

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



Pacific Gas & Electric Company
GAS (Corp ID 39)
Status of Advice Letter 4203G/5733E
As of February 4, 2021

Subject: Fee Title Sale and Slope & Drainage Easement of a Certain Parcel of PG&E Land in El Dorado County - Request for Approval Under Public Utilities Code Section 851, pursuant to General Order 173

Division Assigned: Energy

Date Filed: 01-02-2020

Date to Calendar: 01-10-2020

Authorizing Documents: None

Disposition:	Signed
Effective Date:	11-19-2020

Resolution Required: Yes

Resolution Number: E-5088

Commission Meeting Date: None

CPUC Contact Information:

edtariffunit@cpuc.ca.gov

AL Certificate Contact Information:

Annie Ho

415-973-8794

pgetariffs@pge.com

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

The Energy Division of the California Public Utilities Commission has processed your recent Advice Letter (AL) filing and is returning an AL status certificate for your records.

The AL status certificate indicates:

- Advice Letter Number
- Name of Filer
- CPUC Corporate ID number of Filer
- Subject of Filing
- Date Filed
- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)
- Effective Date of Filing
- Other Miscellaneous Information (e.g., Resolution, if applicable, etc.)

The Energy Division has made no changes to your copy of the Advice Letter Filing; please review your Advice Letter Filing with the information contained in the AL status certificate, and update your Advice Letter and tariff records accordingly.

All inquiries to the California Public Utilities Commission on the status of your Advice Letter Filing will be answered by Energy Division staff based on the information contained in the Energy Division's PAL database from which the AL status certificate is generated. If you have any questions on this matter please contact the:

Energy Division's Tariff Unit by e-mail to
edtariffunit@cpuc.ca.gov

January 2, 2020

Advice 4203-G/5733-E

(Pacific Gas and Electric Company ID U 39 M)

Public Utilities Commission of the State of California

Subject: Fee Title Sale and Slope & Drainage Easement of a Certain Parcel of PG&E Land in El Dorado County – Request for Approval Under Public Utilities Code Section 851, pursuant to General Order 173

Purpose

Pacific Gas and Electric Company (“PG&E” or “Company”) requests Public Utilities Commission (“Commission” or “CPUC”) approval under Public Utilities Code Section 851 and General Order 173 to sell and convey real property (Property) located in Placerville, California, in El Dorado County, and issue an easement (Easement), temporary construction easement (TCE), and public utility easement (PUE) to County of El Dorado, Department of Transportation (Buyer). These transactions are set forth in the Offer to Purchase Agreement (the “Agreement”, included herein as Attachment 1) between PG&E and County of El Dorado – Department of Transportation (Buyer).

PG&E owns the Property at 4636 Missouri Flat Road for PG&E’s El Dorado Service Center, Missouri Flat Switching Station, and Diamond Springs Substation. Under the Agreement, Buyer seeks to acquire a portion of the Property in fee (Fee Sale Area) as part of its planned road-widening, signaling, storm drain system and other improvements (the “Project”) on Enterprise Drive and Missouri Flat Road. Additionally, under the Agreement, Buyer would also install a storm drain on the Property that will connect the existing drain inlet at the northeast corner of the Property to the proposed storm drain system. Buyer seeks to acquire a slope and drainage easement from PG&E to facilitate this work on the Property, which will continue to be owned by PG&E. Buyer will also acquire a TCE for construction and equipment staging and a PUE devoted to the project undergrounding the utilities for upcoming Rule 20 work (separate project occurring in the area).

PG&E respectfully requests that this advice letter be approved no later than March 1st, 2020 to avoid any delays with the proposed fee sale, Easement, PUE and TCE as outlined in the Agreement.

PG&E has inspected the Project details and has determined that the proposed Agreement does not interfere with PG&E’s operations or PG&E’s ability to provide safe and reliable

utility service to its customers. In addition, this improvement project will not be adverse to the public interest. County of El Dorado has placed this project at high priority as this improvement is required for traffic circulation to accommodate the new Sheriffs Public Safety Facility, which is currently in construction on Industrial Drive. PG&E would appreciate expedited treatment of this advice letter to ensure that timelines are met for the Buyer.

Background

PG&E owns land, buildings, and other facilities in connection with the provision of electric and natural gas services to its customers throughout northern and central California. In the provision of these services, PG&E owns a portfolio of fee properties, rights-of-way, and facilities to support its electric and gas activities.

PG&E owns the Property at 4636 Missouri Flat Road, in Placerville, California, El Dorado County shown on State Board of Equalization (SBE) Map 135-09-056B (included herein as Attachment 2). The Property is approximately 16.35 acres. PG&E operates its Diamond Springs Substation, El Dorado Service Center, and Missouri Flat Switching Station on the Property. Buyer proposes to acquire the Fee Sale area, consisting of 1,977 square feet (0.05 acres) of the northeastern-most portion of Property in fee for public right-of-way improvements. The Grant Deed for the Fee Sale Area conveyance (Grant Deed) is included as Attachment 3a, Grant Deed from PG&E to County of El Dorado. A PG&E sign is located in the Fee Sale Area and buyer has agreed to relocate the PG&E sign to a new location.

Buyer also requests to acquire an easement for slope and drainage (Easement) consisting of 2,897 square feet (0.07 acres), a Temporary Construction Easement (TCE) consisting of 3,096 square feet (0.07 acres), and a Public Utilities Easement (PUE) consisting of 899 square feet (0.02 acres). The Easement, TCE and PUE are included herein as Attachment 3b, Grant of Easements and Agreement: Slope & Drainage, PUE and TCE. The Easement, TCE, and PUE areas are undeveloped land presently consisting of dirt and mulch. The TCE area is used occasionally by El Dorado County, their contractors and subcontractors for temporary construction purposes only and is undeveloped land consisting of dirt and mulch.

The proposed Agreement will allow Buyer to signalize the intersections of Missouri Flat Road and Enterprise Drive and Industrial Drive, and widen and improve approximately 0.2 miles of Missouri Flat Road with new surfacing, striping, and storm drain facilities.

For the above reasons, the Commission should approve this Section 851 request to sell the Property to Buyer, and find that doing so is not adverse to the public interest because it will not impair PG&E's provision of safe and reliable utility service.

The proposed transaction is not adverse to the public interest. PG&E will be disposing of property that is not necessary in support of its safe and reliable delivery of services to the

public. PG&E will not see a decrease in its delivery of services to the public as a result of this transaction.

In accordance with General Order 173, Rule 4, PG&E provides the following information related to the proposed transaction:

(a) Identity and Addresses of All Parties to the Proposed Transaction:

Pacific Gas and Electric Company	County of El Dorado –
Molly Zimney	Department of Transportation
Law Department	Kyle Lassner
P.O. Box 7442	ROW Supervisor
San Francisco, CA 94120	2850 Fairlane Court
Telephone: (415) 973-6840	Placerville, CA 95667
Facsimile: (415) 973-5520	Telephone: (530) 621-5316
Email: Molly.Zimney@pge.com	Email: Kyle.Lassner@edcgov.us

(b) Complete Description of the Property Including Present Location, Condition and Use:

The Property address is 4636 Missouri Flat Road in Placerville, California, Assessor's Parcel Number 329-270-10-100 in the County of El Dorado. The Property is approximately 16.354 acres. The Property is presently being used for the Diamond Springs Substation, El Dorado Service Center, and Missouri Flat Switching Station. The Substation on the southern edge of the Property houses the Missouri Flat-Gold Hill #1 and #2 115 kilovolt (kV) electric transmission conductors and multiple electric distribution circuits. The Fee Sale Area, the Easement area, and the PUE area are undeveloped land presently consisting of dirt and mulch. The TCE area is used occasionally by El Dorado County, their contractors and subcontractors for temporary construction purposes only and is undeveloped land consisting of dirt and mulch.

No improvements are located within the proposed Easement, TCE and PUE areas. A PG&E sign is located in the Fee Sale Area. Buyer has agreed to relocate the sign in a new location of PG&E's choosing.

(c) Intended Use of the Property:

Buyer proposes to use the Fee Sale Area to construct improvements on Enterprise Drive and Missouri Flat Road to accommodate increased traffic circulation due to new Sheriffs Public Safety Facility. The improvements will include road widening, storm drain system modifications, slope excavation and grading, construction of a retaining wall and sidewalk/curb/gutter, and installation of a traffic signal system. Buyer proposes to use the Easement area for slope and drainage facilities, the TCE area for temporary construction and equipment staging and the PUE area is devoted for future County utilities.

(d) Complete Description of Financial Terms of the Proposed Transaction:

Company PG&E will receive a one-time fee of \$18,700.00 from the Buyer for the Fee Sale Area, Easement, TCE, and PUE. The terms and conditions for the proposed sale are contained in the Agreement attached as Attachment 1.

(e) Description of How Financial Proceeds of the Transaction Will Be Distributed:

Proceeds from the sale of the fee property will be made in accordance with the policy for the allocation of the gains and losses on the sale of land (non-depreciable asset) adopted in the California Public Utilities Commission's (CPUC or Commission) Gain on Sale Rulemaking, in Decision (D.) 06-05-041 as modified in D.06-12-043. PG&E will account for this one-time fee associated with easement, TCE, and PUE as Electric/Gas Other Operating Revenue. Pursuant to the forgoing authority, PG&E will credit an estimated \$11,929 to the Ratepayer after-tax Gain on Sale of Gas/Electric Utility Plant Account. The remaining estimated \$1,371 from the after-tax gain on sale will be credited to the Gain of Disposition Property Account. The final gain-on-sale will depend on the date the sale closes, which is contingent on the Commission approval of this advice letter.

(f) Statement on the Impact of the Transaction on Ratebase and Any Effect on the Ability of the Utility to Serve Customers and the Public:

The financial impact of the transaction on Ratebase is discussed in Section (e) above. Following the CPUC's approval of the proposed sale, the fee property will be removed from rate base according to the procedure stated in the Advice Letter.

PG&E will be disposing of property that is not necessary in support of its safe and reliable delivery of service to its customers. PG&E will not see a decrease in its delivery of services to the public as a result of this transaction.

(g) The Original Cost, Present Book Value, and Present Fair Market Value for Sales of Real Property and Depreciable Assets, and a Detailed Description of How the Fair Market Value Was Determined (e.g., Appraisal):

A table showing sales price, expenses, and tax effects is included herein as Attachment 4. The pre-tax gain-on-sale is estimated to be \$18,468, and the after-tax gain on-sale is estimated to be \$13,300. The net book value was \$232 and the original cost of the Property was \$232. The final gain-on-sale will depend on the date the sale closes, which is contingent on the Commission approval of this advice letter. Please see Attachment 4 for the Land Sale Gain and Loss Calculation with Tax Impact.

- Buyer ordered an appraisal report for the Property from the Pattison & Associates, Inc. (hereby referred to as "Appraisal"). The Appraisal estimates

the market value of the property subject to the Agreement as \$18,700.00 (round up to the nearest hundred and outlined below), based on the sales comparison approach. PG&E has reviewed and approved the estimate provided in the Appraisal.

- Fee Sale Area: \$5,931.00
- Easement: \$8,604.09
- TCE: \$2,786.40
- PUE: \$1,348.00

(h) The Fair Market Rental Value for Leases of Real Property, and a Detailed Description of How the Fair Market Rental Value Was Determined:

Not Applicable.

(i) The Fair Market Value of the Easement or Right-of-Way, and a Detailed Description of How the Fair Market Value Was Determined:

Please see Section (g) above.

(j) A Complete Description of any Recent Past (Within the Prior Two Years) or Anticipated Future Transactions that May Appear To Be Related to the Present Transaction:

There are no recent past or anticipated future transactions anticipated by PG&E that are related to the present transactions.

(k) Sufficient Information and Documentation (Including Environmental Information) to Show that All of Eligibility Criteria Set Forth in Rule 3 of General Order 173 are Satisfied:

PG&E has provided information in this Advice Letter to satisfy the eligibility criteria under General Order 173 in that:

- The activity proposed in the transaction will not require environmental review by the CPUC as a Lead Agency;
- The transaction will not have an adverse effect on the public interest or on the ability of PG&E to provide safe and reliable service to its customers at reasonable rates;
- The transaction will not materially impact the rate base of PG&E; and
- The transaction does not warrant a more comprehensive review that would be provided through a formal Section 851 application.

(l) Additional Information to Assist in the Review of the Advice Letter:

PG&E is not aware of any additional relevant information other than what is included with this advice letter.

(m) Environmental Information

Pursuant to General Order 173, the Advice Letter program applies to proposed transactions that will not require environmental review by the CPUC as a lead agency under the California Environmental Quality Act ("CEQA") either because: (a) a statutory or categorical exemption applies (the applicant must provide a Notice of Exemption from the Lead Agency or explain why an exemption applies), or (b) because the transaction is not a project under CEQA (the applicant must explain the reasons why it believes that the transaction is not a project), or (c) because another public agency, acting as the Lead Agency under CEQA, has completed environmental review of the project, and the Commission is required to perform environmental review of the project only as a Responsible Agency under CEQA.

For this advice letter, El Dorado County has completed the environmental review as a lead agency, and the Commission is a Responsible Agency as to the property currently owned by PG&E.

c. CPUC as a Responsible Agency under CEQA

If another public agency, acting as the Lead Agency under CEQA, has completed an environmental review of the project and has approved the final CEQA documents, and the Commission is a Responsible Agency under CEQA, the applicant shall provide the following:

- a. The name, address, and phone number of the Lead Agency, the type of CEQA document that was prepared (Environmental Impact Report, Negative Declaration, Mitigated Negative Declaration), the date on which the Lead Agency approved the CEQA document, the date on which a Notice of Determination was filed.

Lead Agency	Kyle Lassner – El Dorado County 2850 Fairlane Court, Placerville, CA 95667 Kyle.Lassner@edcgov.us (530) 621-5316 Direct (530) 621-5900 Main
Type of CEQA Documents Prepared	<ul style="list-style-type: none"> • October 2015 – Included as Attachment 5a – Public Safety

	<p>Facility Project Administrative Draft EIR (SCH# 2015062046)</p> <ul style="list-style-type: none"> February 2016 – Included as Attachment 5b – Public Safety Facility Project Final EIR October 2018 – Included as Attachment 5c – Public Safety Facility Project Final EIR Addendum
<p>Project Safety Facility Project EIR Addendum Approved</p> <p>October 16, 2018</p>	<ul style="list-style-type: none"> March 8, 2016 – Included as Attachment 5d – Resolution No. 2016-043 October 16, 2018 – Included as Attachment 5e – Minutes, Final Board of Supervisors, El Dorado County
<p>Date Notice of Determination (NOD) Filed</p>	<ul style="list-style-type: none"> March 14, 2016 – Included as Attachment 5f – NOD, State Clearinghouse (SCH) Number 2015062046 October 22, 2018 – Included as Attachment 5g – NOD, State Clearinghouse (SCH) Number 2015062046

- b. A copy of all CEQA documents prepared by or for the Lead Agency regarding the project and the Lead Agency’s resolution or other document approving the CEQA documents.

See Attachments 5a through 5g

- c. A list of section and page numbers for the environmental impacts, mitigation measures, and findings in the prior CEQA documents that relate to the approval sought from the Commission.

A discussion of the environmental impacts associated with the improvements proposed on the approved project can be found in the following:

2015 Administrative Draft EIR:

Section H - Environmental Checklist (Pages 21-25, 38-52): Environmental Impacts, Mitigation Measures and Mandatory Findings of Significance

2016 Final EIR:

Starting on Page 2-1 - Revisions to the Draft EIR Text.

Starting on Page 4-1 - Mitigation Monitoring and Reporting Program

2018 Addendum to the EIR:

Environmental Impacts Findings: Pages 44 - 46

- d. An explanation of any aspect of the project or its environmental setting which has changed since the issuance of the prior CEQA document.

The environmental setting described in the CEQA document prepared by El Dorado County for this project has not changed since the issuance of the Notice of Determination.

