i>Cotoneaster dammeri</i> 'Lowfast'	Lowfast Bearberry Cotoneaster	
142	<i>Trachelospermum asiaticum</i> 'Asiatic'	Asiatic Jasmine	
NATIVE SHRUBS / GRASSES			
QTY	BOTANICAL NAME	COMMON NAME	
61	<i>Arctostaphylos x 'Emerald Carpet'</i>	Emerald Carpet Manzanita	
54	<i>Carex praegracilis</i>	Slender Sedge	
147	<i>Juncus patens</i> 'Carman's Grey'	Spreading Rush	

PLACERVILLE STATION PHASE 2 Power Pole Relocation Study



PLACERVILLE STATION PHASE 2 Power Pole Relocation Study

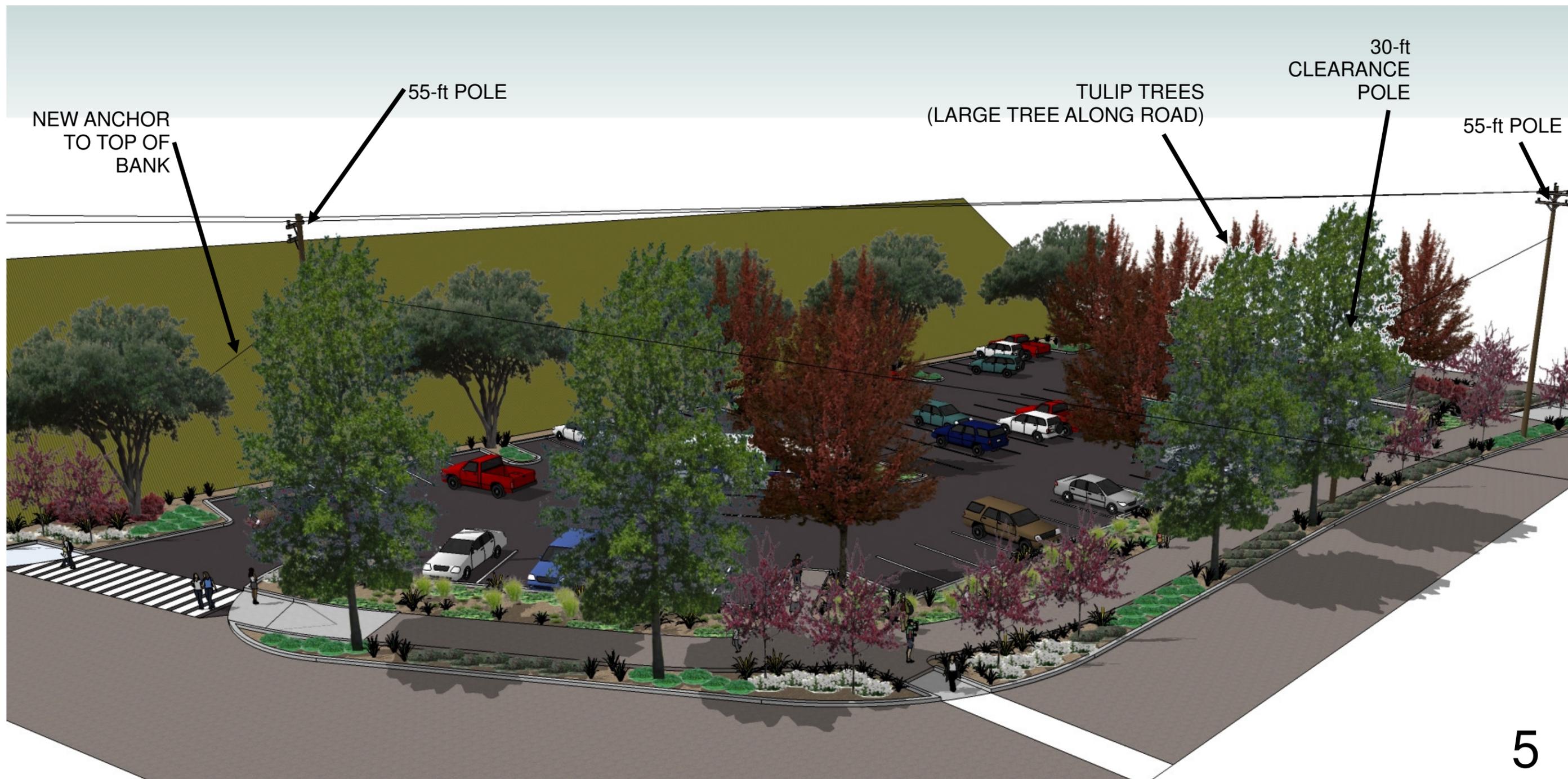


NEW DOWN GUY AND ANCHOR

PLACERVILLE STATION PHASE 2 Power Pole Relocation Study



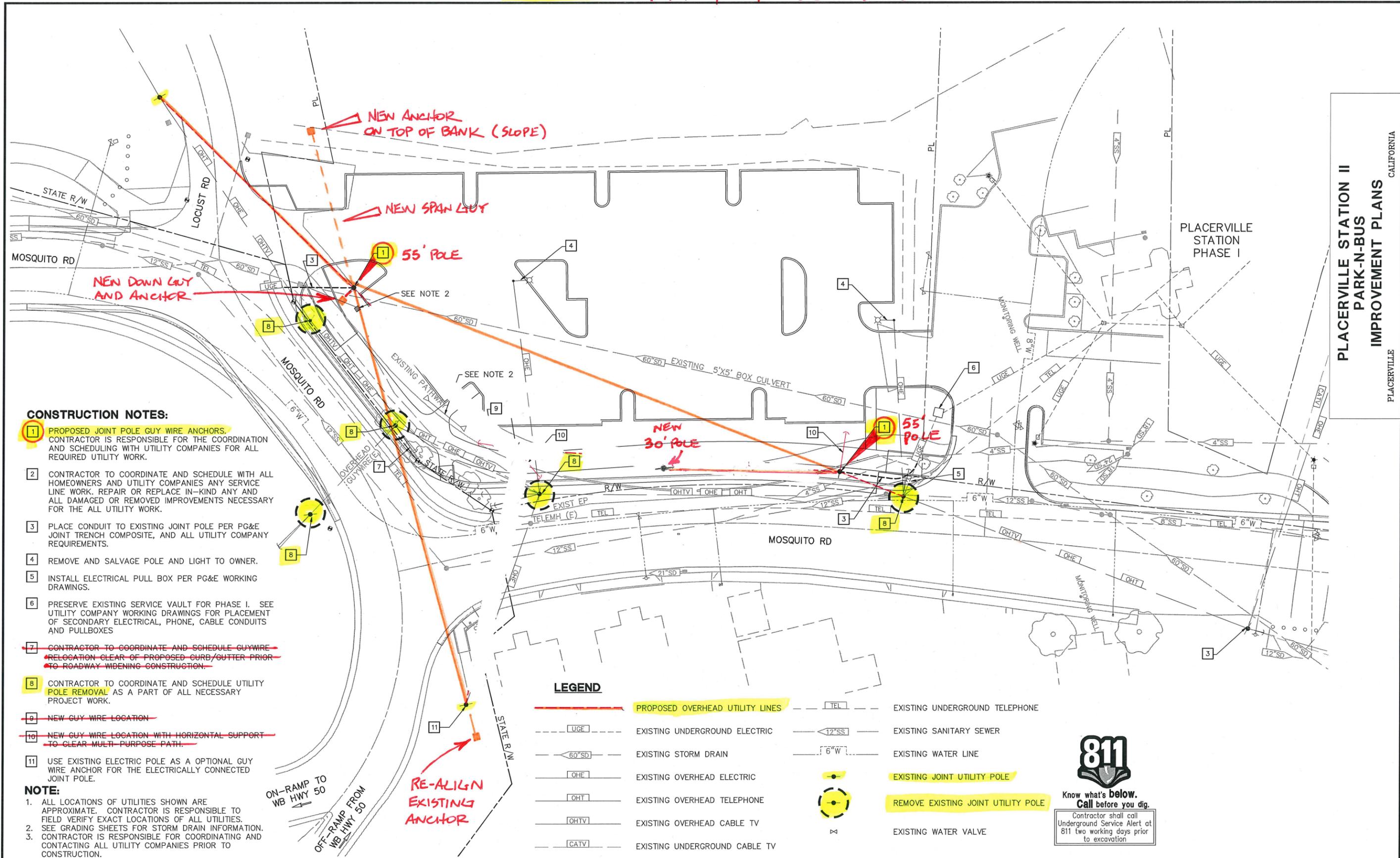
PLACERVILLE STATION PHASE 2 Power Pole Relocation Study



UNSIGHTLY POLE TO BE REMOVED



Attachment 3
City of Placerville Drawings



- CONSTRUCTION NOTES:**
- 1 PROPOSED JOINT POLE GUY WIRE ANCHORS. CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION AND SCHEDULING WITH UTILITY COMPANIES FOR ALL REQUIRED UTILITY WORK.
 - 2 CONTRACTOR TO COORDINATE AND SCHEDULE WITH ALL HOMEOWNERS AND UTILITY COMPANIES ANY SERVICE LINE WORK. REPAIR OR REPLACE IN-KIND ANY AND ALL DAMAGED OR REMOVED IMPROVEMENTS NECESSARY FOR THE ALL UTILITY WORK.
 - 3 PLACE CONDUIT TO EXISTING JOINT POLE PER PG&E JOINT TRENCH COMPOSITE, AND ALL UTILITY COMPANY REQUIREMENTS.
 - 4 REMOVE AND SALVAGE POLE AND LIGHT TO OWNER.
 - 5 INSTALL ELECTRICAL PULL BOX PER PG&E WORKING DRAWINGS.
 - 6 PRESERVE EXISTING SERVICE VAULT FOR PHASE I. SEE UTILITY COMPANY WORKING DRAWINGS FOR PLACEMENT OF SECONDARY ELECTRICAL, PHONE, CABLE CONDUITS AND PULLBOXES
 - ~~7 CONTRACTOR TO COORDINATE AND SCHEDULE GUYWIRE RELOCATION CLEAR OF PROPOSED CURB/GUTTER PRIOR TO ROADWAY WIDENING CONSTRUCTION.~~
 - 8 CONTRACTOR TO COORDINATE AND SCHEDULE UTILITY POLE REMOVAL AS A PART OF ALL NECESSARY PROJECT WORK.
 - ~~9 NEW GUY WIRE LOCATION~~
 - ~~10 NEW GUY WIRE LOCATION WITH HORIZONTAL SUPPORT TO CLEAR MULTI-PURPOSE PATH.~~
 - 11 USE EXISTING ELECTRIC POLE AS A OPTIONAL GUY WIRE ANCHOR FOR THE ELECTRICALLY CONNECTED JOINT POLE.