- e. A statement of whether the project will require approval by additional public agencies other than the Commission and the Lead Agency, and, if so, the name and address of each agency and the type of approval required.

No, this advice letter will not require approval by additional public agencies.

Protests

Anyone wishing to protest this submittal may do so by letter sent via U.S. mail, facsimile or E-mail, no later than January 22, 2020, which is 20 days after the date of this submittal. 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:

Erik Jacobson
Director, Regulatory Relations
c/o Megan Lawson
Pacific Gas and Electric Company
77 Beale Street, Mail Code B13U
P.O. Box 770000
San Francisco, California 94177

Facsimile: (415) 973-3582
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

Pursuant to the review process outlined in General Order 173, PG&E requests that this Tier 3 advice letter become effective upon Commission approval

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and/or 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 submittal can also be accessed electronically at: <http://www.pge.com/tariffs>.

_____/S/
Erik Jacobson
Director, Regulatory Relations

Attachment 1 – Offer to Purchase Agreement

Attachment 2 – State Board of Equalization (SBE) map 135-09-056B-1&2

- Attachment 3a – Grant Deed to County of El Dorado
- Attachment 3b – Grant of Easements and Agreement, PUE, TCE with Insurance)
- Attachment 4 – El Dorado Gain Loss Calculation
- Attachment 5a – Public Safety Facility Admin DEIR
- Attachment 5b – Public Safety Facility FEIR
- Attachment 5c – Addendum to Public Safety Facility EIR_FINAL
- Attachment 5d – Executed Resolution 043-2016
- Attachment 5e – BOS Approval_Minutes (5)
- Attachment 5f – NOD Filed
- Attachment 5g – Public Safety Facility EIR Addendum NOD

***** SERVICE LIST for Advice 4203-G/5733-E *****
APPENDIX A

Jonathan Reiger
Legal Division
505 Van Ness Avenue
San Francisco, CA 94102
(415) 355-5596
jzr@cpuc.ca.gov

Mary Jo Borak
Energy Division
505 Van Ness Avenue
San Francisco, CA 94102
(415) 703-1333
bor@cpuc.ca.gov

Robert (Mark) Pocta
Division of Ratepayer Advocates
505 Van Ness Avenue
San Francisco, CA 94102
(415) 703- 2871
robert.pocta@cpuc.ca.gov

Andrew Barnsdale
Energy Division
505 Van Ness Avenue
San Francisco, CA 94102
(415) 703-3221
bca@cpuc.ca.gov

*****AGENCIES*****

County of El Dorado –
Department of Transportation
Kyle Lassner
ROW Supervisor
2850 Fairlane Court
Placerville, CA 95667
Telephone: (530) 621-5316
Email: Kyle.Lassner@edcgov.us



ADVICE LETTER 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 M)

Utility type:

ELC GAS WATER
 PLC HEAT

Contact Person: Annie Ho
Phone #: (415) 973-8794
E-mail: PGETariffs@pge.com
E-mail Disposition Notice to: AMHP@pge.com

EXPLANATION OF UTILITY TYPE

ELC = Electric GAS = Gas WATER = Water
PLC = Pipeline HEAT = Heat

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #: 4203-G/5733-E

Tier Designation: 3

Subject of AL: Fee Title Sale and Slope & Drainage Easement of a Certain Parcel of PG&E Land in El Dorado County – Request for Approval Under Public Utilities Code Section 851, pursuant to General Order 173

Keywords (choose from CPUC listing): Compliance, Section 851

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: N/A

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:

Confidential treatment requested? Yes No

If yes, specification of confidential information:

Confidential information will be made available to appropriate parties who execute a nondisclosure agreement. Name and contact information to request nondisclosure agreement/ access to confidential information:

Resolution required? Yes No

Requested effective date:

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:

Service affected and changes proposed¹: N/A

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

¹Discuss in AL if more space is needed.

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

CPUC, Energy Division
Attention: Tariff Unit
505 Van Ness Avenue
San Francisco, CA 94102
Email: EDTariffUnit@cpuc.ca.gov

Name: Erik Jacobson, c/o Megan Lawson
Title: Director, Regulatory Relations
Utility Name: Pacific Gas and Electric Company
Address: 77 Beale Street, Mail Code B13U
City: San Francisco, CA 94177
State: California Zip: 94177
Telephone (xxx) xxx-xxxx: (415)973-2093
Facsimile (xxx) xxx-xxxx: (415)973-3582
Email: PGETariffs@pge.com

Name:
Title:
Utility Name:
Address:
City:
State: District of Columbia Zip:
Telephone (xxx) xxx-xxxx:
Facsimile (xxx) xxx-xxxx:
Email:

Attachment 1

Offer to Purchase



COMMUNITY DEVELOPMENT SERVICES

DEPARTMENT OF TRANSPORTATION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:

2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

CONSTRUCTION & MAINTENANCE:

2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:

924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:

1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

March 7, 2019

Via First Class Mail

Pacific Gas and Electric Company
215 Market St., #616
San Francisco, CA 94105

RE: Enterprise Drive Intersection Improvements Project, CIP No. 73365

Pacific Gas and Electric Company, a California Corporation

APN: 329-270-10

Offer to Purchase and Transmittal of Offer Package Relating to the Purchase of Real Property or Interest Therein

Dear Pacific Gas and Electric Company,

The El Dorado County Department of Transportation (County) is pleased to inform you that the appraisal of the subject property referenced above has been completed. Transportation staff has been authorized to proceed with the acquisition of the necessary land rights for portions of your property based on the appraisal.

Please find the enclosed Offer Package including the Summary Relating to the Purchase of Real Property or an Interest Therein and the Appraisal Summary Statement. Also enclosed is a Draft Acquisition Agreement for Public Purposes (Agreement) which has certain exhibits that describe and show the area of the proposed acquisitions. The current fair market value as determined by an appraisal by Pattison and Associates Inc. for the necessary land rights from your parcels totals \$18,700 and includes: 1,977 Square Feet (SF) of Fee Title, 2,897 SF of Slope and Drainage Easement, 899 SF of Public Utility Easement and 3,096 SF of Temporary Construction Easement. Please find the attached supporting documentation which further explains the valuation process of these easements.

Therefore, the County would formally like to offer you the amount of \$18,700.00 (eighteen thousand seven hundred dollars exactly) for these land rights. Please contact me by phone at 530-621-5316 at your earliest convenience. I can also be reached via email at Kyle.Lassner@edcgov.us. I look forward to working with you.

Sincerely,

Kyle Lassner, RWP
Right of Way Supervisor

REVISION	DATE	DESCRIPTION	BY

PRELIMINARY

APPROVED UNDER THE SUPERVISION OF:

REGISTERED CIVIL ENGINEER

DATE: 11/21/18

PROJECT NUMBER: 1420

DATE: 11/21/18

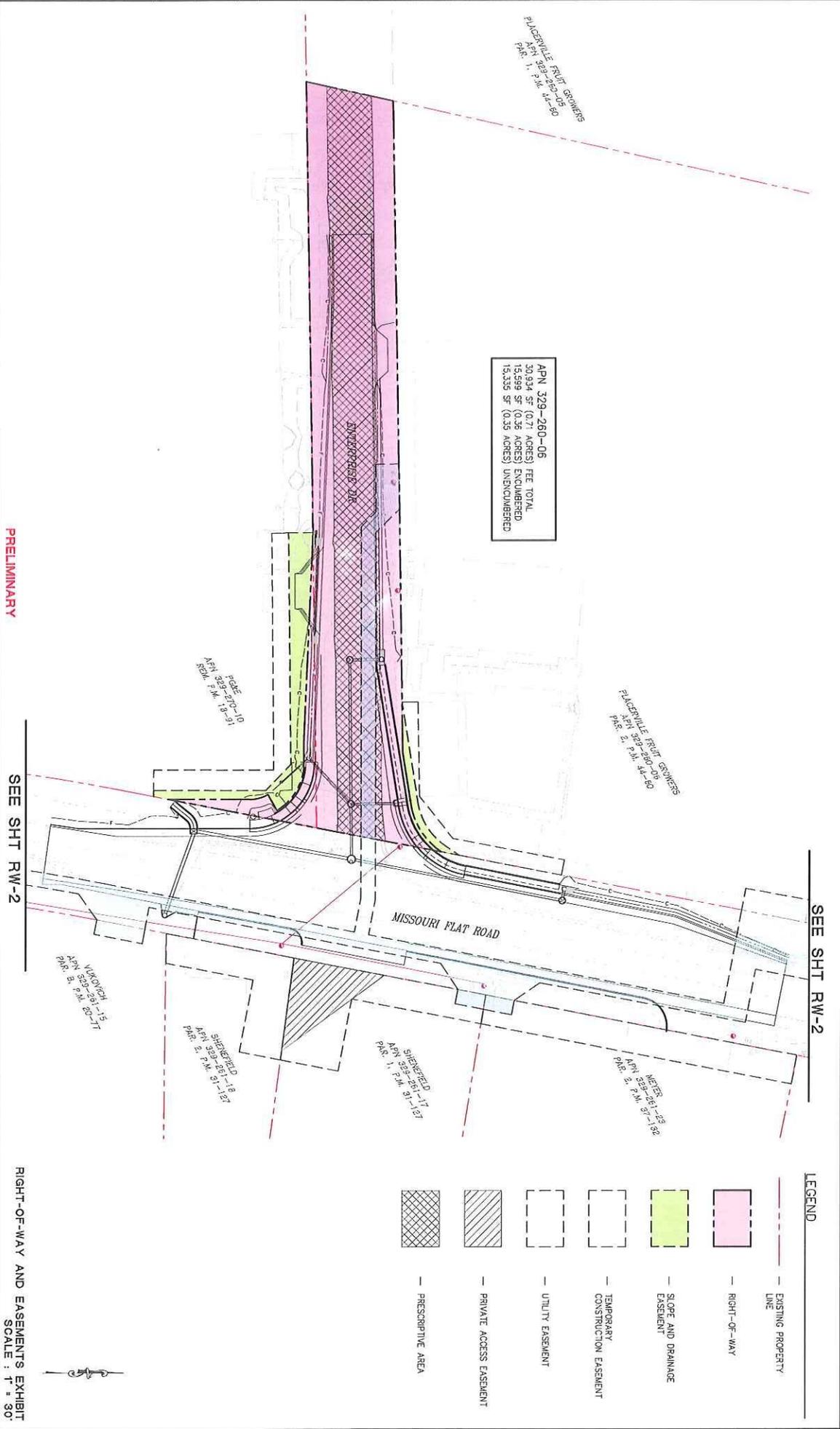
SCALE: SBM



COUNTY OF EL DORADO
 DEPARTMENT OF TRANSPORTATION

ENTERPRISE DR AND INDUSTRIAL DR
 INTERSECTION IMPROVEMENTS

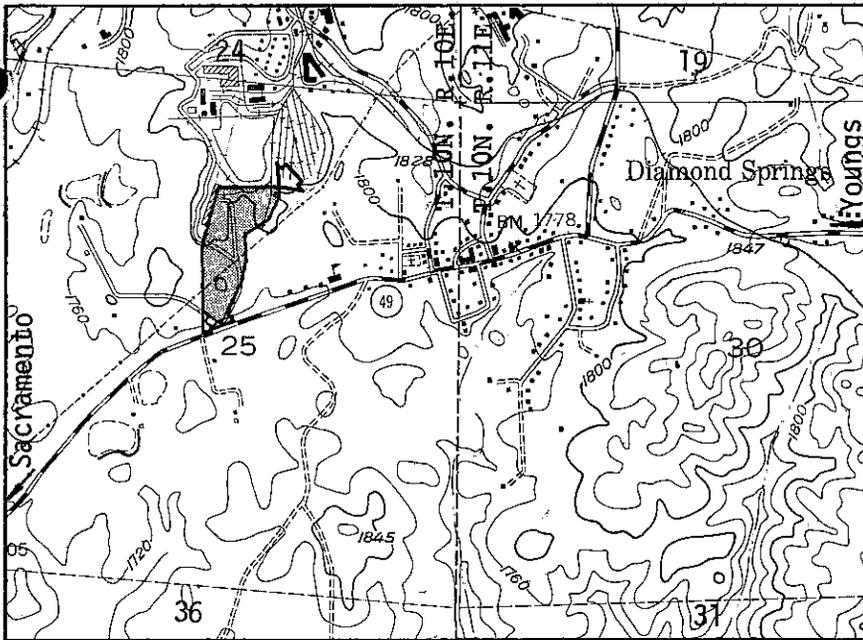
SHEET
 RW-3
 3 OF 7
 73365



Attachment 2

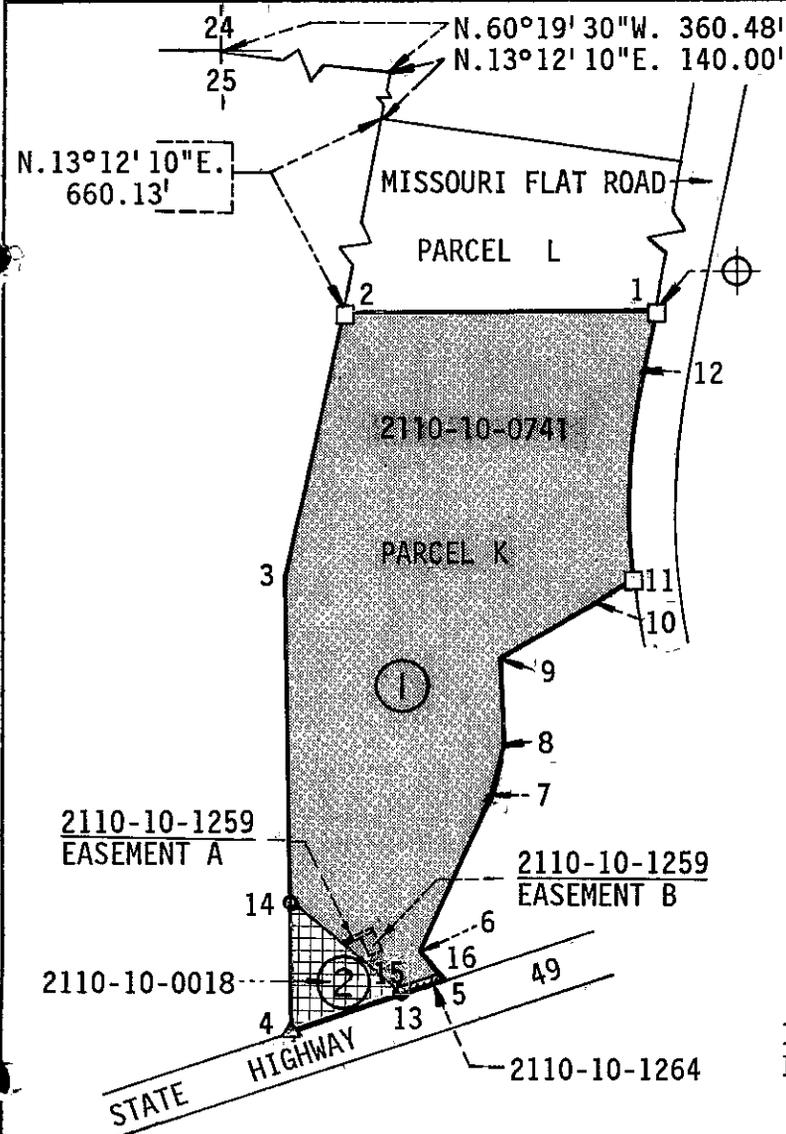
State Board of Equalization (SBE) map

PACIFIC GAS AND ELECTRIC COMPANY
SAN FRANCISCO, CALIFORNIA



SECTION 25	TOWNSHIP 10N.	RANGE 10E.	MERIDIAN MD.
COUNTY OF El Dorado			
CALIFORNIA COORDINATES ZONE 2		LEGEND	
E. 2,336,000		△ CALCULATED COOR	
N. 377,150		⊕ SCALED COORD	
U.S.G.S., QUAD Placerville 327470			
CITY, RANCHO, SUBDIVISION, ETC..			
SCALE 1"=400'	DIVISION Sacramento	DATE LAST CHANGE 4-12-91	