NOTE:

1. ALL LOCATIONS OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR IS RESPONSIBLE TO FIELD VERIFY EXACT LOCATIONS OF ALL UTILITIES.
2. SEE GRADING SHEETS FOR STORM DRAIN INFORMATION.
3. CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND CONTACTING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION.

LEGEND

	PROPOSED OVERHEAD UTILITY LINES		EXISTING UNDERGROUND TELEPHONE
	EXISTING UNDERGROUND ELECTRIC		EXISTING SANITARY SEWER
	EXISTING STORM DRAIN		EXISTING WATER LINE
	EXISTING OVERHEAD ELECTRIC		EXISTING JOINT UTILITY POLE
	EXISTING OVERHEAD TELEPHONE		REMOVE EXISTING JOINT UTILITY POLE
	EXISTING OVERHEAD CABLE TV		EXISTING WATER VALVE
	EXISTING UNDERGROUND CABLE TV		

811
Know what's below.
Call before you dig.
Contractor shall call Underground Service Alert at 811 two working days prior to excavation

DESIGNED:			
CADD BY:			
CHECKED BY:			
No.	REVISIONS	BY	DATE

City of Placerville
Department of Public Works
3101 Center Street
Placerville, CA 95667
(530) 642-5250 (530) 642-5568 fax

**PLACERVILLE STATION II
PARK-N-BUS
IMPROVEMENT PLANS**
PLACERVILLE CALIFORNIA

DATE: 10/20/2011
SCALE: 1"=20'
one inch on original

BENCH MARK: TBM:
DATUM:
ELEV.:

**UTILITY EXHIBIT
OPTION 2**

SHEET
OPT2
OF

**PLACERVILLE STATION II
PARK-N-BUS
IMPROVEMENT PLANS**

PLACERVILLE CALIFORNIA

Attachment 4

**City of Placerville Resolution Authorizing Application for
Public Utility Code Section Exemption 320**

RESOLUTION NO. 8052

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE
AUTHORIZING THE CITY MANAGER TO APPLY TO THE CALIFORNIA PUBLIC
UTILITIES COMMISSION (CPUC) FOR EXEMPTION FROM UNDERGROUNDING
RULES WITHIN THE HWY 50 SCENIC HIGHWAY CORRIDOR, AND APPROVING
AMENDMENT NO. 2 TO THE CONSULTING SERVICES AGREEMENT WITH
OMNI MEANS IN AN AMOUNT OF \$15,864 FOR ADDITIONAL DESIGN
ENGINEERING SERVICES ON THE PLACERVILLE STATION II PARK AND RIDE
PROJECT (CIP #40708)**

WHEREAS, the Placerville Station II Project (CIP #40708) is a project to construct a park and ride facility immediately south of the existing Phase I facility located at the southwest corner of Mosquito Road and Clay Street; and,

WHEREAS, this project is funded through the Federal Transit Administration Section 5309 Grant program; and,

WHEREAS, this project is adjacent to Highway 50 and is in the Highway 50 Scenic Corridor where relocation of overhead utilities requires them to be placed underground; and

WHEREAS, the planned widening of Mosquito Rd. along the projects frontage requires the relocation of several overhead joint utility poles; and,

WHEREAS, the utility companies have submitted cost estimates to the city for the underground work that far exceeds the project budget, and have now submitted cost estimates and negotiated with city staff for the city's share of overhead utility relocation; and,

WHEREAS, the CPUC has a procedure for allowing exemption from their Scenic Corridor undergrounding rules whereby the City Manager can apply for said exemption allowing the project to be constructed within the budget with overhead utility relocations instead of undergrounding; and,

WHEREAS, a Consulting Services Agreement with Omni Means was approved by City Council on April 27, 2010 for engineering design services; and,

WHEREAS, Amendment #1 to the Consulting Services Agreement with Omni Means was approved by City Council on June 12, 2012; and,

WHEREAS, additional engineering services have been identified as necessary to move the project through the utility relocation process, the CPUC exemption process, and provide revised plans after CPUC approval is received; and,

WHEREAS, Omni-Means has provided a proposal which is acceptable to the City to complete the additional engineering design work under an amendment to the existing agreement.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Placerville does hereby:

1. Authorize the City Manager to apply to the California Public Utilities Commission (CPUC) for exemption from Undergrounding Rules for the Placerville Station Park-n-Bus Project within the Hwy 50 Scenic Highway Corridor; and
2. Approve Amendment No. 2 to the existing Consulting Services Agreement with Omni Means in the amount of \$15,864 for additional engineering and design services for the Placerville Station II Project (CIP #40708), and authorize the City Manager to execute same.

The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on October 23, 2012, by Vice-Mayor Mattson who moved its adoption. The motion was seconded by Councilmember Borelli. The motion was passed by the following vote:

AYES: Acuna, Borelli, Hagen, Mattson
NOES: None
ABSENT: None
ABSTAIN: None



Mayor Mark A. Acuna

ATTEST:



Susan Zito, MMC, City Clerk

Attachment 5
CEQA Notice of Categorical Exemption

NOTICE OF EXEMPTION

Appendix I

TO: Office of Planning & Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM: City of Placerville
3101 Center Street
Placerville, CA 95667

FILED

TO: County Clerk
County of El Dorado
360 Fair Lane
Placerville, CA 95667

JUL 03 2006

WILLIAM E. SCHULTZ Recorder-Clerk
By *[Signature]*

Project Title: Placerville Station Phase II - Park & Bus

Project Location-Specific Mosquito Road @ Locust Street

Project Location-City Placerville Project Location--County El Dorado

Description of Project: See attached Exhibit "A".

Name of Public Agency Approving Project: City of Placerville

Name of Person or Agency Carrying Out Project: John W. Driscoll, City
Manager/City Attorney, (530) 642-5200

Exempt Status: (Check One)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type & section numbers: 15303(e) & 15304(a)(c)
- Statutory Exemptions. State code number: _____

Reason why project is exempt: 15303(e)-Like-kind accessory use to adjacent Park & Bus facility. 15304(a)(c)-Grading on land with less than 10% slope; earthwork on previously excavated land with material compatible with the features of the site.

Lead Agency _____ Area Code/ _____
Contact Person: Steve Calfee Telephone/Extension: (530) 642-5252

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: *[Signature]* Date: 06/28/06 Title: Community Dev. Director

Signed by Lead Agency Date received for filing at OPR:
 Signed by Applicant

Placerville Station – Phase II

Project Description

The Placerville Station (Phase 1) was completed in 2001 and has been owned and operated by the City of Placerville since. The Placerville Station has sometimes been referred to as the 'Park and Bus' Facility.

The Phase 1 facility includes approximately 55 parking spaces, restrooms, a covered shelter, electric vehicle charging stations, and other amenities.

Additional parking is needed immediately to support new transit service that is scheduled to begin August 15, 2006. The service is urgently needed to compensate for a loss of downtown parking associated with current street improvements. Local funds will be used to construct a temporary parking facility for use by transit riders while the Federally-funded project is designed and constructed in accordance with Federal requirements.

The Placerville Station Phase 2 expansion will occur on the adjacent 1.83-acre parcel located at the intersection of Locust Avenue and Mosquito Road immediately adjacent to the south, adding approximately 75 additional parking spaces, for a total of approximately 130 spaces. The City intends to donate this parcel to the project as an in-kind match to the Federal Transit Administration grant as allowed under 49 CFR 18.24, and FTA Circular 5010.1C, Chapter II, Section (2)(a)(5).

Because of the urgent need to expand the number of parking spaces at the existing facility the Phase 2 project is planned for construction in two stages.

Phase 2A will consist of:

- Clearing and grubbing the site of existing vegetation and debris.
- Rough grading to spread out and compact the existing soil stockpiles.
- Construction of a driveway access onto Locust Street and another access point from the existing Phase 1 facility.
- Placement and compaction of an approximately 4" thick section of asphalt grindings from the City of Placerville's 'Upper Main Street Rehabilitation Project' to provide the surface for the parking facility.

Phase 2A will be completed using local funds.