El Dorado Service Center
GM 182696
Ref. Dwg. Parcel Map of a Portion of the
N. 1/2 of Sec. 25 T.10N. R.10E. M.D.M.
Bk. 5 of Parcel Maps Pg. 127 (D-3336)
L.D. Est. 4084 (Sale)



- 2110-10-0741
Bedford Associates Inc.
5-28-74 Rec. 5-31-74
Bk. 1263 O.R. Pg. 761
17.068 Ac. (Computed)
- 1 to 2 W. 648.18'
 - 2 to 3 S.13°12' 10"W. 578.49'
 - 3 to 4 S.00°37' 31"E. 930.81'
 - 4 to 5 N.71°07' 06"E. 329.52'
 - 5 to 6 N.37°35' 40"W. 72.74'
 - 6 to 7 N.25°01' 59"E. 352.89'
 - 7 to 8 N.15°44' 48"E. 99.68'
 - 8 to 9 N.01°55' 38"E. 191.74'
 - 9 to 10 N.59°47' 30"E. 239.61'
 - 10 to 11 N.59°44' 30"E. 86.18'
 - 11 to 12 N'yly on a curve to right
R=1450.00' Δ=16°50' 26" L=426.19'
 - 12 to 1 N.11°37' 00"E. 137.21'
- 2110-10-0018
Sold to Gerald L. Bordges and Wife
3-2-78 Rec. 3-30-78
Bk. 1613 O.R. Pg. 171
0.680 Ac.
Standard Mineral Reservation Without
Surface Rights
Reserving rights for existing facilities
and for ingress and egress
- 4 to 13 N.71°07' 06"E. 241.00'
 - 13 to 14 N.51°54' 12"W. 293.35'
 - 14 to 4 S.00°37' 31"E. 259.00'



LEGEND Bearings and distances taken from Parcel Map

- = Brass Cap mkd. PAC. GAS & ELEC. PROP. COR. "LS 3012"
- = 3/4" Cap Iron Pipe Tagged L.S. 3864
- △ = 1-1/2" Open Iron Pipe

PACIFIC GAS AND ELECTRIC COMPANY
SAN FRANCISCO, CALIFORNIA

Sheet 2 of 2 Sheets

TOWNSHIP	RANGE	SECTION	MERIDIAN
10N.	10E.	25	M.D.

2110-10-1264
Sold to State of California
4-19-89 Rec. 10-13-89
Bk. 3222 O.R. Pg. 458
0.034 Ac. (Computed)

5 to 13 S.70°18'06"W. 88.52'
13 to 15 N.52°43'12"W. 16.35'
15 to 16 N.69°23'57"E. 92.31'
16 to 5 S.38°24'40"E. 16.01'

2110-10-1259
Easement for Above and
Underground Communication
Facilities to Pacific Bell
1-5-90 Rec. 1-18-90
Bk. 3279 O.R. Pg. 118
For description see deed.

Attachment 3a

Grant Deed to County of El Dorado

RECORDING REQUESTED BY AND RETURN TO:

PACIFIC GAS AND ELECTRIC COMPANY
245 Market Street, N10A, Room 1015
P.O. Box 770000
San Francisco, California 94177

Location: City/Uninc _____

Recording Fee \$ _____

Document Transfer Tax \$ _____

- This is a conveyance where the consideration and Value is less than \$100.00 (R&T 11911).
- Computed on Full Value of Property Conveyed, or
- Computed on Full Value Less Liens & Encumbrances Remaining at Time of Sale
- Exempt from the fee per GC 27388.1 (a) (2); This document is subject to Documentary Transfer Tax

(SPACE ABOVE FOR RECORDER'S USE ONLY)

Signature of declarant or agent determining tax

LD# 2110-10-10007

DEED

Missouri Flat & Enterprise Drive Improvement Project

GRANT DEED

PACIFIC GAS AND ELECTRIC COMPANY, a California corporation, hereinafter called Grantor, hereby grants, (without warranty express or implied), to COUNTY OF EL DORADO, a political subdivision of the State of California, hereinafter called Grantee, the real property, situate in the unincorporated area of County of El Dorado, State of California, described as follows (the "Property"):

Portion of APN 329-270-10:

PARCEL K as shown on the Parcel Map filed for record May 2, 1974 in Book 5 of Parcel Maps at page 127, El Dorado County Records.

Conveyed lands are described as follows:

In consideration of \$5,931.00 (Five Thousand Nine Hundred Thirty One Dollars AND 00/100) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor does hereby Grant to Grantee the parcel of land which is described in EXHIBIT 'A' and shown on EXHIBIT 'B' attached hereto and made a part hereof

The Property hereby conveyed is no longer necessary or useful to Grantor in the performance by it of its duties to the public.

MAIL TAX STATEMENTS TO:

Name

Address

Zip

The California Public Utilities Commission in Decision No. _____, has approved transfer of this property under Public Utilities Code Section 851.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the Property.

Dated _____, 20____.

PACIFIC GAS AND ELECTRIC COMPANY,
a California corporation

By _____
Andrew K. Williams
Vice President
Land & Environmental Management

Attach to LD: 2110-10-10007
The Area, Region or Location (operating area): Area 6, Sierra Division
Land Service Office: Auburn
Line of Business: 83
Business Doc Type: Fee Ownership, Conveyances Out
MTRSQ: 21.10.10.25.31
FERC License Number(s): N/A
PG&E Drawing Number(s): N/A
PLAT No.: I41, I4122
LD of any affected documents: 2110-10-0741
LD of any Cross-referenced documents: N/A
Type of Interest: 1, 11F
SBE Map Number: 135-09-056B 1 & 2
(For Quitclaims, % being quitclaimed): N/A
Order #: N/A
JCN: N/A
County: El Dorado
Utility Notice Numbers: N/A
851 Approval Application No.: TBD
Prepared By: JXIC
Checked By: GPY1
Approved By:
Revised by:

Note: PG&E is selling a small portion of fee property (0.05 acres) to El Dorado County for the appraised value of \$5,931.00. County Project # 73365 – Enterprise Drive Intersection Improvements Project

EXHIBIT 'A'

All that certain real property situate in the North One-Half of Section 25, Township 10 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, being a portion of Parcel K of that certain Parcel Map filed in Book 5 of Parcel Maps, Page 127 in the official records of El Dorado County more particularly described as follows:

BEGINNING at the Northeast corner of said Parcel K; thence along the westerly right of way line of Missouri Flat Road South 10° 50' 00" West 105.10 feet; thence leaving said westerly line North 0° 06' 16" East 54.77 feet to the beginning of a curve to the left having a radius of 24.87 feet; thence northerly 15.00 feet along said curve through a central angle of 34° 32' 27", said curve being subtended by a chord which bears North 12° 39' 59" West 14.77 feet; thence North 60° 03' 48" East 12.50 feet to the beginning of a non-tangent curve to the left having a radius of 37.38 feet; thence northwesterly 39.58 feet along said curve through a central angle of 60° 40' 12", said curve being subtended by a chord which bears North 60° 16' 18" West 37.75 feet; thence South 89° 23' 36" West 12.88 feet; thence North 87° 25' 46" West 144.21 feet to the northerly line of said Parcel K; thence along said northerly line North 89° 13' 00" East 201.81 feet to the POINT OF BEGINNING. Containing 1,977 square feet (0.05 acres) more or less.

-End of Description-

See Exhibit 'B' attached hereto and made a part hereof.

The Basis of Bearings of the above description is Grid North. Distances used in the above description are grid distances. Divide distances by 0.999855 to obtain ground distances.

The purpose of the above description is to describe that portion of said Parcel as a fee right of way for road purposes.



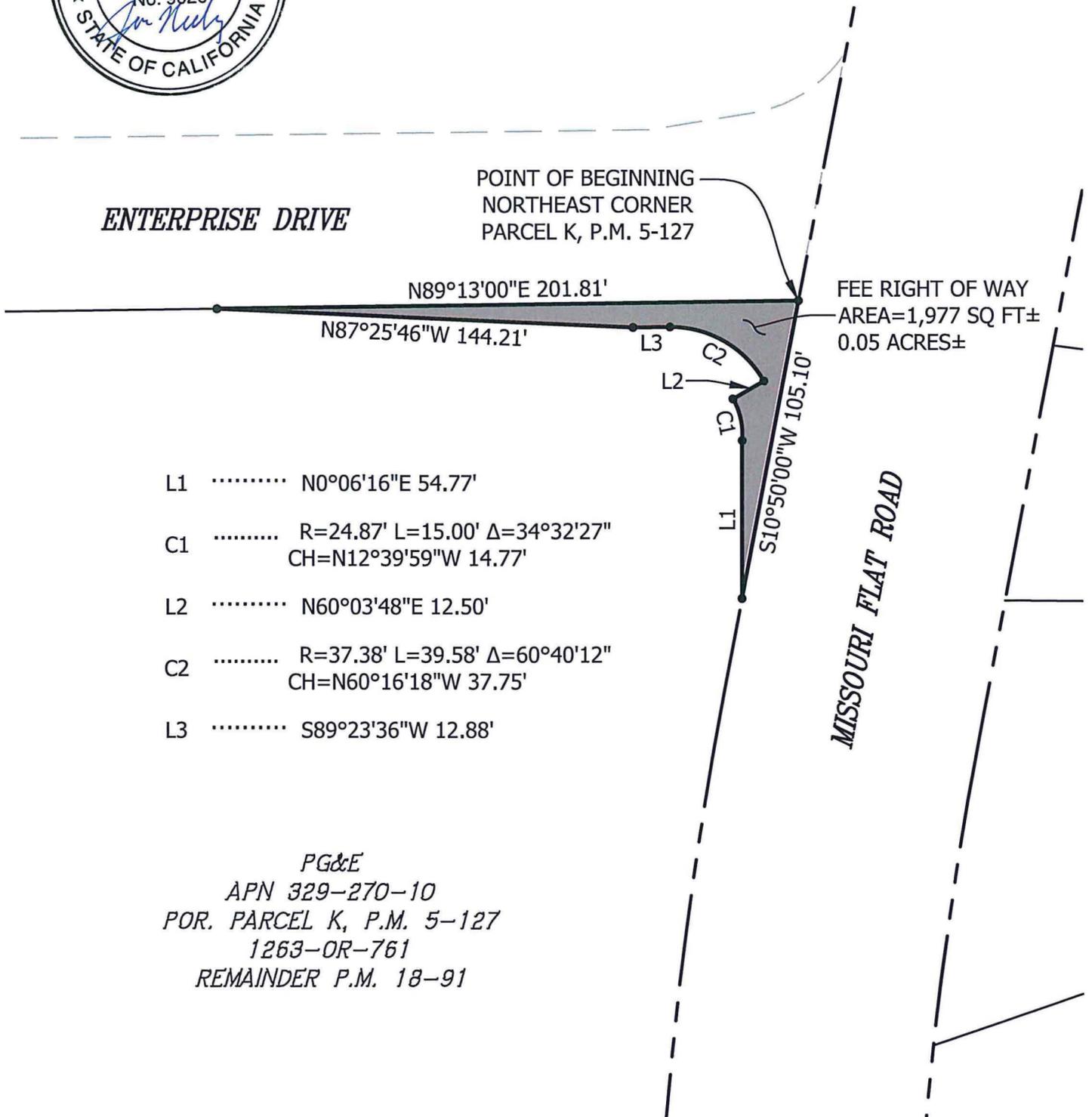
Joseph C. Neely, P.L.S. 9026
Associate Land Surveyor
El Dorado County
Department of Transportation



Date: 12/19/18

EXHIBIT 'B'

Situate in the North 1/2 of Section 25,
T. 10 N., R. 10 E., M.D.M.
County of El Dorado, State of California



PG&E
APN 329-270-10
POR. PARCEL K, P.M. 5-127
1263-OR-761
REMAINDER P.M. 18-91

Attachment 3b

**Grant of Easements and Agreement, PUE, TCE with
Insurance**

LD# 2110-10-10008
Slope & Drainage Easement

RECORDING REQUESTED BY, AND
WHEN RECORDED RETURN TO:
Kyle Lassner, Right of Way Supervisor
County of El Dorado - Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5316 Direct
Kyle.Lassner@edcgov.us

PACIFIC GAS AND ELECTRIC COMPANY
245 Market Street, N10A, Room 1015
P.O. Box 770000
San Francisco, California 94177

Location: County of El Dorado
Recording Fee \$0.00 (Government Code Section 27383)
Document Transfer Tax \$0.00 (Revenue and Taxation Code Section 11922)
 This is a conveyance where the consideration and
Value is less than \$100.00 (R&T 11911).
 Computed on Full Value of Property Conveyed, or
 Computed on Full Value Less Liens
& Encumbrances Remaining at Time of Sale
 Exempt from the fee per GC 27388.1 (a) (2); This
document is subject to Documentary Transfer Tax

Signature of declarant or agent determining tax

(A portion of APN 329-270-10-100)

GRANT OF EASEMENTS AND AGREEMENT

Slope & Drainage, Public Utilities Easement (PUE) and Temporary Construction Easement (TCE)

This Easement Agreement (“**Agreement**”) is made and entered into this day November 12th, 2019 (the “**Effective Date**”) by PACIFIC GAS AND ELECTRIC COMPANY, a California corporation, hereinafter called “**PG&E**”, and COUNTY OF EL DORADO, a political subdivision of the State of California, hereinafter called “**Grantee**.”

RECITALS

A. PG&E owns certain real property within the County of El Dorado, State of California, commonly known as 4636 Missouri Flat Road, Placerville, CA 95667 and more particularly described in Exhibit ‘A’ attached hereto and made a part hereof (hereinafter, the “**Property**”).

B. Grantee proposes to construct a road on the Property, together with slope and drainage improvements (the “**Improvements**”), and in connection therewith, Grantee has requested that PG&E grant an easement for the excavation, installation, construction, reconstruction, repair, maintenance and use of such slope and drainage improvements, together with a temporary easement for such construction and a Public Utility Easement.

C. PG&E is willing to grant such easement(s) on the terms and subject to the conditions set forth herein.

Now, therefore, in consideration of Grantee’s agreement to pay the sum of Twelve Thousand Seven Hundred and Thirty Eights Dollars and 49/100 (\$12,738.49). PG&E and Grantee agree as follows:

1. Grant of Easement(s): PG&E hereby grants to Grantee, upon the terms and conditions set forth in this Agreement, the following easement(s):

- (a) Slope and Drainage Easement. A non-exclusive easement to excavate, install, construct, reconstruct, repair, maintain and use a slope and a biofiltration swale and ditch, and for open-channel drainage of water from a culvert on Grantee’s adjacent property, within and over the portion of the Property (the “**Slope Easement Area**”) described in **Exhibit ‘A1’** and shown on **Exhibit ‘B1’** attached hereto and made a part hereof.
- (b) PUE. A non-exclusive Public Utility Easement (PUE) with rights of way for water, sewer and gas, and for poles, guy wires, anchors, overhead and underground wires and conduits for electric, telephone and television cable services, with the right to trim and remove trees, tree limbs, and brush, together with any and all appurtenances appertaining thereto, within and over the portion of the Property (the “**PUE Area**”) described in **Exhibit ‘A3’** and shown on **Exhibit ‘B3’** attached hereto and made a part hereof.
- (c) Temporary Construction Easement (TCE): A temporary non-exclusive easement in, on and over the portion of the Property described in **Exhibit ‘A2’** and shown on **Exhibit ‘B2’** attached hereto and incorporated by this reference (the “**Construction Staging Area**”), for a term commencing on the Effective Date and (unless terminated earlier pursuant to this Agreement) terminating thirty six (36) months from the date of full execution of this Agreement, whereas construction of Grantee’s Improvements is expected to take twelve (12) months (but in no event later that 3 years following the Effective Date), to enter upon and use the Construction Staging Area for the temporary storage of construction materials and equipment in connection with the construction of the Improvements. Upon termination of such TCE, Grantee shall remove all equipment, unused materials, rubbish and debris, and repair and restore the Construction Staging Area to its condition prior to the Effective Date.

Collectively, the “**Slope and Drainage Easement**”, “**Public Utilities Easement**” and “**Temporary Construction Easement**” are hereinafter referred to as the “**Easement Areas**.”

2. Escrow. The acquisition of the Easement Areas shall not be controlled by an escrow. Any fees previously incurred by Grantee in obtaining a preliminary title report and or opening an escrow shall be the sole responsibility of Grantee. Upon full execution and approval by PG&E and Grantee, Grantee shall process and deliver the funds in the amount of the total compensation for the easement to PG&E.

3. Limitations on Use.

(a) The Easement Areas, and any facilities permitted to be constructed thereon, are to be used by Grantee only for those uses permitted in Section 1 above, and for no other purpose.

(b) PG&E reserves the right to restrict access to the Easement Areas or any portion or portions thereof in the event of fire, earthquake, storm, riot, civil disturbance, or other casualty or emergency, or in connection with PG&E's response thereto, or if emergency repairs or maintenance are required to PG&E facilities within or in the vicinity of the Easement Areas, or otherwise when PG&E deems it advisable to do so, including in connection with events and emergencies occurring or affecting PG&E's business operations located elsewhere than in the immediate vicinity of the Property.

4. Condition of Easement Areas. Grantee accepts the Easement Areas in its existing physical condition, without warranty by PG&E or any duty or obligation on the part of PG&E to maintain the Easement Areas. Grantee acknowledges that one or more of the following (collectively, "**Potential Environmental Hazards**") may be located in, on or underlying the Property and/or the Easement Area:

(a) electric fields, magnetic fields, electromagnetic fields, electromagnetic radiation, power frequency fields, and extremely low frequency fields, however designated, and whether emitted by electric transmission lines, other distribution equipment or otherwise ("**EMFs**");

(b) Hazardous Substances (as hereinafter defined). For purposes hereof, the term "**Hazardous Substances**" means any hazardous or toxic material or waste which is or becomes regulated by Legal Requirements (as hereinafter defined) relating to the protection of human health or safety, or regulating or relating to industrial hygiene or environmental conditions, or the protection of the environment, or pollution or contamination of the air, soil, surface water or groundwater, including, but not limited to, laws, requirements and regulations pertaining to reporting, licensing, permitting, investigating and remediating emissions, discharges, releases or threatened releases of such substances into the air, surface water, or land, or relating to the manufacture, processing, distribution, use, treatment, storage, disposal, transport or handling of such substances. Without limiting the generality of the foregoing, the term Hazardous Substances includes any material or substance:

(1) now or hereafter defined as a "hazardous substance," "hazardous waste," "hazardous material," "extremely hazardous waste," "restricted hazardous waste" or "toxic substance" or words of similar import under any applicable local, state or federal law or under the regulations adopted or promulgated pursuant thereto, including, without limitation, the

Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42 U.S.C. §§9601 et seq. (“CERCLA”); the Resource Conservation and Recovery Act of 1976, 42 U.S.C. §§6901 et seq.; the Clean Air Act, 42 U.S.C. §§7401 et seq.; the Clean Water Act, 33 U.S.C. §§1251 et seq.; the Toxic Substance Control Act, 15 U.S.C. §§2601 et seq.; the Federal Insecticide, Fungicide, and Rodenticide Act, 7 U.S.C. §§136 et seq.; the Atomic Energy Act of 1954, 42 U.S.C. §§2014 et seq.; the Nuclear Waste Policy Act of 1982, 42 U.S.C. §§10101 et seq.; the California Hazardous Waste Control Law, Cal. Health and Safety Code §§25100 et seq.; the Porter-Cologne Water Quality Control Act, Cal. Water Code §§13000 et seq.; the Carpenter-Presley-Tanner Hazardous Substance Account Act (Health and Safety Code §§25300 et seq.); and the Medical Waste Management Act (Health and Safety Code §§25015 et seq.); or

(2) which is toxic, explosive, corrosive, flammable, infectious, radioactive, carcinogenic, mutagenic or otherwise hazardous, and is now or hereafter regulated as a Hazardous Substance by the United States, the State of California, any local governmental authority or any political subdivision thereof, or which cause, or are listed by the State of California as being known to the State of California to cause, cancer or reproductive toxicity; or

(3) the presence of which on the Property poses or threatens to pose a hazard to the health or safety of persons on or about the Property or to the environment; or

(4) which contains gasoline, diesel fuel or other petroleum hydrocarbons; or

(5) which contains lead-based paint or other lead contamination, polychlorinated biphenyls (“PCBs”) or asbestos or asbestos-containing materials or urea formaldehyde foam insulation; or

(6) which contains radon gas;

(c) fuel or chemical storage tanks, energized electrical conductors or equipment, or natural gas transmission or distribution pipelines; and

(d) other potentially hazardous substances, materials, products or conditions.

Grantee shall be solely responsible for the health and safety of, and shall take all necessary precautions to protect, its employees, contractors, consultants, agents and invitees (“**Grantee’s Representatives**”) from risks of harm from Potential Environmental Hazards. Grantee acknowledges that it has previously evaluated the condition of the Easement Areas and all matters affecting the suitability of the Easement Areas for the uses permitted by this Agreement, including, but not limited to, the Potential Environmental Hazards listed herein.

5. Grantee’s Covenants. Grantee hereby covenants and agrees:

(a) Construction of Improvements. Grantee agrees to construct and install, at no cost to PG&E, the **Improvements** as may be necessary and appropriate for Grantee’s permitted use, as specified in Section 1. All such construction shall be performed in accordance with detailed plans and specifications (“**Plans**”) previously approved by PG&E and shall comply with all Legal Requirements. Before commencing construction of any Improvements, Grantee shall obtain all

permits, authorizations or other approvals, at Grantee's sole cost and expense as may be necessary for such construction. Without limiting the generality of the foregoing, Grantee shall be responsible for complying with any and all applicable requirements of the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA") and satisfying, at Grantee's sole expense, any and all mitigation measures under CEQA that may apply to Grantee's proposed occupancy and use of the Easement Areas, and to the construction, maintenance and use of Grantee's proposed Improvements and facilities. Grantee shall promptly notify PG&E of any and all proposed mitigation measures that may affect PG&E or the Property. If PG&E determines in good faith that any such mitigation measures may adversely affect PG&E or the Property, or impose limitations on PG&E's ability to use the Property as specified in Section 8, then PG&E shall have the right, without liability to Grantee, to give notice of termination of this Agreement to Grantee, whereupon this Agreement and the rights granted to Grantee shall terminate and revert in PG&E, unless within ten (10) days following delivery of such notice, Grantee gives notice to PG&E by which Grantee agrees to modify its proposed Project (as that term is defined under CEQA) so as to eliminate the necessity for such mitigation measures. In the event of such termination, PG&E and Grantee shall each be released from all obligations under this Agreement, except those which expressly survive termination. Grantee acknowledges and agrees that PG&E's review of Grantee's Plans is solely for the purpose of protecting PG&E's interests, and shall not be deemed to create any liability of any kind on the part of PG&E, or to constitute a representation on the part of PG&E or any person consulted by PG&E in connection with such review that the Plans or the Improvements contemplated by such Plans are adequate or appropriate for any purpose, or comply with applicable Legal Requirements. Grantee shall not commence construction or installation of any Improvements without the prior written consent of PG&E, which consent shall not be unreasonably withheld, conditioned or delayed, and the prior consent, to the extent required by applicable law or regulation, of the California Public Utilities Commission (hereinafter, "CPUC");

(b) Compliance with Laws. Grantee shall, at its sole cost and expense, promptly comply with (a) all laws, statutes, ordinances, rules, regulations, requirements or orders of municipal, state, and federal authorities now in force or that may later be in force, including, but not limited to, those relating to the generation, use, storage, handling, treatment, transportation or disposal of Hazardous Substances, as defined herein, or to health, safety, noise, environmental protection, air quality or water quality; (b) the conditions of any permit, occupancy certificate, license or other approval issued by public officers relating to Grantee's use or occupancy of the Easement Areas; and (c) with any liens, encumbrances, easements, covenants, conditions, restrictions and servitudes (if any) of record, or of which Grantee has notice, which may be applicable to the Easement Areas (collectively, "**Legal Requirements**"), regardless of when they become effective, insofar as they relate to the use or occupancy of the Easement Areas by Grantee. Grantee shall furnish satisfactory evidence of such compliance upon request by PG&E. The judgment of any court of competent jurisdiction, or the admission of Grantee in any action or proceeding against Grantee, whether or not PG&E is a party in such action or proceeding, that Grantee has violated any Legal Requirement relating to the use or occupancy of the Easement Areas, shall be conclusive of that fact as between PG&E and Grantee.

(c) Notice of Enforcement Proceedings. Grantee agrees to notify PG&E in writing within three (3) business days of any investigation, order or enforcement proceeding which in any way relates to the Property, or to any contamination or suspected contamination on, within

or underlying the Property. Such notice shall include a complete copy of any order, complaint, agreement, or other document which may have been issued, executed or proposed, whether draft or final;

(d) Non-Interference. Grantee agrees not to interfere in any way or permit any interference with the use of the Property by PG&E and other entitled persons. Interference shall include, but not be limited to, any activity by Grantee that places any of PG&E's gas or electric facilities in violation of any of the provisions of General Order Nos. 95 (Overhead Electric), 112 (Gas), and 128 (Underground Electric) of the CPUC or to any other Legal Requirements under which the operations of utility facilities are controlled or regulated. Grantee shall not erect, handle, or operate any tools, machinery, apparatus, equipment, or materials closer to any of PG&E's high-voltage electric conductors than the minimum clearances set forth in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety; which minimum clearances are incorporated herein by reference; but in no event closer than ten (10) feet to any energized electric conductors or appliances. Grantee shall not drill, bore, or excavate within thirty (30) feet of any of PG&E's underground facilities, including, but not limited to, gas pipelines, valves, regulators or electric conduits. Grantee shall provide notice to Underground Service Alert at 1-800-227-2600 at least two (2) business days prior to commencing any drilling, boring or excavating permitted hereunder to assist Grantee with locating any and all underground facilities, including, but not limited to, gas pipelines, valves, regulators or electric conduits;

(e) Avoiding Dangerous Activities. Grantee agrees to conduct its activities and operations within and on the Easement Areas in such a manner so as not to endanger the Property, PG&E's utility facilities, the environment and human health and safety. Grantee shall not cause or permit any Hazardous Substances, as defined herein, to be brought upon, produced, stored, used, discharged or disposed of on, or in the vicinity of the Property, except in compliance with all applicable Legal Requirements. Grantee shall be responsible for the cost of remediating any discharge or release of Hazardous Substances resulting from or arising in connection with Grantee's use of the Property, and shall immediately notify PG&E and the appropriate regulatory authorities where required by law, of any such release. If PG&E determines that Grantee's activities in any way endanger the Property, PG&E's utility facilities, the environment, or human health and safety, PG&E may, in PG&E's sole and absolute discretion, require that Grantee halt such activities until appropriate protective measures are taken to PG&E's satisfaction. Grantee shall hold PG&E harmless from any claims resulting from any delay under this paragraph. PG&E's right to halt activities under this paragraph shall not in any way affect or alter Grantee's insurance or indemnity obligations under this Agreement, nor shall it relieve Grantee from any of its obligations hereunder that pertain to health, safety, or the protection of the environment;

(f) Maintenance. Grantee agrees to maintain its facilities and Improvements in good condition and repair, and be responsible for the security of, the facilities installed hereunder;

(g) Repairing Damage. Grantee agrees to repair any damage it may cause to PG&E's facilities and improvements in or around said Easement Areas;

(h) Coordination. Grantee agrees to coordinate all activities regarding the easements granted herein to reasonably minimize any interference and inconvenience with the use by PG&E of the Easement Areas and PG&E's adjoining lands.

(i) PG&E Right to Cure. Grantee agrees that if Grantee fails to perform any act or other obligation on its part to be performed hereunder, and such failure is not remedied within fifteen (15) days following notice from PG&E (or in the case of an emergency, following such notice, if any, as may be reasonably practicable under the existing circumstances), PG&E may (but without obligation to do so, and without waiving or releasing Grantee from any of its obligations) perform any such act or satisfy such obligation, or otherwise remedy such emergency or such failure on the part of Grantee. All costs incurred by PG&E in responding to or remedying such failure by Grantee shall be payable by Grantee to PG&E on demand.

6. Indemnification; Release.

(a) Grantee shall, to the maximum extent permitted by law, indemnify, protect, defend and hold harmless PG&E, its parent corporation, subsidiaries and affiliates, and their respective officers, managers, directors, representatives, agents, employees, transferees, successors and assigns (each, an “**Indemnitee**” and collectively, “**Indemnitees**”) from and against all claims, losses (including, but not limited to, diminution in value), actions, demands, damages, costs, expenses (including, but not limited to, experts fees and reasonable attorneys’ fees and costs) and liabilities of whatever kind or nature (collectively, “**Claims**”), including Claims arising from the passive or active negligence of the Indemnitees, which arise from or are in any way connected with the occupancy or use of the Easement Areas by Grantee or Grantee’s Representatives, or the exercise by Grantee of its rights hereunder, or the performance of, or failure to perform, Grantee’s duties under this Agreement, including, but not limited to, Claims arising out of: (1) injury to or death of persons, including but not limited to employees of PG&E or Grantee (and including, but not limited to, injury due to exposure to EMFs and other Potential Environmental Hazards in, on or about the Property); (2) injury to property or other interest of PG&E, Grantee or any third party; (3) violation of any applicable federal, state, or local laws, statutes, regulations, or ordinances, including all Legal Requirements relating to human health or the environment, and including any liability which may be imposed by law or regulation without regard to fault; excepting only with respect to any Indemnitee, to the extent of any Claim arising from the sole negligence or willful misconduct of such Indemnitee. Without limiting the generality of the foregoing, Grantee shall, to the maximum extent permitted by law, indemnify, protect, defend and hold Indemnitees harmless from and against Claims arising out of or in connection with any work of improvement constructed or installed at or on, labor performed on, or materials delivered to, or incorporated in any improvements constructed on, the Easement Areas by, or at the request or for the benefit of, Grantee. In the event any action or proceeding is brought against any Indemnitee for any Claim against which Grantee is obligated to indemnify or provide a defense hereunder, Grantee upon written notice from PG&E shall defend such action or proceeding at Grantee’s sole expense by counsel approved by PG&E, which approval shall not be unreasonably withheld, conditioned or delayed.

(b) Grantee acknowledges that all Claims arising out of or in any way connected with releases or discharges of any Hazardous Substance, or the exacerbation of a Potential Environmental Hazard, occurring as a result of or in connection with Grantee’s use or occupancy of the Easement Areas or the surrounding Property, or any of the activities of Grantee and Grantee’s Representatives, and all costs, expenses and liabilities for environmental investigations, monitoring, containment, abatement, removal, repair, cleanup, restoration, remediation and other response costs, including reasonable attorneys’ fees and disbursements and

any fines and penalties imposed for the violation of Legal Requirements relating to the environment or human health, are expressly within the scope of the indemnity set forth above.

(c) Grantee's use of the Property shall be at its sole risk and expense. Grantee accepts all risk relating to its occupancy and use of the Easement Areas. PG&E shall not be liable to Grantee for, and Grantee hereby waives and releases PG&E and the other Indemnitees from, any and all liability, whether in contract, tort or on any other basis, for any injury, damage, or loss resulting from or attributable to any occurrence on or about the Easement Areas, the condition of Easement Areas, or the use or occupancy of the Easement Areas.