Phase 2B will consist of:

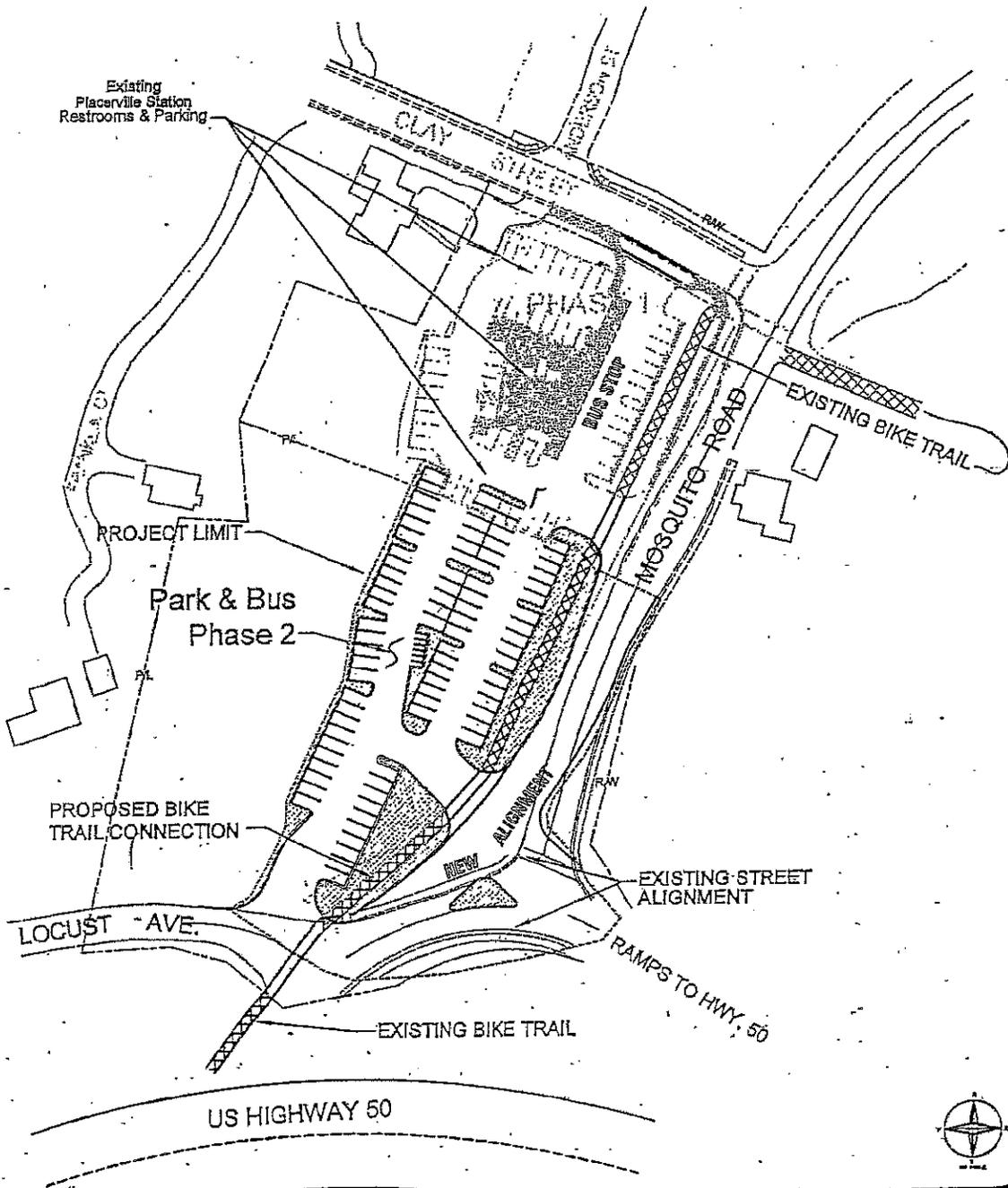
- Minor re-alignment of, and improvements to, Mosquito Road.
- Street frontage improvements, including sidewalks for safe pedestrian access.

- Minor re-grading of the site to the ultimate profile, and to accommodate the street frontage improvements and roadway encroachments.
- Potential utility relocations.
- Lighting.
- Landscaping.
- Providing a permanent connection to the El Dorado Trail, that currently terminates both immediately north and south of the Placerville Station, providing for safe bicycle and pedestrian access on a Class 1 facility.

Agenda Item 6B

Exhibit 'A'

City of Placerville ~PROPOSED~ Placerville Station PHASE 2 (Park & Bus)





City of Placerville

3101 Center Street
Placerville, California 95667

INITIAL STUDY ENVIRONMENTAL ASSESSMENT

1. **Project Title:** Placerville Station Phase II – Park & Bus
(Temporary Parking/Transit Facility)
2. **Lead Agency Name and Address:** City of Placerville, 3101 Center Street, Placerville, CA 95667
3. **Contact Person and Phone Number:** Steve Calfee, Community Development Director, (530) 642-5252
4. **Project Location:** A 1.83-acre parcel located at the intersection of Locust Avenue and Mosquito Road, immediately adjacent to the existing Placerville Station “Park and Bus” facility.
5. **Project Sponsor's Name and Address:** City of Placerville, 3101 Center Street, Placerville, CA 95667
6. **General Plan Designation:** Heavy Commercial
7. **Zoning:** HC (Heavy Commercial)
8. **Description of Project:** Placerville Station Phase II consists of grading and surfacing. At the completion of this work this facility will provide parking space for approximately 75 additional vehicles.

The property is currently vacant, and has a number of soil stockpiles located on the property that are the result of grading activities done for a nearby residential subdivision project. The nature of the work is more specifically described as follows:

1. Clear and grub the site of the existing vegetation and debris.
2. Rough grade the property to spread out and compact the existing soil stockpiles.
3. Construct a driveway access onto Locust Street, and another access point from the existing Park and Bus facility.
4. Utilize asphalt grindings from the City's “Upper Main Street Rehabilitation Project” to provide the surfacing for the parking facility. An approximately 4” thick section of asphalt grindings will be placed and compacted to provide the surfacing for vehicle parking.

All work will be accomplished in conformance with the City of Placerville Grading Ordinance, and the El Dorado County Air Quality Management District dust control regulations, and the requirements of the State of California Public Contract Code.

9. **Surrounding Land Uses and Setting:** The site is currently vacant and has a number of soil stockpiles located on the property that are the result of grading activities done for a nearby residential subdivision project. Surrounding land uses include Medium Density Residential to the west, Heavy Commercial to the north, Low Density Residential to the east, and is bounded by Locust Avenue and U.S. Highway 50 to the south.
10. **Other agencies whose approval is required:** None

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" or as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities & Service System |
| <input type="checkbox"/> Geophysical | <input type="checkbox"/> Energy & Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water | <input type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project is **Categorically Exempt** from CEQA under CLASS(es) 15303(e) & 15304(a)(c) and there are no unusual circumstances or specified statutory conditions present which render reliance on such applicable Categorical Exemption(s) unlawful.
- 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 have a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. 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 significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". 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, there **will not** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Steve Calfee
 Signature
 Steve Calfee
 Printed Name

6.28.06
 Date
City of Placerville
 For

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the Proposal:

- a) Conflict with general plan designation or zoning? ()

Land Use and Zoning for the subject site allows for heavy commercial uses. The proposed Placerville Station Phase II is consistent with uses permitted for the Land Use and Zoning Designations under the City of Placerville's General Plan.

- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? ()

There are no known applicable environmental plans or policies adopted by other agencies that may conflict with the proposed project.

- c) Be incompatible with existing land use in the vicinity? ()

The proposed Park & Bus Phase II is compatible with the adjacent land use which is Placerville Station Phase I, a Park & Bus facility. The site is also separated from residential uses by major roadways and topography and, therefore, will not conflict with nearby residential uses. Additionally, the site is near the El Dorado Irrigation District headquarters and U.S. Highway 50; neither of which are conflicting land uses.

- d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? ()

There are no agricultural resources in the vicinity of the proposed project.

- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? ()

The proposed project will not disrupt or divide the physical arrangement of the community, particularly low-income or minor community. The project does not displace housing.

II. POPULATION AND HOUSING. Would the proposal:

- a) Cumulatively exceed official regional or local population projections? ()

The proposed project does not involve housing; therefore, will not cumulatively exceed local population projections.

Mitigation Monitoring and Sign-off footnotes:

- (1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area of extension of major infrastructure)? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not growth inducing nor will it require the extension of utilities or infrastructure.				
c) Displace existing housing, especially affordable housing? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project does not displace housing.				

III. GEOLOGY. Would the proposal result in or expose people to potential impacts involving:

A Geotechnical Investigation Report was prepared the adjacent Park & Bus facility Phase I. The Geotechnical Investigation, which included the area for Placerville Station Phase II, revealed no unusual geologic anomalies affecting the proposed project.

a) Fault rupture? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to above.				
b) Seismic shaking? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to above.				
c) Seismic ground failure, including liquefaction? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to above.				
d) Landslides or mudflows? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to above.				
e) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to above.				
f) Subsidence of the land? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Refer to above.				

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expansive soils? () Refer to above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Unique geologic or physical features? () Refer to above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. WATER. Would the proposal result in:				
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? () The proposed project does not create any new increase in impervious surface. As a result, there will be no changes in absorption rates, drainage patterns, or the rate and amount of surface runoff.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people or property to water related hazards such as flooding? () There are no water hazards, surface waters or flood plains in the immediate area of the proposed project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? () Refer to (b) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body? () Refer to (a) & (b) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements? () Refer to (a) & (b) above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?				

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project does not involve additions or withdrawals, groundwater or aquifers and does not create additional impervious surface. Therefore, the project will not cause a change in quantity of groundwater.

g) Altered direction or rate of flow of groundwater? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Refer to (f) above.

h) Impacts to groundwater quality? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Refer to (f) above.

i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Refer to (f) above.

V. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

By providing additional transit opportunities and thereby encourage transit use, a reduction in vehicle trips in the vicinity and U.S. Highway 50 corridor would be realized thus reducing any degradation of air quality.

b) Exposure sensitive receptors to pollutants? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

There are no sensitive receptors near the subject site.

c) Alter air movement, moisture, or temperature, or cause any change in climate? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not affect air movement or moisture as the site will, in essence, very much mirror that of the existing condition of the site.

d) Create objectionable odors? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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It is not expected that the proposed project will create objectionable odors.

Mitigation Monitoring and Sign-off footnotes:

- (1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. TRANSPORTATION/CIRCULATION.

Would the proposal result in:

- a) Increased vehicle trips, traffic congestion, or level of service? ()
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

City staff estimates that the proposed 75-space parking facility will generate approximately 300 vehicle trips per day. This volume represents a minor incremental increase in traffic volume. Presently the adjacent roadway, Mosquito Road, realizes 6,000 vehicle trips per day and U.S. Highway 50, adjacent to the site, realizes 35,000 vehicle trips per day.

- b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project will not contribute hazards with respect to safety-related design issues.

- c) Inadequate emergency access or access to nearby uses? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project will not affect emergency access or access to nearby uses.

- d) Insufficient parking capacity onsite or offsite? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project will add onsite parking.

- e) Hazards or barriers for pedestrians or bicyclists? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project will not affect pedestrian or bicycle activities or hazards.

- f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project supports alternative transportation.

- g) Rail or air traffic impacts? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no rail or air traffic facilities within the vicinity of the proposed project.

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The subject site is one which has been fully graded and is surrounded by fully developed urban uses. The site contains no riparian or vegetative qualities nor habitat for endangered species. A biological assessment for the adjacent Park & Bus facility Phase I was performed prior to the site's acquisition which concluded the same; therefore, the proposed project is not expected to affect biological resources.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Locally designated species (e.g. heritage trees)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to (a) above.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Locally designated natural communities (e.g. oak forest, etc.)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to (a) above.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Wetland habitat (e.g. marsh, riparian and vernal pool)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to (a) above.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Wildlife dispersal or migration corridors? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The site is not located within a migration corridor.

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project promotes commuter activities; therefore, promotes conservation of fossil fuel.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Use non-renewable resources in a wasteful and inefficient manner? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to (a) above.

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site does not have any known mineral resource qualities.

IX. HAZARDS. Would the proposal involve:

a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not pose a risk of accidental explosion or release of hazardous substances in that none are associated with the project.

b) Possibly interference with an emergency response plan or emergency evacuation plan? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project will not interfere with an emergency response or emergency evacuation plan.

c) The creation of any health hazard or potential health hazard? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not pose a hazard or potential health hazard.

d) Exposure of people to existing sources of potential health hazards? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Refer to (c) above.

e) Increased fire hazard in areas with flammable brush, grass, or trees? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project will not increase fire hazard incidents.

X. NOISE. Would the proposal result in:

a) Increase in existing noise levels? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The subject site realizes a high ambient noise level in that it is adjacent to U.S. Highway 50. The proposed project will not cause a change in the ambient noise level of the general vicinity.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Exposure of people to severe noise levels? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to (a) above.

XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- | | | | | |
|-------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project does not have an affect upon or result in the need for new or altered government services in the area of fire protection.

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Police protection () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project does not have an affect upon or result in the need for new or altered government services in the area of police protection.

- | | | | | |
|-----------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Schools? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project does not have an affect upon or result in the need for new or altered government services in the area of schools.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Maintenance of public facilities, including roads? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project does not have an affect upon or result in the need for new or altered government services in the area of maintenance of public facilities including roads.

- | | | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Other governmental services? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project does not have an affect upon or result in the need for new or altered government services.

XII. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

The proposed project will not result in the need for new utilities or alterations to any of the facilities listed below.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Power or natural gas? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Communications systems? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities? (7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Sewer or septic tanks? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Storm water drainage? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Solid waste disposal? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Local or regional water supplies? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. AESTHETICS. Would the proposal:

- a) Have a substantial adverse effect on a scenic vista? ()
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

The subject site is adjacent to a scenic highway; however, the highway is substantially elevated adjacent to the site. The subject site cannot be seen from the highway and is not located on a scenic vista; therefore, the proposed project will not have an affect on the scenic vista or scenic highway.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to (a) above.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to (a) above.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

No exterior lighting is proposed for the project; therefore, it will no create new light or glare.

XIV. CULTURAL RESOURCES. Would the proposal:

A Cultural Resource Study was completed for the adjacent Park & Bus facility Phase I. That study concluded that there are no cultural, archaeological or historical resources on the site and surrounding area that would be affected by the proposed project.

- a) Cause a substantial adverse change in the significance of a historical resource? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
- b) Cause a substantial adverse change in the significance of an archaeological resource? ()
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including Those interred outside of formal cemeteries? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATION. Would the proposal:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project will have no affect on recreational facilities nor affect recreational opportunities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (a) above.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mitigation Monitoring and Sign-off footnotes:

(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
 (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Attachment 6
NEPA Draft Categorical Exclusion

CITY OF PLACERVILLE

**PLACERVILLE STATION
PHASE 2 EXPANSION PROJECT**

Draft Categorical Exclusion

Prepared for:

City of Placerville



Prepared by:



ENVIRONMENTAL STEWARDSHIP & PLANNING
INCORPORATED

July 2006

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List of Acronyms and Abbreviations

Acronym/Abbreviation	Definition
BMP	Best Management Practices
CCR	California Code of Regulations
City	City of Placerville
DTSC	California Department of Toxic Substances Control
EDCAQMD	El Dorado County Air Quality Management District
FTA	Federal Transit Authority
MCAB	Mountain Counties Air Basin
Phase I	Existing Placerville Station
RWQCB	Regional Water Quality Control Board
SFAR	South Fork American River

1.0 INTRODUCTION

1.1 Overview of Project

The City of Placerville (City) is proposing to expand the existing Placerville Station Park and Bus facility to:

- provide additional parking spaces;
- enhance the ^{City +}County's transit service; and to,
- provide a permanent, safe, bicycle and pedestrian connection to the El Dorado Trail.

The Placerville Station (Phase 1) has been owned and operated by the City of Placerville since the facility's completion in 2001. The City of Placerville, as California Environmental Quality Act (CEQA) "Lead Agency," prepared and adopted a CEQA "Notice of Exemption" for this project on June 28, 2006 (see Appendix A).

1.2 Purpose of this Environmental Document

According to the Federal Transit Authority's (FTA's) regulation, certain transit terminals, transfer facilities, bus and rail storage and maintenance facilities (23 CFR 771.117(d)) may qualify for categorical exclusions. Categorical exclusions include actions which do not individually or cumulatively have a significant effect on the human environment.

This Categorical Exclusion, completed in accordance with the National Environmental Policy Act guidance, assesses the impacts of the proposed Placerville Station Phase 2 Expansion Project on the social and physical environment. The proposed project meets the requirements for a categorical exclusion under 23 CFR 771.117 (d)(4) "Transportation corridor fringe parking facilities" and 23 CFR 771.117 (d)(10) "Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic" based on the following criteria:

- Documentation in this Categorical Exclusion demonstrates that there are no significant environmental impacts that cannot be mitigated to a less-than-significant level;
- The project involves construction of improvements eligible for a Categorical Exclusion, including a transportation corridor fringe parking facility and a bus transfer station;
- No relocation of people would be required;
- The project is not growth-inducing;

- The project would not result in a significant impact to natural, cultural, recreational, historic, or other resources;
- The project would not result in a significant air quality, water quality, traffic, or noise impact;
- The project would not have significant impacts on travel patterns;
- The project would not result in significant individual or cumulative impacts; and
- The project would be consistent with the existing zoning, and the project site is located along streets with adequate capacity to handle anticipated pedestrian and vehicle travel.

2.0 PROJECT DESCRIPTION

2.1 Project Purpose and Need

The purpose of the Placerville Station Phase 2 Expansion Project is to provide additional parking spaces for the City of Placerville and the County's transit service and to provide a permanent, safe, bicycle and pedestrian connection to the El Dorado Trail.

The project is needed to support new transit service that is scheduled to begin August 15, 2006. The service is urgently needed to compensate for a loss of downtown parking associated with current street improvements.

2.2 Project Objectives

To meet the stated project purpose, and address the project need, the project shall be responsive to the following key project objectives:

- Provide additional parking for transit and ridesharing commuters;
- Provide a permanent, safe bicycle and pedestrian connection to the El Dorado County Trail;
- Ensure Consistency with Adopted Local and Regional Plans; and
- Minimize Environmental Impacts and Concerns.

2.3 Existing Conditions of Phase 1 Site

The existing Park and Bus facility, which resembles an historic Southern Pacific railroad station, currently serves El Dorado Transit, Amtrak, Frontier and Greyhound passengers.

El Dorado Transit presently provides service to passengers of the Hangtown Shuttle local route, the Dial-A-Ride route, the ADA Complementary Paratransit route, and the SAC-MED non-emergency medical appointment transportation service to Sacramento at the Mosquito Road Park & Bus facility. The Park & Bus facility also provides service to passengers traveling from Sacramento on the Sacramento Reverse Commute Route.

The existing facility includes a bicycle rack, benches, restrooms, two drinking fountains, two display windows for use by community organizations, four historical-style street lights, brick walkways underneath a large covered pedestrian waiting area, a large bulletin board with El Dorado Transit schedules posted, and an approximately 55-vehicle lighted parking lot with

electric vehicle charging stations. The bicycle rack provides for cyclists who use the El Dorado Trail that currently extends from Mosquito Road to Camino.

2.4 Existing Conditions of Phase 2 Site

The proposed Phase 2 Expansion site is a 1.83-acre parcel, which is zoned heavy commercial. The site is currently vacant and has a number of soil stockpiles located on the property that are the result of grading activities conducted for a nearby residential subdivision project. Surrounding land uses include Medium Density Residential to the west, Heavy Commercial to the north, Low Density Residential to the east, and is bounded by Locust Avenue and U.S. Highway 50 to the south.