(d) Grantee shall, to the maximum extent permitted by law, indemnify, protect, defend and hold Indemnitees harmless against claims, losses, costs (including, but not limited to, attorneys' fees and costs), liabilities and damages resulting from the failure of Grantee, or any of its contractors or subcontractors, to comply with the insurance requirements set forth in **Exhibit C**, attached hereto and made a part hereof. If Grantee fails to so indemnify, protect, defend or hold harmless any Indemnitee, then at PG&E's option, this Agreement shall terminate, and the estate and interest herein granted to Grantee shall revert to and revest in PG&E, if such failure continues for five (5) days following the giving of written notice of termination to Grantee, unless within such time such failure is cured to the reasonable satisfaction of PG&E.

(e) The provisions of this Section 6 shall survive the termination of this Agreement.

7. Additional Facilities. Grantee shall not install any additional facilities or improvements in, on, under or over the Easement Areas without the prior written consent of PG&E, which consent may be granted or withheld in PG&E's sole and absolute discretion, and the prior consent, to the extent required by applicable law or regulation, of the CPUC. Grantee shall submit plans for installation of any proposed additional facilities within the Easement Areas to PG&E for its written approval at the address specified in Section 12.

8. Reserved Rights. Subject to the provisions of Section 8 below, PG&E reserves the right to use the Easement Areas for any and all purposes which will not unreasonably interfere with Grantee's facilities. Without limiting the generality of the foregoing:

(a) PG&E reserves the right to make use of the Easement Areas for such purposes as it may deem necessary or appropriate if, and whenever, in the interest of its service to its patrons or consumers or the public, it shall appear necessary or desirable to do so.

(b) Grantee acknowledges that PG&E may have previously granted, and may in the future grant, certain rights in and across the Easement Areas to others, and the use of the word "grant" in this Agreement shall not be construed as a warranty or covenant by PG&E that there are no such other rights.

(c) Grantee shall not make use of the Easement Areas in any way which will endanger human health or the environment, create a nuisance or otherwise be incompatible with the use of the Easement Areas, the Property, or PG&E's adjacent property, by PG&E or others entitled to use such property.

(d) This grant is made subject to all applicable provisions of General Order No. 95 (Overhead Electric), General Order 112 (Gas) and General Order No. 128 (Underground Electric) of the CPUC, in like manner as though said provisions were set forth herein.

9. Governmental Approvals. This Agreement shall not become effective, notwithstanding that it may have been executed and delivered by the parties, and Grantee shall not commence construction or other activities hereunder, unless and until PG&E notifies Grantee in writing of receipt of final, unconditional, and unappealable approval by the CPUC and that the terms and conditions of such CPUC approval are satisfactory to PG&E in its sole and absolute discretion. Grantee further acknowledges and agrees that PG&E makes no representation or warranty regarding the prospects for CPUC approval, and Grantee hereby waives all Claims against PG&E which may arise out of the need for such CPUC approval or the failure of the CPUC to grant such approval. This Agreement is made subject to all the provisions of such approval, as more particularly set forth in CPUC Advice Letter Decision TBD, in like manner as though said provisions were set forth in full herein.

10. Compliance; Insurance. PG&E shall have a right to access and inspect the Easement Areas at any time to confirm Grantee's compliance with Legal Requirements and the provisions of this Agreement. Prior to the Effective Date of this Agreement, Grantee shall procure, and thereafter Grantee shall carry and maintain in effect for the duration of the construction of the improvements, with respect to the Easement Areas and the use, occupancy and activities of Grantee, its employees and agents on or about the Easement Areas, the insurance specified in **Exhibit C**, attached hereto and made a part hereof by this reference, provided that PG&E reserves the right to review and modify from time to time the coverages and limits of coverage required hereunder, as well as the deductibles and/or self-insurance retentions in effect from time to time (but PG&E agrees that it will not increase required coverage limits more often than once in any five-year period). Prior to Grantee's entry on the Property, and thereafter thirty (30) days prior to the expiration date of any policy, Grantee shall provide PG&E with evidence of the insurance coverage, or continuing coverage, as required by this Agreement. All insurance required under this Agreement shall be effected under valid, enforceable policies issued by insurers of recognized responsibility, as reasonably determined by PG&E, and shall be written on forms and with insurance carriers acceptable to PG&E. Grantee is also responsible for causing its agents, contractors and subcontractors to comply with the insurance requirements of this Agreement at all relevant times (provided, however, that Grantee, in the exercise of its reasonable judgment, may permit contractors and subcontractors to maintain coverages and limits lower than those required of Grantee, provided the coverages and limits required by Grantee are commercially reasonable in light of applicable circumstances). Any policy of liability insurance required to be maintained hereunder by Grantee may be maintained under a so-called "blanket policy" insuring other locations and/or other persons, so long as PG&E is specifically named as an additional insured under such policy and the coverages and amounts of insurance required to be provided hereunder are not thereby impaired or diminished. In addition, liability insurance coverages may be provided under single policies for the full limits, or by a combination of underlying policies with the balance provided by excess or umbrella liability insurance policies.

11. Mechanics' Liens. Grantee shall keep the Property free and clear of all mechanics', material suppliers' or similar liens, or claims thereof, arising or alleged to arise in connection with any work performed, labor or materials supplied or delivered, or similar activities performed by

Grantee or at its request or for its benefit. If any mechanics' liens are placed on the Property in connection with the activities or facilities set forth in this Agreement, Grantee shall promptly cause such liens to be released and removed from title, either by payment or by recording a lien release bond in the manner specified in California Civil Code Section 3143 or any successor statute.

12. Notice. Any notices or communications hereunder shall be in writing and shall be personally delivered or sent by first class mail, certified or registered, postage prepaid, or sent by national overnight courier, with charges prepaid for next business day delivery, addressed to the addressee party at its address or addresses listed below, or to such other address or addresses for a party as such party may from time to time designate by notice given to the other party. Notices shall be deemed received upon actual receipt by the party being sent the notice, or on the following business day if sent by overnight courier, or on the expiration of three (3) business days after the date of mailing.

If to PG&E:

Pacific Gas and Electric Company
Attention: Land Management – North Valley
12840 Bill Clark Way, 41711
Auburn, CA 95602

With a copy to:

If by registered or certified mail, return receipt requested:

Pacific Gas and Electric Company
Law Department
P.O. Box 7442
San Francisco, CA 94120
Attention: Director & Counsel, Contracts Section (Real Estate)

If by personal delivery or overnight courier:

Pacific Gas and Electric Company
Law Department
77 Beale Street, Mail Code B3OA
San Francisco, California 94120
Attention: Director & Counsel, Contracts Section (Real Estate)

If to Grantee:

County of El Dorado – Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
Attn: Kyle Lassner - ROW Supervisor

13. Governing Law. This Agreement shall in all respects be interpreted, enforced, and governed by and under the laws of the State of California.

14. Entire Agreement. This Agreement supersedes all previous oral and written agreements between and representations by or on behalf of the parties and constitutes the entire agreement of the parties with respect to the subject matter hereof. This Agreement may not be amended except by a written agreement executed by both parties.

15. Binding Effect. This Agreement and the covenants and agreements contained herein shall be binding upon, and shall inure to the benefit of, the parties hereto and their respective heirs, successors and assigns (subject to the provisions of Section 18). No assignment or delegation by Grantee, whether by operation of law or otherwise, shall relieve Grantee of any of its duties, obligations or liabilities hereunder, in whole or in part. The covenants of PG&E hereunder shall run with the land.

16. Assignment. Grantee shall not assign, convey, encumber (other than as may be specifically permitted by the terms of this Agreement), or otherwise transfer the easements and other rights herein conveyed, or any portion thereof or interest herein, without the prior written consent of PG&E. Such consent may be given or withheld by PG&E for any reason or for no reason, provided, however, that notwithstanding the foregoing, PG&E agrees that its consent will not be unreasonably withheld, delayed or conditioned in the case of: (a) a proposed transfer or dedication to a governmental agency, or (b) a proposed transfer to an Affiliate (as hereinafter defined) of Grantee. For purposes of the foregoing, an Affiliate of Grantee means an entity that controls, is controlled by, or is under common control with Grantee; the term “**control**” means the possession, directly or indirectly, of the power, whether or not exercised, to direct or cause the direction of the management or policies of an entity, whether through the ownership of voting securities, by contract or otherwise; and the term “**controlled**” and “**common control**” have correlative meanings. Grantee acknowledges and agrees that in any instance where PG&E is required not to unreasonably withhold its consent, it shall be reasonable for PG&E to withhold its consent if any regulatory agency having or asserting jurisdiction over PG&E or the Easement Area, or having or claiming a right to review and/or approve the proposed transfer, fails to grant approval thereof (or imposes conditions on such approval which are not acceptable to PG&E, in its reasonable discretion). Grantee further acknowledges and agrees that in any instance where PG&E is required not to unreasonably delay giving or withholding its consent, it shall be reasonable for PG&E to make application for approval to any regulatory agency having or asserting jurisdiction, and to defer the giving or withholding of consent, without liability hereunder for delay, during the pendency and for a reasonable time following the conclusion of any such regulatory proceedings.

17. Attorneys’ Fees. Should either party bring an action against the other party, by reason of or alleging the failure of the other party with respect to any or all of its obligations

hereunder, whether for declaratory or other relief, then the party which prevails in such action shall be entitled to its reasonable attorneys' fees (of both in-house and outside counsel) and expenses related to such action, in addition to all other recovery or relief. A party shall be deemed to have prevailed in any such action (without limiting the generality of the foregoing) if such action is dismissed upon the payment by the other party of the sums allegedly due or the performance of obligations allegedly not complied with, or if such party obtains substantially the relief sought by it in the action, irrespective of whether such action is prosecuted to judgment. Attorneys' fees shall include, without limitation, fees incurred in discovery, contempt proceedings and bankruptcy litigation, and in any appellate proceeding. The non-prevailing party shall also pay the attorney's fees and costs incurred by the prevailing party in any post-judgment proceedings to collect and enforce the judgment. The covenant in the preceding sentence is separate and several and shall survive the merger of this provision into any judgment on this Agreement. For purposes hereof, the reasonable fees of PG&E's in-house attorneys or Grantees in-house attorneys who perform services in connection with any such action shall be recoverable, and shall be based on the fees regularly charged by private attorneys with the equivalent number of years of experience in the relevant subject matter area of the law, in law firms in the City of San Francisco with approximately the same number of attorneys as are employed by PG&E's Law Department.

18. No Waiver. No waiver with respect to any provision of this Agreement shall be effective unless in writing and signed by the party against whom it is asserted. No waiver of any provision of this Agreement by a party shall be construed as a waiver of any subsequent breach or failure of the same term or condition, or as a waiver of any other provision of this Agreement.

19. No Offsets. Grantee acknowledges that PG&E is executing this Agreement in its capacity as the owner of the Easement Areas, and not in its capacity as a public utility company or provider of electricity and natural gas. Notwithstanding anything to the contrary contained herein, no act or omission of Pacific Gas and Electric Company or its employees, agents or contractors as a provider of electricity and natural gas shall abrogate, diminish, or otherwise affect the respective rights, obligations and liabilities of PG&E and Grantee under this Agreement. Further, Grantee covenants not to raise as a defense to its obligations under this Agreement, or assert as a counterclaim or cross-claim in any litigation or arbitration between PG&E and Grantee relating to this Agreement, any claim, loss, damage, cause of action, liability, cost or expense (including, but not limited to, attorneys' fees) arising from or in connection with Pacific Gas and Electric Company's provision of (or failure to provide) electricity and natural gas.

20. No Third Party Beneficiary. This Agreement is solely for the benefit of the parties hereto and their respective successors and permitted assigns, and, except as expressly provided herein, does not confer any rights or remedies on any other person or entity.

21. Captions. The captions in this Agreement are for reference only and shall in no way define or interpret any provision hereof.

22. Time. Except as otherwise expressly provided herein, the parties agree that as to any obligation or action to be performed hereunder, time is of the essence.

23. Severability. If any provision of this Agreement shall be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each provision of this

Agreement shall be valid and enforced to the full extent permitted by law, provided the material provisions of this Agreement can be determined and effectuated.

24. Counterparts. This Agreement may be executed in identical counterpart copies, each of which shall be an original, but all of which taken together shall constitute one and the same agreement.

25. Other Documents. Each party agrees to sign any additional documents or permit applications which may be reasonably required to effectuate the purpose of this Agreement. Provided, however, that PG&E will not be required to take any action or execute any document that would result in any cost, expense or liability to PG&E. This Agreement shall have a Certificate of Acceptance from Grantee attached for recordation.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first set forth above.

PACIFIC GAS AND ELECTRIC COMPANY,
a California Corporation

COUNTY OF EL DORADO,
A Political Subdivision of CA

By: _____
Dawn Plise
Manager
Land Rights Services

By: _____
Rafael Martinez, Director
Community Development Services
Department of Transportation

Date: _____

Date: _____

Attach to LD: 2110-10-10008
The Area, Region or Location (operating area): Area 6, Sierra Division
Land Service Office: Auburn
Line of Business: 83
Business Doc Type: Easements
MTRSQ: 21.10.10.25.31
FERC License Number(s): N/A
PG&E Drawing Number(s): N/A
PLAT No.: I41, I4122
LD of any affected documents: 2110-10-0741
LD of any Cross-referenced documents: N/A
Type of Interest: 1, 11C
SBE Map Number: 135-09-056B 1 & 2
(For Quitclaims, % being quitclaimed): N/A
Order #: N/A
JCN: N/A
County: El Dorado
Utility Notice Numbers: N/A
851 Approval Application No.: **TBD**
Prepared By: JXIC
Checked By: GPY1
Approved By: JEN8
Revised by:

Note: PG&E is granting a easement for slope and drainage purposes (consisting of 0.07 acres, more or less), a Public Utilities Easement (consisting of 0.02 acres, more or less) and a Temporary Construction Easement (consisting of 0.07 acres more or less). County Project # 73365 – Enterprise Drive Intersection Improvements Project. TCE is necessary allow Grantee or its agents, employees, and contractors the right of ingress and egress as may be reasonably necessary for construction purposes, inclusive of such repairs, replacements, and removals as may be from time to time required as well as for other purposes incidental to construction of the project.

EXHIBIT A
PG&E PROPERTY

APN 329-270-10-100 – 16.354 acres in total, more or less

All that certain real property situate in the North One-Half of Section 25, Township 10 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, being a portion of Parcel K of that certain Parcel Map filed in Book 5 of Parcel Maps, Page 127 in the official records of El Dorado County as shown in the aerial image below:



EXHIBIT 'A1'

SLOPE & DRAINAGE EASEMENT AREA

EXHIBIT 'A1'

All that certain real property situate in the North One-Half of Section 25, Township 10 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, being a portion of Parcel K of that certain Parcel Map filed in Book 5 of Parcel Maps, Page 127 in the official records of El Dorado County more particularly described as follows:

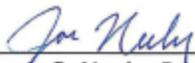
COMMENCING at the Northeast corner of said Parcel K; thence along the northerly line of said Parcel South 89° 13' 00" West 201.81 feet to the POINT OF BEGINNING; thence leaving said northerly line South 0° 36' 24" East 16.99 feet; thence North 89° 23' 36" East 158.21 feet; thence South 45° 15' 04" East 25.03 feet; thence South 0° 06' 16" West 77.34 feet; thence South 89° 53' 44" East 4.14 feet to the westerly right of way line of Missouri Flat Road; thence along said westerly line North 10° 50' 00" East 10.00 feet; thence leaving said westerly line North 0° 06' 16" East 54.77 feet to the beginning of a curve to the left having a radius of 24.87 feet; thence northerly 15.00 feet along said curve through a central angle of 34° 32' 27", said curve being subtended by a chord which bears North 12° 39' 59" West 14.77 feet; thence North 60° 03' 48" East 12.50 feet to the beginning of a non-tangent curve to the left having a radius of 37.38 feet; thence northwesterly 39.58 feet along said curve through a central angle of 60° 40' 12", said curve being subtended by a chord which bears North 60° 16' 18" West 37.75 feet; thence South 89° 23' 36" West 12.88 feet; thence North 87° 25' 46" West 144.21 feet to the POINT OF BEGINNING. Containing 2,897 square feet (0.07 acres) more or less.