2.5 Proposed Modifications

The Placerville Station Phase 2 expansion will occur on the 1.83-acre parcel located on the northwest quadrant of the intersection of Locust Avenue and Mosquito Road, immediately south of existing Phase 1 facility. The expansion would accommodate and stripe approximately 75 additional parking spaces, for a total of approximately 130 spaces. (See **Figure 1** for the proposed design for the Phase 2 Expansion project.) The City intends to donate the Phase 2 expansion parcel as an in-kind match to the Federal Transit Administration grant as allowed under 49 CFR 18.24, and FTA Circular 5010.1C, Chapter II, Section (2)(a)(5).

Because of the urgent need to expand the number of parking spaces at the existing facility the Phase 2 project is planned for construction in two stages.

Phase 2A will consist of:

- Clearing and grubbing the site of existing vegetation and debris.
- Rough grading to spread out and compact the existing soil stockpiles.
- Construction of a driveway access onto Locust Avenue and another access point from the existing Phase 1 facility.
- Placement and compaction of an approximately 4-inch thick section of asphalt grindings recycled from the City of Placerville's 'Upper Main Street Rehabilitation Project' to provide the surface for the parking facility.

Phase 2A will be completed using local funds.

Phase 2B will consist of:

- Minor re-alignment of and improvements to Mosquito Road.
- Street frontage improvements, including sidewalks for safe pedestrian access.
- Minor re-grading of the site to the ultimate profile, and to accommodate the street frontage improvements and roadway encroachments.
- Striping of approximately 75 parking spaces.

- Potential utility relocations.
- Low energy, non-glare lighting for pedestrian and parking areas.
- Landscaping that utilizes water conservation methods and native, drought-tolerant plantings.
- Providing a permanent, safe, bicycle and pedestrian connection to the El Dorado Trail. A Class 1 facility currently terminates both immediately north and south of the Placerville Station.

2.6 Construction Schedule

Construction of the proposed Phase 2 Expansion project is proposed to commence in 2006 and would require approximately months/weeks to complete.

2.7 Required Permits and Coordination

Prior to the initiation of construction activities, the City and its contractors would obtain all necessary permits and approvals. **Table 1** provides a preliminary listing of anticipated permits and regulatory approvals necessary for the project build alternatives.

Table 1 Permits and Regulatory Approvals Required for the Project		
Approving Agency	Permit/Approval	Required for
Local Agencies		
City of Placerville Planning Department	Temporary Conditional Use Permit	Need for Conditional Use Permit to be determined.
City of Placerville Public Works Department	Grading permit. Road encroachment permit.	Excavation and fill activities. Activities within City rights-of-way.
El Dorado County Air Quality Management District	Dust Mitigation Plan	Minimization of construction emissions associated with construction of the proposed project.

SPR +
C.M.P.
ZB

As discussed above in **Section 2.5**, the City intends to donate the Phase 2 expansion parcel as an in-kind match to the FTA grant as allowed under 49 CFR 18.24, and FTA Circular 5010.1C, Chapter II, Section (2)(a)(5). Before FTA may award a Federal grant or cooperative agreement, the City must provide all certifications and assurances to the FTA pertaining to the project as required by Federal laws and regulations.

3.0 ENVIRONMENTAL ANALYSIS

3.1 Introduction

The following resource-specific discussions have been prepared based on the review of the project area and existing site conditions, review of relevant literature (as cited herein), consideration of the design plans for the proposed project, and discussions with City staff.

The discussions provide a description of the environmental setting within the project area relevant to the issues and a discussion of each environmental issue/question.

3.2 Definition of Terms Used in the Environmental Analysis

This section provides definitions for terms used throughout this Categorical Exclusion:

“Categorical Exclusion (CX)” – A category of actions that do not individually or cumulatively have a significant effect on the human environment and have been found to have no such effect in procedures adopted by a Federal agency pursuant to NEPA (40 CFR 1508.4).

“Council on Environmental Quality (CEQ)” – Established under Title II of NEPA to develop Federal agency-wide policy and regulations for implementing the procedural provisions of NEPA, resolve interagency disagreements concerning proposed major Federal actions, and to ensure that Federal agency programs and procedures are in compliance with NEPA.

“Cumulative Effect” – The incremental environmental impact or effect of the proposed action, together with impacts of past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7).

“Human Environment” – Includes the natural and physical environment and the relationship of people with the environment (40 CFR 1508.14).

“Impact (Effect)” – A direct result of an action which occurs at the same time and place; or an indirect result of an action which occurs later in time or in a different place and is reasonably foreseeable; or the cumulative results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions (40 CFR 1508.8).

“National Environmental Policy Act of 1969 (NEPA)” – Requires all federal agencies to examine the environmental impacts of their actions, incorporate environmental

information, and utilize public participation in the planning and implementation of all actions. Federal agencies must integrate NEPA with other planning requirements and prepare appropriate NEPA documents to facilitate better environmental decision making. NEPA requires Federal agencies to review and comment on Federal agency environmental plans/documents when the agency has jurisdiction by law or special expertise with respect to any environmental impacts involved. (42 U.S.C. 4321- 4327) (40 CFR 1500-1508).

“Significant” – Use in NEPA requires consideration of both context and intensity (40 CFR 1508.27): Context - significance of an action must be analyzed in its current and proposed short- and long-term effects on the whole of a given resource (e.g., affected region). Intensity - Refers to the severity of the effect.

3.3 Socioeconomics/Community Character

Setting

Table 2 displays the median household income by age for both the City of Placerville and the State of California (U.S. Census Bureau, 2000). Those between the ages of 45 and 54 years have the highest median income, and those 75 years and older have the lowest median income. The median income for the entire population of Placerville is \$36,454. This is 22 percent lower than the State of California’s median household income. In 1999, approximately 5 percent of families within El Dorado County had household incomes below the poverty level, while 9.3 percent of families within the City of Placerville were below the U.S. Census poverty level (U.S. Census Bureau, 2000). (Note that the U.S. Census poverty level varies dependent upon household size and is measure differently than poverty levels established by the U.S. Department of Health and Human Services.)

Median Household Income	Median Household Income for Placerville	Median Household Income for California
Median Household Income	\$36,454	\$47,439
Householder under 25	\$28,063	\$24,742
Householder 25-34	\$27,969	\$44,424
Householder 35-44	\$42,216	\$54,365
Householder 45-54	\$57,250	\$61,312
Householder 55-64	\$46,250	\$55,742
Householder 65-74	\$36,678	\$37,000
Householder 75 and older	\$20,801	\$27,081

Source: U.S. Census Bureau, Census 2000

Residences are separated from the project site by Mosquito Road, which is located east of the project area.

Proposed Project

The proposed project would not alter households incomes and would not create new employment opportunities.

The residences adjacent to the proposed project area have the potential for strong community/social attributes; however, the Phase 2 Expansion project would not divide the community or impede social cohesion of the residential neighborhood. Therefore, the proposed Phase 2 Expansion project would result in a less than significant socioeconomic/community character impact.

3.4 Cultural Resources

Setting

ESP conducted a cultural resource study for the adjacent Park & Bus Facility Phase 1 in 1999. That study concluded that there are no cultural, archaeological or historical resources on the site and surrounding area that would be affected by the proposed Phase 2 Expansion.

Proposed Project

Due to the previously disturbed nature of the lands within the project area and that the project would require minimal excavation, and based on the findings of the ESP cultural resource study conducted in 1999, development of the proposed Phase 2 Expansion project would not impact cultural, archaeological or historical resources.

3.5 Biological Resources

Setting

ESP staff performed a pedestrian survey of the proposed Phase 2 expansion site on July 11, 2006. The site had been previously disturbed and consists of ruderal vegetation. An earth mound is located centrally on the site, which is bordered to the south by an interior live oak (*Quercus*) series cover type and a shale-rock face to the west. To the north is the existing Phase 1 facility, and Mosquito Road to the east.

Proposed Project

Special-Status Species

ESP conducted a query of the California Natural Diversity Database (CNDDDB, 2006), which identified occurrences of special-status plant and animal species within the Placerville USGS 7.5-minute quadrangle. The CNDDDB identified the occurrence of the following wildlife species within the Placerville quadrangle:

- Tri-colored blackbird (*Agelaius tricolor*)

- Northwestern pond turtle (*Clemmys marmorata marmorata*)

Due to the lack of water bodies (i.e., streams, creeks, or ponds) within the project area, no tri-colored blackbirds (which require riparian and wetland habitat) or northwestern pond turtles are anticipated to be present at or adjacent to the project site.

Also listed on the CNDDDB is Central Valley Drainage Hardhead/Squawfish Stream habitat. Due to the lack of stream habitat within and adjacent to the project area, this sensitive habitat is not anticipated to be present at or adjacent to the project site.

The CNDDDB identified the occurrence of the following plant species within the Placerville quadrangle:

- Layne's ragwort (*Senecio layneae*)
- Oval-leaved viburnum (*Viburnum ellipticum*)
- Nissenan manzanita (*Arctostaphylos nissenana*)
- Parry's horkelia (*Horkelia parryi*)

Layne's ragwort is a federally listed Threatened species, a state-listed Rare species, and CNPS List 1B species. This species is one of the Pine Hill Endemics and occurs primarily on gabbro soils in the vicinity of Pine Hill; however, it is also known to occur on serpentine soils in chaparral habitat in other areas throughout El Dorado County. There is one recorded occurrence of a small colony of Layne's ragwort in the Placerville quadrangle. This occurrence was on Weber Creek near Placerville west of the project area and was observed in 1978, but since that time the area has been graded and the population is believed to have been extirpated. Because no gabbro soils are located at the project site, no Layne's ragwort plants are anticipated to occur.

Oval-leaved viburnum is a California Native Plant Society List 2 plant, which means it is rare, threatened or endangered in California, but common elsewhere. Oval-leaved viburnum is a slender generally hairy deciduous shrub in the honeysuckle (*Caprifoliaceae*) family. Leaves are simple opposite with three veins, and flowers are in clusters with small white flowers. Fruit is a drupe with one seed. Habitats include chaparral, cismontane woodland, lower montane coniferous forest, and yellow pine forest generally on north facing slopes. Elevation ranges from 460 to 705 feet. The elevation at the project site is approximately 2,000 feet; therefore, the project area is outside of the elevational range of oval-leaved viburnum. No oval-leaved viburnum is anticipated to occur at the project site.

Nissenan Manzanita is a federal Species of Concern and a CNPS List 1B species. It is an evergreen shrub that occurs on open rocky ridges in closed-cone coniferous forest and chaparral habitats at elevations between 450 m (1,476 ft) and 1,100 m (3,600 ft). This shrub species blooms in February and March. It is known from approximately 10 occurrences, primarily in El Dorado County and one in Tuolumne County, and is threatened by development. There are three recorded occurrences of Nissenan manzanita in the Placerville quadrangle. Two of the recorded

occurrences are south of the project area on Manzanita Creek. One of the recorded occurrences is located on a tributary to Hangtown Creek east of the project area. Due to the lack of suitable habitat on the project site, no Nissenan Manzanita is anticipated to occur at the project site.

Parry's horkelia is a perennial herb found within El Dorado County. Parry's horkelia is found in open chaparral and foothill woodlands at elevations of 260 to 3,000 feet. The only recorded occurrence in El Dorado County of Parry's horkelia is located within Pleasant Valley, approximately 5.0 miles southeast of the project area. Due to the lack of suitable habitat on the project site and the distance of the recorded occurrence from the project site, no Parry's horkelia are anticipated to occur at the project site.

Waters of the U.S. and Wetlands

There were no jurisdictional or non-jurisdictional wetlands or waters of the U.S. identified within or adjacent to the project area. A tributary to Hangtown Creek is located southeast of the project site and is separated from the project area by U.S. Highway 50 and residences on Mosquito Road. The project would not modify or require construction in or near waters of the U.S. or wetlands, therefore, the proposed Phase 2 Expansion project would not result in a significant impact to waters of the U.S. and/or wetlands.

A recent site investigation by ESP (see Appendix B) and review of the CNDDDB, other records of species and habitats of concern and review of other analyses of recent, nearby projects indicate that this site does not have the potential to support wetlands or waters of the United States, or rare, threatened or endangered species or their habitats.

3.6 Hydrology and Water Quality

Setting

The City of Placerville is located between the two drainage basins of the South Fork American River (SFAR) and the Cosumnes River, both of which ultimately merge with the Sacramento River in Sacramento County and flow into the Sacramento-San Joaquin Delta and the San Francisco Bay. Hangtown Creek is located approximately 0.2 miles southeast of the project area, and receives water runoff from the project area, which flows to the SFAR. Hangtown Creek flows adjacent to Placerville Drive in a northwesterly direction, joining with Weber Creek approximately 4.0 miles west of the project area. Weber Creek is approximately 2.5 miles west of the project area and flows in a northwesterly direction. The stream corridor is densely riparian in undeveloped open space.

Proposed Project

The proposed Phase 2 Expansion project would require placement of asphalt for the development of proposed parking facility. There would be an increase in impervious surface associated with the Phase 2 Expansion; however, potential increases in stormwater runoff associated with the increase in impervious surface would be accommodated by existing drainage facilities within the project vicinity so as not to impede or redirect stormwater flows.

Hangtown Creek, located approximately 0.2 miles southeast and south of the project area, is located within a 500-year floodplain. Areas within the 500-year floodplain have a 0.2 percent chance of a flood each year exceeding the base flood level. The project area is outside of any recognized floodplains, therefore, development of the project would not place persons or structures at risk from flood hazards, nor would the project interfere with existing floodway capacity.

In an effort to reduce potential water quality impacts, Best Management Practices (BMPs) would be implemented during construction activities. BMPs include, but are not limited to:

- Grading and excavation activities shall be limited to the immediate area required for construction.
- Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures.
- Energy dissipaters shall be employed where drainage outlets discharge into areas of erodible soils or natural drainage ways. Temporary dissipaters shall be used for temporary storm runoff outlets during the construction phase.
- A spill prevention and countermeasure plan shall be developed identifying proper storage, collection, and disposal measures for pollutants used on-site.

Implementation of BMPs would minimize potential project-related impacts to water quality.

3.7 Hazardous Materials

Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a Federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed. (California Code of Regulations, Title 22, Section 66261.10)

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity. CCR, Title 22, Sections 66261.20-66261.24 define the aforementioned properties. The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Under Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) maintains a list of hazardous substance sites. This list, referred to as the "Cortese List", includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the El Dorado County Environmental Management Department maintains records of toxic or hazardous material incidents, and the Central Valley Regional Water Quality Control Board (RWQCB) keeps files on hazardous material sites.

Most hazardous materials regulation and enforcement in El Dorado County is overseen by the El Dorado County Environmental Management Department which refers large cases of hazardous materials contamination or violations to the Central Valley RWQCB and the DTSC. Other agencies, such as the El Dorado County Air Quality Management District (EDCAQMD) and the Federal and State Occupational Safety and Health Administrations, may also be involved when issues related to hazardous materials arise.

Proposed Project

Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing and re-striping materials). Hazardous materials would primarily be used during construction of the project, and any hazardous material uses would be required to comply with all applicable local, state and federal standards associated with the handling and storage of hazardous materials. Therefore, this impact is considered less than significant.

The project area is located approximately 0.25 miles northeast of Sierra Elementary School. As noted above, the project would involve the handling of hazardous materials; however, handling and storage of hazardous materials would comply with all applicable local, state, and federal standards.

3.8 Transportation

Setting

The existing road system adjacent to the project site include U.S. Highway 50 and Locust Avenue to the south and Mosquito Road to the east. Mosquito Road presently realizes approximately 6,000 vehicle trips per day and U.S. Highway 50 (adjacent to the project area) realizes approximately 35,000 vehicle trips per day.

Proposed Project

The proposed Phase 2 Expansion project would create an additional 75 parking spaces, which would compensate for a loss of downtown parking associated with current street improvements. City staff estimates that the proposed Phase 2 Expansion (i.e., addition of 75-parking spaces) would generate approximately 300 vehicle trips per day. This volume represents a minor incremental increase in traffic volume within the region. According to the El Dorado County General Plan Draft EIR, Mosquito Road at the Placerville City Limits operates at a level of service "C". It is not anticipated that the additional vehicle trips would result in an exceedence of acceptable levels of service on Mosquito Road or Locust Avenue (see Appendix C).

Realignment of Mosquito Road would result in minor disruptions to traffic during construction. Construction-related impacts to traffic would be minimized by traffic control measures including signs, pavement markings, barriers, and flagging. Access to property and emergency vehicle access in the vicinity of the project site would be maintained during construction.

3.9 Noise and Vibration

Setting

The existing noise environment in the project vicinity is dominated by traffic on U.S. Highway 50 and other areas of vehicle operation.

Proposed Project

Construction activities have the potential to result in temporary (short-term) vibration impacts associated with ground disturbing activities and operation of construction equipment. Any vibration event associated with construction of the proposed Phase 2 Expansion project would be intermittent throughout project construction and would be temporary. This is considered less than significant.

Development of the proposed Phase 2 Expansion project is not anticipated to result in permanent (long-term) vibration impacts, therefore, the following discussion concentrates on noise.

Project-related noise impacts can be categorized as those resulting from construction (short-term) and operational (long-term) noise impacts. Construction noise would be temporary and would occur primarily during daytime hours and intermittently throughout the construction period. Because construction activities would be temporary and limited to daytime hours when noise sensitivity is at its lowest, construction activities would result in a less than significant noise impact.

The increased vehicle trips associated with the development of the proposed Phase 2 Expansion project are not anticipated to increase ambient noise conditions beyond a level that would be perceptible to the human ear. Operational noise impacts associated with the proposed Phase 2 Expansion project are anticipated to be less than significant.

3.10 Air Quality

Setting

The project area is located within the Mountain Counties Air Basin (MCAB) and under the jurisdiction of the EDCAQMD. The San Francisco Bay Area Air Basin and the Sacramento Valley Air Basin lay to the west, and the San Joaquin Valley Air Basin is located to the south.

Air Pollutant Sources and Ambient Air Quality

The EDCAQMD regulates air quality through its permit authority for most types of stationary emission sources, and through its planning and review activities for other sources.

Federal and California ambient air quality standards have been established for the following five critical pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide.

El Dorado County is in non-attainment status for both federal and state ozone standards and for the state PM₁₀ standard. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings.

Ambient Air Quality Standards

Applicable Federal and State standards for each regulated pollution category is provided in Table 3.

**Table 3
Federal and State Air Quality Standards**

Pollutant	Averaging Time	Federal Standard	State Standard
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.08 ppm	--
Carbon Monoxide	1-Hour	35.0 ppm	20.0 ppm
	8-Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	--
	1-Hour	--	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.05 ppm
	1-Hour	--	0.25 ppm
PM ₁₀	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	15 µg/m ³	--
	24-Hour	65 µg/m ³	--
Lead	30-Day Avg.	--	1.5 µg/m ³
	Month Average	1.5 µg/m ³	--

ppm = parts per million

µg/m³ = Micrograms per Cubic Meter

Source: Sacramento Metropolitan Air Quality Management District Guide to Air Quality Assessment, July 2004, with modification to reflect recent federal change in ozone standard

Proposed Project

The proposed Phase 2 Expansion would result in temporary emissions of particulate matter, carbon monoxide, reactive organic compounds, and nitrogen oxides during construction as a result of ground disturbance activities and the operation of construction vehicles and equipment. In order to minimize the construction-related release of particulate matter into the environment, cuts and fills will be watered, as necessary. Construction-related impacts would be minimal due to the limited nature of the project and short-term construction period and have been determined

less than significant. These short-term construction emissions are not anticipated to affect applicable air quality planning.