-End of Description-

See Exhibit 'B1' attached hereto and made a part hereof.

The Basis of Bearings of the above description is Grid North. Distances used in the above description are grid distances. Divide distances by 0.999855 to obtain ground distances.

The purpose of the above description is to describe that portion of said Parcel as an easement for slope and drainage purposes.



Joseph C. Neely, P.L.S. 9026
Associate Land Surveyor
El Dorado County
Department of Transportation



Date: 12/19/13

EXHIBIT 'B1'

SLOPE & DRAINAGE EASEMENT AREA

EXHIBIT 'B1'

Situate in the North 1/2 of Section 25,
T. 10 N., R. 10 E., M.D.M.
County of El Dorado, State of California

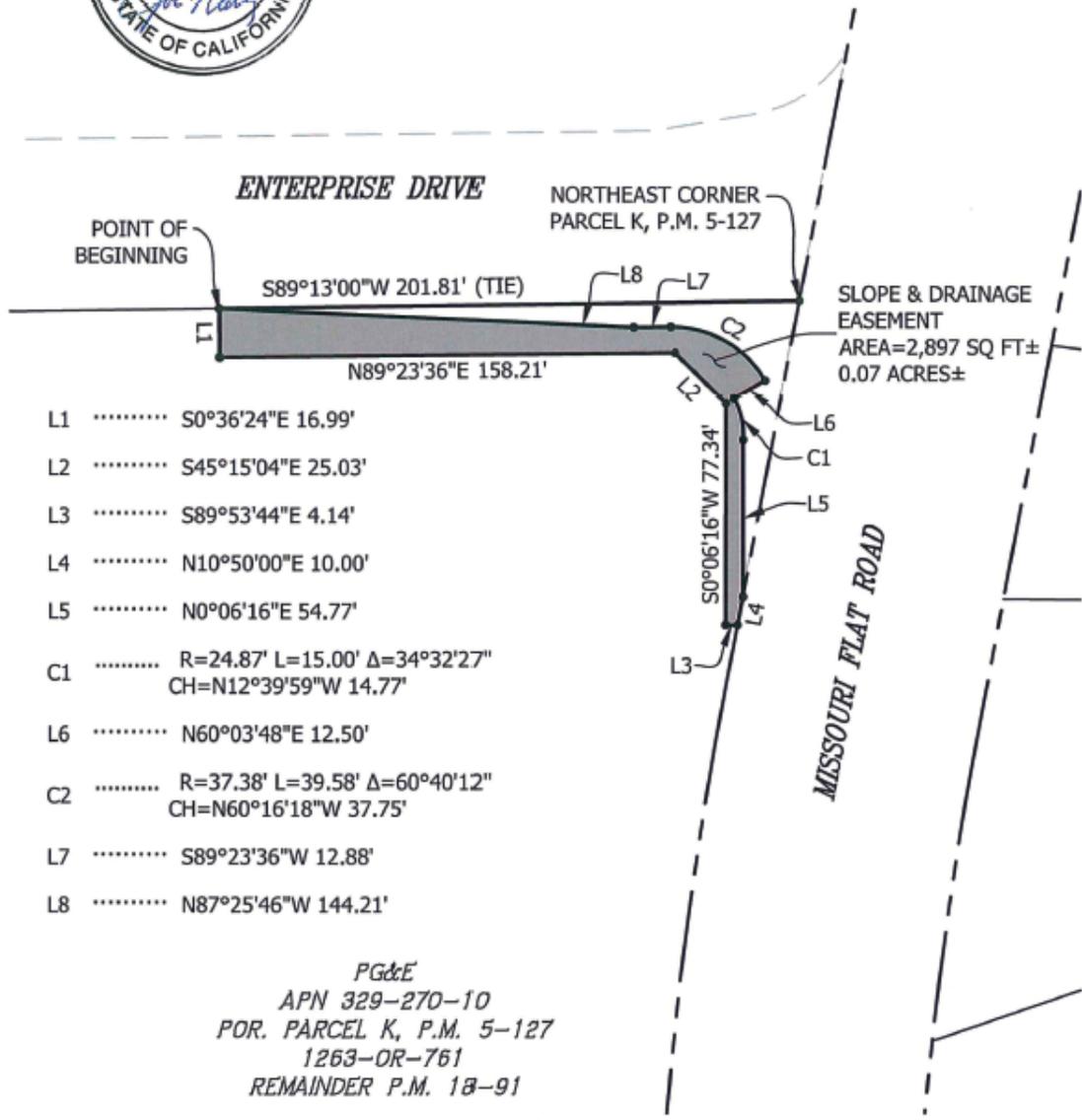


EXHIBIT 'A2'

TEMPORARY CONSTRUCTION EASEMENT AREA

EXHIBIT 'A2'

All that certain real property situate in the North One-Half of Section 25, Township 10 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, being a portion of Parcel K of that certain Parcel Map filed in Book 5 of Parcel Maps, Page 127 in the official records of El Dorado County more particularly described as follows:

COMMENCING at the Northeast corner of said Parcel K; thence along the northerly line of said Parcel South 89° 13' 00" West 201.81 feet; thence leaving said northerly line South 0° 36' 24" East 16.99 feet to the POINT OF BEGINNING; thence South 0° 36' 24" East 11.73 feet; thence North 89° 29' 51" East 161.87 feet; thence South 0° 06' 16" West 82.96 feet; thence South 89° 53' 44" East 14.00 feet; thence North 0° 06' 16" East 77.34 feet; thence North 45° 15' 04" West 25.03 feet; thence South 89° 23' 36" West 158.21 feet to the POINT OF BEGINNING. Containing 3,096 square feet (0.07 acres) more or less.

-End of Description-

See Exhibit 'B2' attached hereto and made a part hereof.

The Basis of Bearings of the above description is Grid North. Distances used in the above description are grid distances. Divide distances by 0.999855 to obtain ground distances.

The purpose of the above description is to describe that portion of said Parcel as a temporary easement for construction purposes.



Joseph C. Neely, P.L.S. 9026
Associate Land Surveyor
El Dorado County
Department of Transportation



Date: 12/19/18

EXHIBIT 'B2'

TEMPORARY CONSTRUCTION EASEMENT AREA

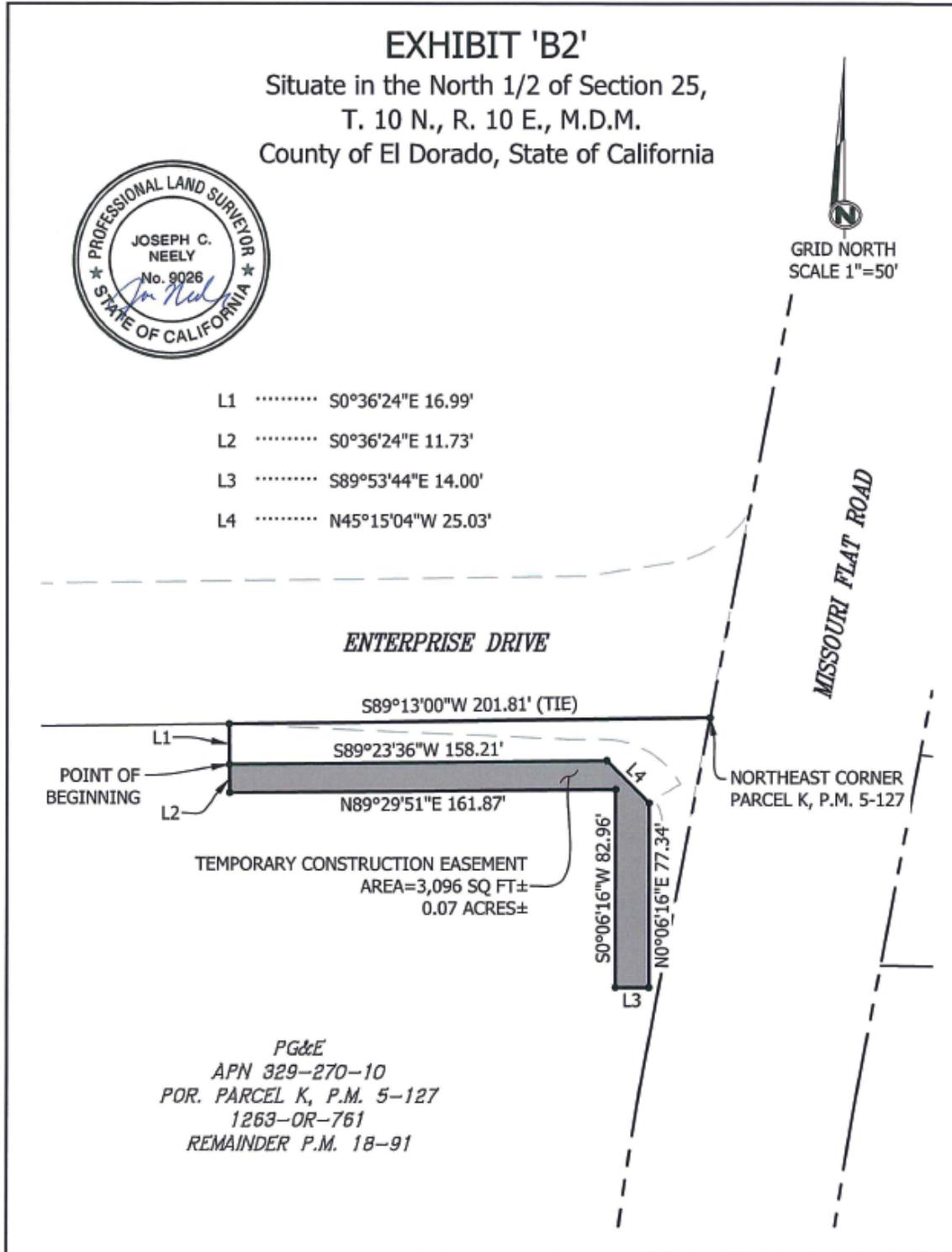


EXHIBIT 'A3'

PUBLIC UTILITY EASEMENT (PUE) AREA

EXHIBIT 'A3'

All that certain real property situate in the North One-Half of Section 25, Township 10 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, being a portion of Parcel K of that certain Parcel Map filed in Book 5 of Parcel Maps, Page 127 in the official records of El Dorado County more particularly described as follows:

BEGINNING at the Northeast corner of Parcel 1 of that certain Parcel Map filed in Book 46 of Parcel Maps, Page 38; thence along the southeasterly line of said Parcel K South 58° 57' 30" West 11.06 feet; thence leaving said southeasterly line North 5° 48' 13" West 12.03 feet; thence South 67° 14' 51" West 66.67 feet; thence North 22° 45' 09" West 10.00 feet; thence North 67° 14' 51" East 80.25 feet to the westerly right of way line of Missouri Flat Road and the beginning of a non-tangent curve to the left having a radius of 1449.79 feet; thence southerly 20.84 feet along said right of way curve through a central angle of 0° 49' 24", said curve being subtended by a chord which bears South 5° 35' 52" East 20.84 feet to the POINT OF BEGINNING. Containing 899 square feet (0.02 acres) more or less.

-End of Description-

See Exhibit 'B3' attached hereto and made a part hereof.

The Basis of Bearings of the above description is Grid North. Distances used in the above description are grid distances. Divide distances by 0.999855 to obtain ground distances.

The purpose of the above description is to describe that portion of said Parcel as an easement for public utilities purposes.



Joseph C. Neely, P.L.S. 9026
Associate Land Surveyor
El Dorado County
Department of Transportation



Date: 12/19/18

EXHIBIT 'B3'

PUBLIC UTILITY EASEMENT (PUE) AREA

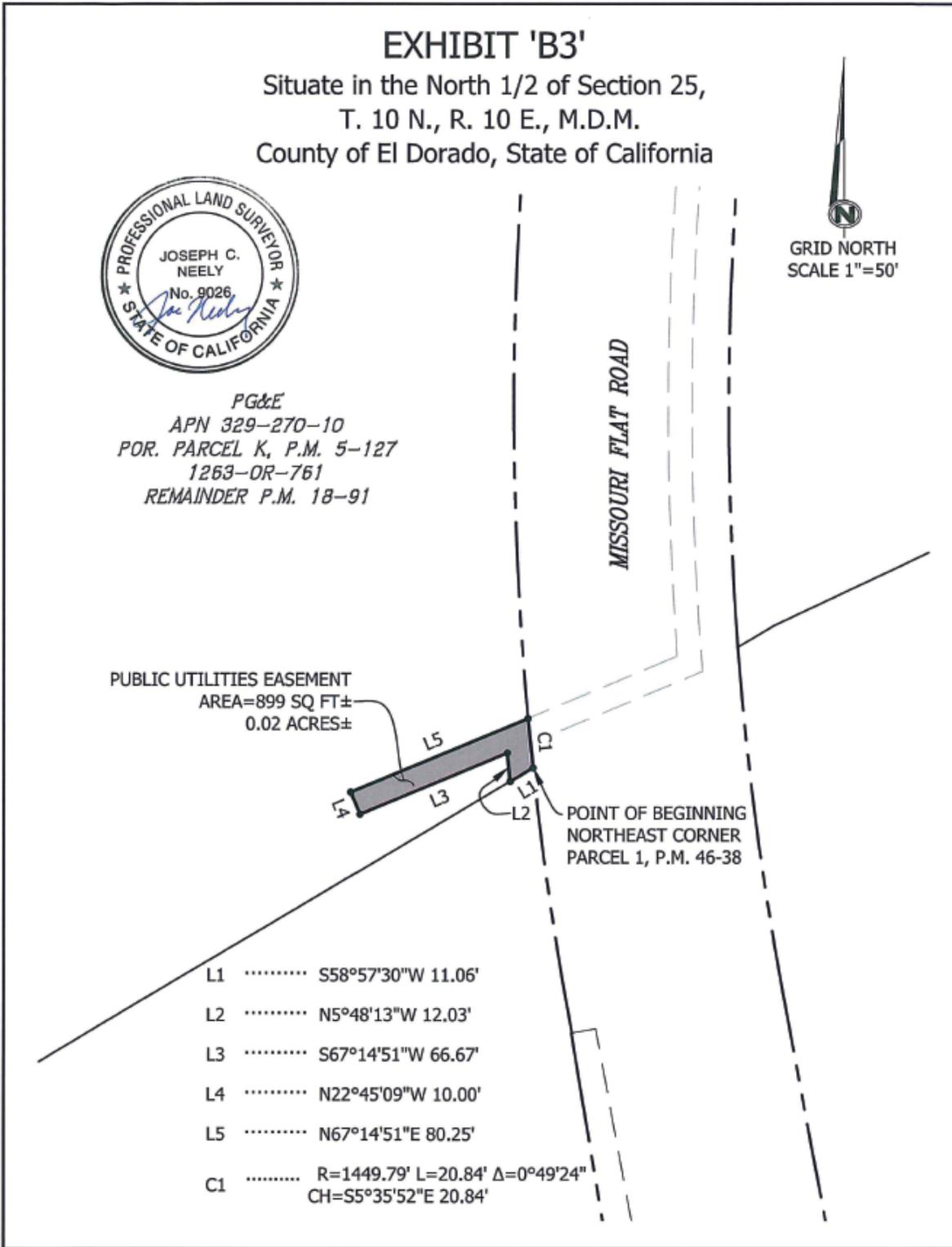


EXHIBIT C

INSURANCE REQUIREMENTS

Grantee shall procure, carry and maintain in effect throughout the duration of the construction improvements the following insurance coverage. Grantee is also responsible for its subcontractors maintaining sufficient limits of the appropriate insurance coverages.

A. Workers' Compensation and Employers' Liability

1. Workers' Compensation insurance indicating compliance with any and all applicable labor codes, acts, laws or statutes, state or federal.
2. Employer's Liability insurance shall not be less than \$1,000,000 for injury or death, each accident.