The proposed Phase 2 Expansion project would provide additional transit opportunities for commuters. Development of the proposed Phase 2 Expansion would encourage carpooling (park and ride facility) and would encourage transit use. Therefore, operational air quality impacts associated with the proposed Phase 2 Expansion project are not anticipated to increase and are considered less than significant.

3.11 Environmental Justice

Setting

The consideration of disproportional effects to low-income or minority populations is often referred to as environmental justice. According to California law, environmental justice is the "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws and policies" (Government Code Section 65040.12(c)). Many state and local government agencies have additional environmental justice responsibilities under Title VI of the Civil Rights Act (42 U.S.C. Section 2000d). Title VI requires recipients of federal funds to conduct their activities and/or programs in a nondiscriminatory manner. In addition, Executive Order 12898, Federal Actions to Address Environmental Justice on Minority Populations and Low-Income Populations, signed by the President February 11, 1994, directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. As such, an assessment of potential disproportional or discriminatory effects of the proposed Phase 2 Expansion are discussed below.

The City of Placerville has a total population of approximately 9,610 (U.S. Census Bureau, 2000). The surrounding El Dorado County currently serves approximately 156,299 people. The project area is located within Census Tract 311, Block Group 1. Within this Census Tract the majority of households and individual residents are white (89.8 percent), with identified minority groups comprised of American Indian and Alaska Native, and minority groups that identify with two or more races having populations of 1.3 and 4.1 percent of individuals, respectively.

Proposed Project

The proposed Phase 2 Expansion would provide access to transit stations for all populations, including low-income, minority and transit-dependent populations. The proposed Phase 2 Expansion would not affect community resources in the area nor cause disproportionate or high impacts to the health or environment of low-income, minority, or elderly populations. The proposed Phase 2 Expansion project would provide American With Disabilities access and is in accordance with Executive Order 12898, DOT Order 5610.2, DOT Order 6640.23, and *Title VI of the Civil Rights Act of 1964*.

3.12 Recreation

Setting

The termini of existing Class I bicycle paths are located north (which extends from Mosquito to Camino) and south (which meanders through the City of Placerville parallel to Hangtown Creek) of the proposed project area. The nearest park facilities are Rotary Park and Lumsden Park, which are located approximately 0.5 miles southwest and southeast of the project area, respectively.

Proposed Project

No additional recreational facilities are proposed under the Phase 2 Expansion project; however, the proposed Phase 2 Expansion project would provide a permanent, safe, bicycle and pedestrian connection to the El Dorado Trail. The proposed project would improve access to transit for bicyclists and pedestrians. This is considered a beneficial impact of the proposed Phase 2 Expansion project.

3.13 Public Services/Utilities

Setting

The following is a list of utility service providers within the project area:

- El Dorado County – Fiber Optic Conduit [potentially underground in project area?]
- El Dorado Irrigation District (EID) – Water Lines
- Comcast – Cable TV [potentially underground in project area?]
- SBC – Telephone Lines [potentially overhead in project area?]
- Pacific Gas & Electric Company (PG&E) – Electric Lines

The EID provides municipal and industrial water, irrigation water, wastewater treatment and reclamation, recreation and hydroelectric services to the City of Placerville.

Electrical services to the project area are provided by PG&E. Overhead electrical lines are located along the southern and eastern project area boundaries.

Emergency Services

The Placerville Police Department (City Police) is responsible for law enforcement, police protection and emergency response within the City boundaries, including most of the project area. City police units provide patrol services including the police patrol division, community oriented policing and problem solving, special events, police K-9's court appearances, and traffic enforcement. For patrolling purposes, the geographical area of the City has been divided into 14 areas, with an officer or sergeant assigned to one of these areas. City Police also include an investigations division (Detective Bureau), which employs one officer and one sergeant. City

Police also includes dispatch, records and support services, and an administrative division consisting of Police Chief, Police Commander and Administrative Secretary (City of Placerville, 2004).

El Dorado County Fire District (Fire District) currently provides emergency firefighting, medical service, search and rescue services throughout the project area. The Fire District is composed of nine fire stations and one emergency command center located in Camino, California. Station 25 is located within the City of Placerville, and therefore is the most likely unit to be dispatched to the project area. However, because it is located in the City, it is also the busiest station. Fortunately, service is supplemented by other local fire stations. Station 25 includes one captain and three firefighters. Staffing is supplemented by volunteer personnel from the community. This station is on-duty 24 hours a day, 7 days a week.

Proposed Project

The proposed Phase 2 Expansion project would require the relocation of ~~three/four joint-use?~~ poles carrying overhead ~~telephone?~~ and electric along the southern and eastern project boundaries. Relocation would be coordinated among the City, construction contractors and the applicable utility companies to ensure that the relocations are consistent with the project schedule and project design. No disruptions in service are anticipated during the development and installation of relocated or new replacement utilities; however, it is possible that short-term disruption of service would potentially occur during interconnection of new facilities. Such disruptions would be of short duration (several minutes) and all affected businesses and residents for whom services would be temporarily disrupted would be notified by the City or its construction contractors within one week in advance. In the event that disruptions were to occur, it is anticipated that they would be of limited duration resulting in a less-than-significant impact.

The proposed Phase 2 Expansion project would not introduce a need for additional police or fire protection services within or adjacent to the project area.

~~ESP to insert flysheets for Appendices A, B and C in the final document. Rick T. to provide final traffic memo on City letterhead via scan to ESP.~~



ENVIRONMENTAL STEWARDSHIP & PLANNING
INCORPORATED

Memorandum

To: John Driscoll, City of Placerville
cc: Steve Calfee, City of Placerville
W. Randal Pesses, City of Placerville
Matt Boyer
From: Amanda Rose and Steve Peterson, AICP
Date: July 18, 2006
Re: Biological Survey for the Placerville Station Phase 2 Project

Environmental Stewardship & Planning, Inc. (ESP) has reviewed site design and resource information for the subject area. This memorandum provides a summary of the biological field survey performed for the Placerville Station Phase 2 project.

Project Description

The Placerville Station Phase 2 expansion will occur on the 1.83-acre parcel located on the northwest quadrant of the intersection of Locust Avenue and Mosquito Road, immediately south of existing Phase 1 facility. The project site is located within the Placerville U.S. Geological Survey 7.5-minute quadrangle. The expansion would accommodate and stripe approximately 75 additional parking spaces, for a total of approximately 130 spaces. The City intends to donate the Phase 2 expansion parcel as an in-kind match to the Federal Transit Administration grant as allowed under 49 CFR 18.24, and FTA Circular 5010.1C, Chapter II, Section (2)(a)(5).

Methods

ESP staff performed a pedestrian survey of the proposed Phase 2 expansion site on July 11, 2006. The site had been previously disturbed and consists of ruderal vegetation. An earth mound is located centrally on the site, which is bordered to the south by an interior live oak (*Quercus*) series cover type and a shale-rock face to the west. To the north is the existing Phase 1 facility, and Mosquito Road to the east.

Special-Status Species

ESP conducted a query of the California Natural Diversity Database (CNDDDB, 2006), which identified occurrences of special-status plant and animal species within the Placerville USGS 7.5-minute quadrangle. The CNDDDB identified the occurrence of the following wildlife species within the Placerville quadrangle:

- Tri-colored blackbird (*Agelaius tricolor*)
- Northwestern pond turtle (*Clemmys marmorata marmorata*)

Due to the lack of water bodies (i.e., streams, creeks, or ponds) within the project area, no tri-colored blackbirds (which require riparian and wetland habitat) or northwestern pond turtles are anticipated to be present at or adjacent to the project site.

Also listed on the CNDDDB is Central Valley Drainage Hardhead/Squawfish Stream habitat. Due to the lack of stream habitat within and adjacent to the project area, this sensitive habitat is not anticipated to be present at or adjacent to the project site.

The CNDDDB identified the occurrence of the following plant species within the Placerville quadrangle:

- Layne's ragwort (*Senecio layneae*)
- Oval-leaved viburnum (*Viburnum ellipticum*)
- Nissenan manzanita (*Arctostaphylos nissenana*)
- Parry's horkelia (*Horkelia parryi*)

Layne's ragwort is a federally listed Threatened species, a state-listed Rare species, and CNPS List 1B species. This species is one of the Pine Hill Endemics and occurs primarily on gabbro soils in the vicinity of Pine Hill; however, it is also known to occur on serpentine soils in chaparral habitat in other areas throughout El Dorado County. There is one recorded occurrence of a small colony of Layne's ragwort in the Placerville quadrangle. This occurrence was on Weber Creek near Placerville west of the project area and was observed in 1978, but since that time the area has been graded and the population is believed to have been extirpated. Because no gabbro soils are located at the project site, no Layne's ragwort plants are anticipated to occur.

Oval-leaved viburnum is a California Native Plant Society List 2 plant, which means it is rare, threatened or endangered in California, but common elsewhere. Oval-leaved viburnum is a slender generally hairy deciduous shrub in the honeysuckle (*Caprifoliaceae*) family. Leaves are simple opposite with three veins, and flowers are in clusters with small white flowers. Fruit is a drupe with one seed. Habitats include chaparral, cismontane woodland, lower montane coniferous forest, and yellow pine forest generally on north facing slopes. Elevation ranges from 460 to 705 feet. The elevation at the project site is approximately 2,000 feet; therefore, the project area is outside of the elevational range of oval-leaved viburnum. No oval-leaved viburnum is anticipated to occur at the project site.