B. General Liability

1. Coverage shall be at least as broad as the Insurance Services Office (ISO) Commercial General Liability insurance "occurrence" form with no additional coverage alterations.
2. The Grantee is Self-Insured through CSAC-EIA with limits up to 25 million (one million deductible is a self-insured retention)
3. Coverage shall include: a) an "Additional Insured" endorsement (ISO Additional Insured form CG 2010 or equivalent coverage) adding as additional insureds PG&E, its affiliates, subsidiaries, and parent company, and PG&E's directors, officers, agents and employees with respect to liability arising out of work performed by or for Grantee. If the policy includes "blanket endorsement by contract," the following language added to the certificate of insurance will satisfy PG&E's requirement: "by blanket endorsement, PG&E, its affiliates, subsidiaries, and parent company, and PG&E's directors, officers, agents and employees with respect to liability arising out of the work performed by or for the Grantee are included as additional insured"; and b) an endorsement or policy provision specifying that the Grantee's insurance is primary and that any insurance or self-insurance maintained by PG&E shall be excess and non-contributing.

C. Auto Liability

1. Coverage shall be at least as broad as the Insurance Services Office (ISO) Business Auto Coverage form covering Automobile Liability, code 1 "any auto."
2. The limit shall not be less than One Million Dollars (\$1,000,000) each accident for bodily injury and property damage.

D. Pollution Liability

1. Coverage for bodily injury, property damage, including clean-up costs and defense costs resulting from sudden and gradual pollution conditions including the discharge, dispersal, release or escape of smoke, vapors, soot, fumes, acids, alkalis, toxic chemicals, hydrocarbons, liquids or gases, waste materials or other irritants, contaminants or pollutants into or upon land, the atmosphere or any watercourse or body of water.
2. The limit shall not be less than Two Hundred Fifty Thousand Dollars (\$250,000) each occurrence for bodily injury and property damage.
3. PG&E shall be named as additional insured.

E. Additional Insurance Provisions

1. Upon the Effective Date of the Easement Agreement Grantee shall furnish PG&E with one (1) sets of certificates of insurance including required endorsements.
2. Documentation shall state that coverage shall not be canceled except after thirty (30) days prior written notice has been given to PG&E.
3. The documents must be signed by a person authorized by that insurer to bind coverage on its behalf and submitted to:

Pacific Gas and Electric Company
Insurance Department
One Market, Spear Tower, Suite 2400
San Francisco, California 94105

Pacific Gas and Electric Company
Land Management – North Valley
12840 Bill Clark Way, 41711
Auburn, CA 95602
Attention: Jason Iseley - Land Agent

4. Upon request, Grantee shall furnish PG&E evidence of insurance for its agents or contractors.
5. PG&E may inspect the original policies or require complete certified copies at any time.



County of El Dorado

Human Resources Department-Risk Management Division

www.edcgov.us

330 Fair Lane, Placerville, CA 95667

Phone: 530.621.5565 Fax: 530.642.9815 TDD: 530.621.4693

Regarding: Evidence of Self-Insurance

Certificate of Self- Insurance

POLLUTION LIABILITY

This is to certify that the County of El Dorado is covered for its pollution liability through a self-insurance program, in conjunction with Excess coverages. The County maintains reserve funds within its self-insurance program that are deemed to be adequate by annual review by an independent outside actuary. This Certificate evidences the following:

Pollution Liability: Risk is retained up to \$250,000 per occurrence and self-funded as described above. Excess coverage is provided through the CSAC Excess Insurance Authority - Pollution Program.

Dated: November 6, 2019

Lavleen Cheema

Risk Analyst

330 Fair Lane, Placerville, CA 95667

Phone: (530) 621-6544

Email: lavleen.cheema@edcgov.us

Vision

As an employer of choice, maximize individual and organizational success through strategic partnerships and collaboration by implementing and supporting programs, processes, and services that add value to both the County of El Dorado employees and the community.



County of El Dorado

Human Resources Department-Risk Management Division

www.edcgov.us

330 Fair Lane, Placerville, CA 95667

Phone: 530.621.5565 Fax: 530.642.9815 TDD: 530.621.4693

Regarding: Evidence of Self-Insurance

Certificate of Self- Insurance

GENERAL LIABILITY AND AUTOMOBILE LIABILITY

This is to certify that the County of El Dorado is covered for its general liability and automobile liability through a self-insurance program, in conjunction with Excess coverages. The County maintains reserve funds within its self-insurance program that are deemed to be adequate by annual review by an independent outside actuary. This Certificate evidences the following:

General Liability and Automobile Liability: Risk is retained up to \$1,000,000 per occurrence and self-funded as described above. Excess coverage is provided through the CSAC Excess Insurance Authority - General Liability 2 Program.

Dated: November 6, 2019

Lavleen Cheema

Risk Analyst

330 Fair Lane, Placerville, CA 95667

Phone: (530) 621-6544

Email: lavleen.cheema@edcgov.us

Vision

As an employer of choice, maximize individual and organizational success through strategic partnerships and collaboration by implementing and supporting programs, processes, and services that add value to both the County of El Dorado employees and the community.

WC-3151

CERTIFICATE OF COVERAGE

11/06/2019

CSAC Excess Insurance Authority

**C/O ALLIANT INSURANCE SERVICES, INC.
PO BOX 6450
NEWPORT BEACH, CA 92658-6450**

PHONE (949) 756-0271 / FAX (619) 699-0901
LICENSE #0C36861

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BELOW. THIS CERTIFICATE OF COVERAGE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER

IMPORTANT: If the certificate holder is requesting a WAIVER OF SUBROGATION, the Memorandums of Coverage must be endorsed. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

COVERAGE AFFORDED BY: **A - See attached schedule of insurers**

Member:

EL DORADO COUNTY
330 FAIR LANE
PLACERVILLE, CA 95667-4103

COVERAGE AFFORDED BY: **B**

COVERAGE AFFORDED BY: **C**

COVERAGE AFFORDED BY: **D**

Coverages

THIS IS TO CERTIFY THAT THE MEMORANDUMS OF COVERAGE AND POLICIES LISTED BELOW HAVE BEEN ISSUED TO THE MEMBER NAMED ABOVE FOR THE PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN. THE COVERAGE AFFORDED BY THE MEMORANDUMS AND POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS, AND CONDITIONS OF SUCH MEMORANDUMS AND POLICIES.

CO LTR	TYPE OF COVERAGE	MEMORANDUM/ POLICY NUMBER	COVERAGE EFFECTIVE DATE (MM/DD/YYYY)	COVERAGE EXPIRATION DATE (MM/DD/YYYY)	LIABILITY LIMITS
A	WORKERS' COMPENSATION & EMPLOYERS' LIABILITY	See attached Schedule of Insurers for policy numbers	07/01/2019	07/01/2020	WORKERS' COMPENSATION: Statutory EMPLOYERS' LIABILITY: \$5,000,000

LIMITS APPLY PER OCCURRENCE FOR ALL PROGRAM MEMBERS COMBINED.

Description of Operations/Locations/Vehicles/Special Items:

AS RESPECTS EVIDENCE OF COVERAGE BETWEEN EL DORADO COUNTY AND PACIFIC GAS AND ELECTRIC COMPANY FOR GRANT OF EASEMENTS AND AGREEMENT (SLOPE AND DRAINAGE, PUBLIC UTILITES AND TEMPORARY CONSTRUCTION).

Certificate Holder

PACIFIC GAS AND ELECTRIC COMPANY
INSURANCE DEPARTMENT
ONE MARKET, SPEAR TOWER, SUITE 2400
SAN FRANCISCO, CA 94105

Cancellation

SHOULD ANY OF THE ABOVE DESCRIBED MEMORANDUMS OF COVERAGE/POLICIES BE CANCELLED BEFORE THE EXPIRATION THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE MEMORANDUMS OF COVERAGE/POLICIES PROVISIONS.

AUTHORIZED REPRESENTATIVE



CSAC EXCESS INSURANCE AUTHORITY

**CSAC EXCESS INSURANCE AUTHORITY
 WORKERS' COMPENSATION PROGRAM
 2019/2020 SCHEDULE OF INSURERS
 EL DORADO COUNTY**

PROVIDER	POLICY NUMBER	LIMIT
CSAC Excess Insurance Authority	EIA 19 PWC-37	Workers' Compensation and Employers Liability: \$125,000 each accident/each employee for disease
CSAC Excess Insurance Authority	EIA 19 EWC-44	Workers' Compensation: \$50,000,000 each accident/each employee for disease (Difference between \$50,000,000 and the individual member's retention) Employers' Liability: \$5,000,000 each accident/each employee for disease (Difference between \$5,000,000 and the individual member's retention)
Liberty Insurance Corporation	EW7-64N-444785-019	Statutory each accident/each employee for disease excess of \$50,000,000

**SCHEDULE OF ADDITIONAL INSUREDS (BROAD – WITH BY CONTRACT)
ENDORSEMENT**

Named Insured CSAC Excess Insurance Authority II			Endorsement Number 44
Policy Symbol PPL	Policy Number G71150847 001	Policy Period 07/01/2018 to 07/01/2021	Effective Date of Endorsement 07/01/2018
Issued By (Name of Insurance Company) Illinois Union Insurance Company			

Insert the policy number. The remainder of the information is to be completed only when this endorsement is issued subsequent to the preparation of the policy.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

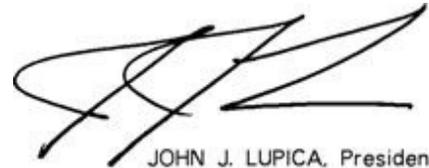
The “insured” and the Insurer hereby agree to the following changes to this Policy:

The persons or entities within the scope of the description contained in the Schedule of Additional Insureds, below, are “additional insureds” pursuant to this Policy, but solely with respect to their vicarious liability arising out of any “named insured’s” direct liability for a “pollution condition” on, at, under or migrating from, or an “indoor environmental condition” at, a “covered location” to which this insurance applies.

Schedule of Additional Insureds

1. All corporations, limited partnerships, limited liability partnerships, limited liability companies or other business entities or associations, other than joint ventures and general partnerships, as now or may hereinafter exist during the “policy period”, in which a “named insured” maintains an ownership interest;
2. All joint ventures or general partnerships, as now or may hereafter exist during the “policy period”, to which a “named insured” is a party, but only to the extent of the “named insured’s” legal responsibility for the vicarious liability of such joint venture or general partnership”; and
3. All counterparties of a “named insured” where such status as an “additional insured” is required by a written contract that has been executed between the “named insured” and such counterparty prior to the relevant “claim” or “first-party claim” to which this insurance applies.

All other terms and conditions of this Policy remain unchanged.



JOHN J. LUPICA, President

Authorized Representative

Attachment 4

El Dorado Gain Loss Calculation

**Pacific Gas and Electric
Fee Property & Easement Sales - El Dorado Sale
(DOLLARS)**

1 SALES PROCEEDS

	Fee Property	Other	Total
Sales Price	6,000.00	12,700.00	18,700.00
Less: Transaction Costs ^{Note1}			
Net Sale Proceeds	<u>6,000.00</u>	<u>12,700.00</u>	<u>18,700.00</u>

2 ALLOCATION OF SALES PROCEEDS BASED ON THE HISTORICAL COST OF PROPERTY

	Historical Cost	Proportional %
Non-Depreciable Property (Land)	232.34	100.00%
Depreciable Property	-	0.00%
	<u>232.34</u>	<u>100.00%</u>

3 GROSS GAIN/(LOSS) ON SALE

	Historical Cost	Net Book Value	Sales Proceeds	Pre-Tax Gain/(Loss)	
Non-Depreciable Property (Land)	232	232	6,000	5,768	RP/SH
Depreciable Property	-	-	-	-	RP
Other			12,700	12,700	RP
	<u>232</u>	<u>232</u>	<u>18,700</u>	<u>18,468</u>	

4 GAIN/(LOSS) ALLOCATION

	Operating System	Other Depreciable Assets	Land (Non-Depreciable)	Pre-Tax Allocation	Taxes 1-27.984%	After Tax Loss
Ratepayers	0%	100%	67%	16,564.34	72.016%	11,929
Shareholder	100%	0%	33%	1,903.33	72.016%	1,371
Total Gain/(Loss) Allocation	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>18,467.66</u>		<u>13,300</u>

5 RATE BASE CHANGES

Beginning NBV	232
Reduction to Gross Plant	(232)
Reduction to Depreciation Reserve (depreciation reserve is reduced by the historical cost of depreciable property)	232
Property Sale Proceeds credited to Depreciation Reserve (Sales proceeds benefit to customers)	-
Total Rate Base reduction due to processed received	<u>(232)</u>

Attachment 5a

Public Safety Facility Admin DEIR

PUBLIC SAFETY FACILITY PROJECT

SCH # 2015062046

ADMINISTRATIVE DRAFT ENVIRONMENTAL IMPACT REPORT

PREPARED FOR
EL DORADO COUNTY



OCTOBER 2015

PREPARED BY



1501 SPORTS DRIVE, SUITE A, SACRAMENTO, CA 95834

**Public Safety Facility Project
Administrative Draft Environmental Impact Report**

SCH# 2015062046

Lead Agency:

El Dorado County
3000 Fairlane Court, Suite One
Placerville, CA 95667

Prepared By:

Raney Planning and Management, Inc.
1501 Sports Drive, Suite A
Sacramento, CA 95834
(916) 372-6100

Contact:
Nick Pappani
Vice President

October 2015

TABLE OF CONTENTS

TABLE OF CONTENTS

CHAPTER		PAGE
1.	INTRODUCTION.....	1-1
1.1	Introduction.....	1-1
1.2	Project Description.....	1-1
1.3	Purpose of the EIR.....	1-2
1.4	EIR Process.....	1-3
1.5	Scope of the EIR.....	1-4
1.6	Comments Received on the NOP.....	1-5
1.7	Organization of the EIR.....	1-6
2.	EXECUTIVE SUMMARY.....	2-1
2.1	Introduction.....	2-1
2.2	Summary Description of the Proposed Project.....	2-1
2.3	Summary of Alternatives to the Proposed Project.....	2-2
2.4	Areas of Controversy.....	2-4
2.5	Summary of Impacts and Mitigation Measures.....	2-5
3.	PROJECT DESCRIPTION.....	3-1
3.1	Introduction.....	3-1
3.2	Project Location.....	3-1
3.3	Project Setting and Surrounding Land Uses.....	3-4
3.4	Project Background.....	3-5
3.5	Project Objectives.....	3-6
3.6	Project Components.....	3-7
3.7	Required Discretionary Approvals.....	3-15
4.0	INTRODUCTION TO THE ANALYSIS.....	4.0-1
4.0.1	Introduction.....	4.0-1
4.0.2	Determination of Significance.....	4.0-1
4.0.3	Environmental Issue Dismissed in this EIR.....	4.0-1
4.0.4	Environmental Issues Addressed in this EIR.....	4.0-4
4.0.5	Technical Chapter Format.....	4.0-4
4.1	AESTHETICS.....	4.1-1
4.1.1	Introduction.....	4.1-1
4.1.2	Existing Environmental Setting.....	4.1-1
4.1.3	Regulatory Context.....	4.1-8
4.1.4	Impacts and Mitigation Measures.....	4.1-12