Nissenan Manzanita is a federal Species of Concern and a CNPS List 1B species. It is an evergreen shrub that occurs on open rocky ridges in closed-cone coniferous forest and chaparral habitats at elevations between 450 m (1,476 ft) and 1,100 m (3,600 ft). This shrub species blooms in February and March. It is known from approximately 10 occurrences, primarily in El Dorado County and one in Tuolumne County, and is threatened by development. There are three recorded occurrences of Nissenan manzanita in the Placerville quadrangle. Two of the recorded occurrences are south of the project area on Manzanita Creek. One of the recorded occurrences is located on a tributary to Hangtown Creek east of the project area. Due to the lack of suitable habitat on the project site, no Nissenan Manzanita is anticipated to occur at the project site.

Parry's horkelia is a perennial herb found within El Dorado County. Parry's horkelia is found in open chaparral and foothill woodlands at elevations of 260 to 3,000 feet. The only recorded occurrence in El Dorado County of Parry's horkelia is located within Pleasant Valley, approximately 5.0 miles southeast of the project area. Due to the lack of suitable habitat on the project site and the distance of the recorded occurrence from the project site, no Parry's horkelia are anticipated to occur at the project site.

Waters of the U.S. and Wetlands

There were no jurisdictional or non-jurisdictional wetlands or waters of the U.S. identified within or adjacent to the project area. A tributary to Hangtown Creek is located southeast of the project site and is separated from the project area by U.S. Highway 50 and residences on Mosquito Road. The

project would not modify or require construction in or near waters of the U.S. or wetlands, therefore, the proposed Phase 2 Expansion project would not result in a significant impact to waters of the U.S. and/or wetlands.

Conclusions

Based on literature review and the pedestrian survey, no impacts to special-status species or wetlands or waters of the U.S. are anticipated to occur due to the development of the Phase 2 Expansion of the Placerville Station. Due to the absence of suitable habitat for special-status animal species, the lack of suitable habitat for special-status plant species, and the absence of waters of the U.S. or wetlands within the project site, the proposed Phase 2 Expansion project is not anticipated to result in biological impacts.

Traffic Circulation Analysis of the Placerville Station Phase II Project

Comment: Kick.
This should be on City letterhead.

The Placerville Station Phase II parking facility is being expedited to serve daily local transit service, Highway 50 commuter bus service, link existing segments of the El Dorado Bicycle and Pedestrian Trail and as a transfer point between El Dorado Transit services in the future.

Comment: Are we going with roman or numbers for HZ?

Existing Conditions

The proposed interim parking lot is surrounded by three roadways, a freeway off ramp and a regional Class I Bicycle and Pedestrian Trail. Clay Street, to the north, functions as a primary residential/collector roadway serving the Cottonwood Subdivision. Mosquito Road, to the east, functions as a minor arterial leading south to Main Street, and north to small communities north of the American River. At the Highway 50 interchange ramps, to remain on northbound Mosquito Road, motorist must make a left turn. Bordering the lot to the furthest south is Locust Street, a primary residential roadway serving infill residential streets.

Deleted:

Existing and projected traffic volumes in the area are well below existing standards. Several environmental documents and traffic studies have been completed in recent years for projects in the vicinity. None has forecasted levels-of-service on any adjacent roadways to be worse than level-of-service "C".

Project annual average daily traffic calculated for the Cottonwood Plan Development Traffic Study for the intersection of Mosquito Road and the Highway 50 ramps will be approximately 7,400 vehicles per day. This equated to a Level of Service C. Primary delay is associated the northbound left turn at Mosquito Road and the turning movement traffic at Clay Street.

Observed traffic volumes in the area support these studies which have shown no increase in traffic of significance.

Trip Generation

The Placerville Station Phase II project is not likely to generate many new trips, rather it will factor into the redistribution of a small number of existing trips that is occurring due to a number of factors including the recent elimination of parking in downtown Placerville that had been available on excess State highway right-of-way¹. That right-of-way is now being used for highway operational improvements and the related relocation of local sewer facilities.

¹ The Placerville Station Phase II is expected to add approximately 75 new parking spaces. Studies conducted in 2006 to support new parking management strategies showed that as many as 60-70 vehicles utilized the excess State highway right-of-way on a given day. (Source: June 26, 2006 Memorandum to City Council regarding Downtown Parking Regulations).

The Placerville Station is part of a larger strategy to manage parking and increase bicycling, walking, and transit use².

On July 11, 2006 the Placerville City Council adopted new parking management ordinances that severely restrict the availability of downtown parking for more than two hours (see Attachment). The strategies are intended to maximize the amount of free, short-term parking available for patrons of downtown businesses while providing a disincentive for employees, courthouse jurors, and others staying more than two hours to park in the limited downtown parking.

Under this system, it is expected that a significant percentage of employees, jurors, and other multi-hour visitors will take advantage of the free Placerville Station parking and moderately priced transit service, while most shoppers and patrons will utilize the short-term, free parking that is available downtown. Conversely, the Placerville Station is not anticipated to serve a significant amount of uses with a high daily turnover.

It is expected that a high number of monthly transit passes will be sold for those that make frequent, longer trips downtown and that could be distributed to interested jurors.

The Placerville Station Phase II project will also support long-term expanded use of El Dorado Transit's Sacramento Commuter service. The morning service accesses Placerville Station outside the peak hour. Morning stops are at 5:35 a.m. and 5:50 a.m. Evening stops are currently at 5:24 p.m. and 5:50 p.m.

Traffic Analysis

With the proposed interim project, the parking lot will be connected to the existing parking lot and extended to the south to connect into Locust Avenue, adding a third ingress/egress point to the parking lot. The two existing ingress/egress points will remain, one on Clay and the second onto Mosquito, north of the ramps. ~~Due to the location of the on & off ramps to Highway 50, an additional driveway onto Mosquito Road will not be possible to construct.~~ Traffic entering onto Locust Avenue from the driveway is expected to go east to Mosquito Road with possible incidental traffic using Locust Avenue to access Main Street through the residential neighborhood.

Per the Institute of Transportation Engineers (ITE) Trip Generation Manual, Edition 6, 75 parking stalls could generate ___ daily trips³, with ___ trips during the PM peak hour. Because the majority of the trips are expected to use either the Clay Street or Locusts Street driveways, the overall net effect to the Mosquito Road/Hwy 50 Ramps is expected to be marginal, as the new trips, along with existing trips will use the new driveway onto

² In March and June of 2006 the El Dorado Transit Authority approved a series of new transit services to serve Placerville Station and downtown Placerville. On April 26, 2005 the Placerville City Council adopted a Non-Motorized Transportation Plan, and on July 11, 2006 the Placerville City Council Authorized staff to circulate a Draft Pedestrian Circulation Plan for public review.

³ As described above, actual trip generation per space is expected to be significantly less, perhaps as low as 2.5 trips/day.

Locust Street and enter onto Mosquito south of the ramps. By doing this, the equivalent new trips will bypass the ramp intersection. (Note: as described above, actual trip generation per space is expected to be significantly less, perhaps as low as 2.5 trips/day.)

As mentioned earlier, this project is interim in nature. Further operational improvements are will be constructed with the final parking lot. This is to include compete reconfiguration of the Mosquito Road/Hwy 50 Ramps. Current proposal is to reconfigure the intersection where the ramps are lengthened and become the stem of the "T", and the intersections has right of way control, most likely an all-way stop, established.

Attachment

**PG&E Gas and Electric
Advice Filing List
General Order 96-B, Section IV**

1st Light Energy	Downey & Brand	OnGrid Solar
AT&T	Ellison Schneider & Harris LLP	Pacific Gas and Electric Company
Alcantar & Kahl LLP	G. A. Krause & Assoc.	Praxair
Anderson & Poole	GenOn Energy Inc.	Regulatory & Cogeneration Service, Inc.
BART	GenOn Energy, Inc.	SCD Energy Solutions
Barkovich & Yap, Inc.	Goodin, MacBride, Squeri, Schlotz & Ritchie	SCE
Bartle Wells Associates	Green Power Institute	SDG&E and SoCalGas
Bear Valley Electric Service	Hanna & Morton	SPURR
Braun Blasing McLaughlin, P.C.	In House Energy	San Francisco Public Utilities Commission
CENERGY POWER	International Power Technology	Seattle City Light
California Cotton Ginners & Growers Assn	Intestate Gas Services, Inc.	Sempra Utilities
California Energy Commission	Kelly Group	SoCalGas
California Public Utilities Commission	Lawrence Berkeley National Lab	Southern California Edison Company
Calpine	Linde	Spark Energy
Casner, Steve	Los Angeles Dept of Water & Power	Sun Light & Power
Center for Biological Diversity	MAC Lighting Consulting	Sunshine Design
City of Palo Alto	MRW & Associates	Tecogen, Inc.
City of San Jose	Manatt Phelps Phillips	Tiger Natural Gas, Inc.
Clean Power	Marin Energy Authority	TransCanada
Coast Economic Consulting	McKenna Long & Aldridge LLP	Utility Cost Management
Commercial Energy	McKenzie & Associates	Utility Power Solutions
Consumer Federation of California	Modesto Irrigation District	Utility Specialists
Crossborder Energy	Morgan Stanley	Verizon
Davis Wright Tremaine LLP	NLine Energy, Inc.	Water and Energy Consulting
Day Carter Murphy	NRG Solar	Wellhead Electric Company
Defense Energy Support Center	Nexant, Inc.	Western Manufactured Housing Communities Association (WMA)
Dept of General Services	North America Power Partners	
Douglass & Liddell	Occidental Energy Marketing, Inc.	