<u>CHAPTER</u>	<u>PAGE</u>
4.2 AIR QUALITY AND GREENHOUSE GAS EMISSIONS.....	4.2-1
4.2.1 Introduction.....	4.2-1
4.2.2 Existing Environmental Setting	4.2-1
4.2.3 Regulatory Context	4.2-14
4.2.4 Impacts and Mitigation Measures.....	4.2-30
4.3 BIOLOGICAL RESOURCES	4.3-1
4.3.1 Introduction.....	4.3-1
4.3.2 Existing Environmental Setting	4.3-1
4.3.3 Regulatory Context	4.3-13
4.3.4 Impacts and Mitigation Measures.....	4.3-22
4.4 CULTURAL RESOURCES	4.4-1
4.4.1 Introduction.....	4.4-1
4.4.2 Existing Environmental Setting	4.4-1
4.4.3 Regulatory Context	4.4-5
4.4.4 Impacts and Mitigation Measures.....	4.4-10
4.5 GEOLOGY AND SOILS	4.5-1
4.5.1 Introduction.....	4.5-1
4.5.2 Existing Environmental Setting	4.5-1
4.5.3 Regulatory Context	4.5-7
4.5.4 Impacts and Mitigation Measures.....	4.5-11
4.6 HAZARDS AND HAZARDOUS MATERIALS	4.6-1
4.6.1 Introduction.....	4.6-1
4.6.2 Existing Environmental Setting	4.6-1
4.6.3 Regulatory Context	4.6-6
4.6.4 Impacts and Mitigation Measures.....	4.6-9
4.7 HYDROLOGY AND WATER QUALITY	4.7-1
4.7.1 Introduction.....	4.7-1
4.7.2 Existing Environmental Setting	4.7-1
4.7.3 Regulatory Context	4.7-4
4.7.4 Impacts and Mitigation Measures.....	4.7-15
4.8 LAND USE AND PLANNING.....	4.8-1
4.8.1 Introduction.....	4.8-1
4.8.2 Existing Environmental Setting	4.8-1
4.8.3 Regulatory Context	4.8-7
4.8.4 Impacts and Mitigation Measures.....	4.8-8

<u>CHAPTER</u>	<u>PAGE</u>
4.9 NOISE	4.9-1
4.9.1 Introduction.....	4.9-1
4.9.2 Existing Environmental Setting	4.9-1
4.9.3 Regulatory Context	4.9-8
4.9.4 Impacts and Mitigation Measures	4.9-16
4.10 TRANSPORTATION AND CIRCULATION	4.10-1
4.10.1 Introduction.....	4.10-1
4.10.2 Existing Environmental Setting	4.10-1
4.10.3 Regulatory Context	4.10-9
4.10.4 Impacts and Mitigation Measures	4.10-15
4.11 UTILITIES.....	4.11-1
4.11.1 Introduction.....	4.11-1
4.11.2 Existing Environmental Setting	4.11-1
4.11.3 Regulatory Context	4.11-10
4.11.4 Impacts and Mitigation Measures	4.11-18
5. STATUTORILY REQUIRED SECTIONS	5-1
5.1 Introduction.....	5-1
5.2 Growth-Inducing Impacts	5-1
5.3 Cumulative Impacts	5-2
5.4 Energy Conservation.....	5-4
5.5 Significant Irreversible Environmental Changes	5-11
5.6 Significant Environmental Effects Which Cannot Be Avoided	5-12
6. ALTERNATIVES ANALYSIS.....	6-1
6.1 Introduction.....	6-1
6.2 Purpose of Alternatives.....	6-2
6.3 Selection of Alternatives.....	6-3
6.4 Environmentally Superior Alternative	6-26
7. EIR AUTHORS AND PERSONS CONSULTED	7-1
8. REFERENCES.....	8-1

APPENDICES

Appendix A	Notice of Preparation (NOP)
Appendix B	NOP Comment Letters
Appendix C	Public Safety Facilities Project Initial Study
Appendix D	Air Quality and Greenhouse Gas Modeling
Appendix E	Biological and Wetland Resources Assessment
Appendix F	Cultural Resources Record Search

Appendix G	Geotechnical Engineering Study Update
Appendix H	Phase I Environmental Site Assessment
Appendix I	Polychlorinated Biphenyls (PCBs) Soil Sampling Report
Appendix J	Preliminary Drainage Report
Appendix K	Noise Impact Study
Appendix L	Traffic Impact Analysis

LIST OF FIGURES

<u>FIGURE</u>	<u>PAGE</u>
3	PROJECT DESCRIPTION
3-1	Regional Project Location 3-2
3-2	Project Vicinity Map 3-3
3-3	El Dorado County Public Safety Facility Conceptual Site Plan 3-8
4.1	AESTHETICS
4.1-1	Photo Locations and View Directions..... 4.1-5
4.1-2	Existing View from Location 1 – Looking Southeast from the Project Site..... 4.1-6
4.1-3	Existing View from Location 2 – Looking South from the Project Site..... 4.1-6
4.1-4	Existing View from Location 3– Looking North from the Project Site..... 4.1-7
4.1-5	Existing View from Location 4 – Looking West from the Project Site..... 4.1-7
4.1-6	Existing View from Location 5 – Looking South to the Project Site from Residences at end of Halyard Court 4.1-8
4.1-7	Project Site Cross Section 4.1-15
4.1-8	Single-Axis Tracking System – Representative Photos 4.1-17
4.1-9	Fixed-Tilt System – Representative Photos 4.1-18
4.3	BIOLOGICAL RESOURCES
4.3-1	Impacted and Avoided Trees..... 4.3-11
4.3-2	Wetlands and “Other Waters” of the U.S..... 4.3-12
4.7	HYDROLOGY AND WATER QUALITY
4.7-1	Detention Pond Exhibit 4.7-20
4.8	LAND USE AND PLANNING
4.8-1	Project Vicinity Map 4.8-2
4.8-2	El Dorado County General Plan Land Use Map 4.8-4
4.8-3	El Dorado County Zoning Map..... 4.8-6
4.9	NOISE
4.9-1	Sound Level Measurement Locations 4.9-5
4.10	TRANSPORTATION AND CIRCULATION
4.10-1	Study Intersections 4.10-3
4.10-2	Bicycle Facilities Network 4.10-10
4.10-3	Existing (2014) Plus Project Trip Distribution..... 4.10-22
4.10-4	Existing Project Only Traffic Volumes and Lane Configurations 4.10-23

<u>FIGURE</u>		<u>PAGE</u>
4.10-5	Year 2025 Traffic Volumes and Lane Configurations	4.10-25
4.10-6	Year 2025/2035 Project Distribution	4.10-26
4.10-7	Year 2025/2035 Plus Project Traffic Volumes and Lane Configurations	4.10-27
4.10-8	Year 2025 Plus Project Traffic Volumes and Lane Configurations.....	4.10-29
4.10-9	Year 2035 Traffic Volumes and Lane Configurations	4.10-43
4.10-10	Year 2035 Plus Project Traffic Volumes and Lane Configurations.....	4.10-44
4.11	UTILITIES	
4.11-1	El Dorado Irrigation District Water Service Zone Map	4.11-3
4.11-2	Topographic Map with Existing Utilities	4.11-7
6.	ALTERNATIVES ANALYSIS	
6-1	Revised Site Plan Alternative Conceptual Site Plan	6-6
6-2	Off-Site Alternative A Conceptual Site Plan	6-10
6-3	Off-Site Alternative B Conceptual Site Plan.....	6-11

LIST OF TABLES

<u>TABLE</u>	<u>PAGE</u>
1 INTRODUCTION	
1-1 Conceptual Building Summary	1-2
2 EXECUTIVE SUMMARY	
2-1 Summary of Impacts and Mitigation Measures	2-6
3 PROJECT DESCRIPTION	
3-1 Conceptual Building Summary	3-7
4.2 AIR QUALITY AND GREENHOUSE GAS EMISSIONS	
4.2-1 Summary of Criteria Pollutants	4.2-3
4.2-2 Ambient Air Quality Standards	4.2-4
4.2-3 MCAB Attainment Status Designations.....	4.2-9
4.2-4 Air Quality Monitoring Data Summary for Project Area.....	4.2-10
4.2-5 Global Warming Potentials and Atmospheric Lifetimes of Select GHGs .	4.2-12
4.2-6 EDCAQMD Thresholds of Significance.....	4.2-25
4.2-7 Maximum Unmitigated Project Construction-Related Emissions	4.2-34
4.2-8 Maximum Unmitigated Project Operational Emissions.....	4.2-36
4.2-9 Maximum Unmitigated Project Construction GHG Emissions	4.2-44
4.2-10 Unmitigated Project Operational GHG Emissions (2018 Buildout)	4.2-44
4.3 BIOLOGICAL RESOURCES	
4.3-1 Special-Status Plants with Potential to Occur within Project Site	4.3-4
4.3-2 Special-Status Wildlife with Potential to Occur within Project Site	4.3-6
4.7 HYDROLOGY AND WATER QUALITY	
4.7-1 Pre- and Post-Development Flows	4.7-24
4.8 LAND USE AND PLANNING	
4.8-1 El Dorado County General Plan Policy Discussion	4.8-12
4.9 NOISE	
4.9-1 Typical Noise Levels.....	4.9-3
4.9-2 Summary of Existing Background Noise Measurement Data.....	4.9-6
4.9-3 Existing Traffic Noise Levels.....	4.9-7
4.9-4 Effects of Vibration on People and Buildings.....	4.9-8
4.9-5 Significance of Changes in Noise Exposure	4.9-9
4.9-6 Maximum Allowable Noise Exposure for Transportation Noise Sources .	4.9-13

<u>TABLE</u>	<u>PAGE</u>
4.9-7	Noise Level Performance Protection Standards for Noise Sensitive Land Uses Affected by Non-Transportation Sources..... 4.9-15
4.9-8	Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Community Regions and Adopted Plan Areas – Construction Noise 4.9-15
4.9-9	Construction Equipment Noise 4.9-20
4.9-10	Existing and Existing Plus Project Traffic Noise Levels 4.9-24
4.9-11	Cumulative and Cumulative Plus Project Traffic Noise Levels..... 4.9-30
4.10	TRANSPORTATION AND CIRCULATION
4.10-1	Intersection LOS Criteria 4.10-6
4.10-2	Peak Hour Level of Service at Intersection – Existing Conditions 4.10-7
4.10-3	Projected Trip Distribution..... 4.10-20
4.10-4	Project Trip Distribution 4.10-21
4.10-5	Peak Hour Level of Service at Intersections – Existing Plus Project Conditions 4.10-31
4.10-6	Peak Hour Level of Service at Intersections – Year 2025 Plus Project Conditions 4.10-36
4.10-7	Peak Hour Level of Service at Intersections – Year 2035 Plus Project Conditions 4.10-45
4.11	UTILITIES
4.11-1	EID Normal Year Water Supply and Demand Comparison 4.11-4
4.11-2	EID Single-Dry Year Water Supply and Demand Comparison..... 4.11-4
4.11-3	EID Multiple-Dry Year Water Supply and Demand Comparison 4.11-5
6	ALTERNATIVES
6-1	Maximum Unmitigated Operational Emissions – No Project Alternative.... 6-13
6-2	Maximum Unmitigated Operational Emissions – Off-Site Alternative A 6-18
6-3	Maximum Unmitigated Operational Emissions – Off-Site Alternative B 6-23
6-4	Alternative Environmental Impacts Comparison 6-27

1. INTRODUCTION

1	INTRODUCTION
----------	---------------------

1.1 INTRODUCTION

The Public Safety Facility Project (proposed project) Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act of 1970, Pub. Res. Code § 21000 et seq., as amended (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act, Cal. Code Regs. Title 14, § 15000 et seq. (CEQA Guidelines). El Dorado County is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project. As required by Section 15121 of the CEQA Guidelines, this EIR will (a) inform public agency decision-makers, and the public generally, of the significant environmental effects of the project, (b) identify possible ways to minimize the significant adverse environmental effects, and (c) describe reasonable project alternatives. The public agency shall consider the information in the EIR along with other information that may be presented to the agency.

1.2 PROJECT DESCRIPTION

This section provides an overview of the project location and components. For additional project description details, please refer to Chapter 3, Project Description, of this EIR.

Project Location

The project site is located in the Diamond Springs area of unincorporated El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately 4.6 miles southwest of Smithflat. Access to the project site is provided from Missouri Flat Road and Industrial Drive. The site is identified as Assessor's Parcel Numbers 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary secured site access).

Project Components

Based on the Sheriff's Operational Assessment and Facility Study completed in 2013, the multi-building Public Safety Facility is anticipated to consist of four buildings, according to the major divisions listed in Table 1-1.

After design-level planning is completed, the actual building configuration may change; and the total square footage for the proposed project may be less than 106,331 square feet (sf). While the building configurations shown on the Site Plan are conceptual, and subject to change, the final building configurations would not differ substantially from the arrangement shown on Figure 3-3 of the Project Description chapter. For example, the Public Safety Facility buildings would continue to be clustered near the southeastern corner of the project site, such that they are placed closer to the existing off-site industrial uses, rather than the homes west of the project site.

Similarly, the on-site solar farm would remain within the western portion of the project site to help buffer the Public Safety Facility’s operations from the nearest residences.

Table 1-1 Conceptual Building Summary		
Building Use	Number of Stories	Size (sf)
Training building with indoor firing range	1	24,000
Sheriff administration building	2	59,331
County morgue	1	12,000
SWAT, Search and Rescue, and radio shop	1	11,000
<i>Total:</i>		<i>106,331</i>

The proposed Public Safety Facility would be open to the public from 8:00 AM to 5:00 PM, Monday through Friday, and closed on holidays. Patrol would operate 24-hours a day, seven days a week. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day.

The proposed uses are consistent with the site’s current El Dorado County General Plan land use and zoning designations, both of which are Industrial.

1.3 PURPOSE OF THE EIR

As provided in CEQA Guidelines Section 15021, public agencies are charged with the duty to avoid or minimize environmental damage where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term *project* refers to the whole of an action that has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the City has determined that the proposed development is a project that has the potential for resulting in significant environmental effects within the definition of CEQA.

The EIR is an informational document that apprises decision makers and the general public of the potential significant environmental effects of a proposed project. An EIR must describe a reasonable range of potentially feasible alternatives to the project and identify feasible measures to minimize any significant effects. The lead agency, which is the City of Antioch for this project, is required to consider the information in the EIR in deciding whether to approve or deny the application. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, growth inducing impacts, and cumulative impacts.

1.4 EIR PROCESS

The EIR process begins with the decision by the lead agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an Initial Study. Once the decision is made to prepare an EIR, the lead agency sends a Notice of Preparation (NOP) to appropriate government agencies and, when required, to the State Clearinghouse (SCH) in the Office of Planning and Research (OPR), which will ensure that responsible and trustee State agencies reply within the required time. The SCH assigns an identification number to the project, which then becomes the identification number for all subsequent environmental documents on the project. Commenting agencies have 30 days to respond to the NOP and provide information regarding alternatives and mitigation measures they wish to have explored in the EIR and to provide notification regarding whether the agency will be a responsible agency or a trustee agency for the project. An NOP (see Appendix A) was prepared for the proposed project and was circulated from June 16, 2015 to July 15, 2015. A public scoping meeting was held on July 9, 2015 for the purpose of informing the public and receiving comments on the scope of the environmental analysis to be prepared for the proposed project. An amended NOP was subsequently circulated, starting on July 24, 2015 and ending August 24, 2015, to inform the public of an amendment to the project description to include an approximately 7-acre solar farm within the western portion of the project site. See Section 1.6 below for a summary of comments received on the NOPs.

As soon as the Draft EIR is completed, a Notice of Completion will be filed with the SCH and a public notice of availability will be published to inform interested parties that a Draft EIR is available for agency and public review. In addition, the notice provides information regarding the location of copies of the Draft EIR available for public review and any public meetings or hearings that are scheduled. The Draft EIR will be circulated for a period of 45 days, during which time reviewers may make comments. The lead agency must respond to comments in writing, describing the disposition of any significant environmental issues raised and explaining in detail the reasons for not accepting any specific comments concerning major environmental issues. If significant new information, as defined in CEQA Guidelines Section 15088.5, is added to an EIR after public notice of availability is given but before certification of the EIR, the revised EIR or affected chapters must be recirculated for an additional public review period with related comments and responses.

A Final EIR will be prepared, containing the Draft EIR or a revision thereof as well as comments and responses to comments on the Draft EIR. Before approving a project, the lead agency shall certify that the Final EIR has been completed in compliance with CEQA, and that the Final EIR has been presented to the decision-making body of the lead agency, which has reviewed and considered the EIR. The lead agency shall also certify that the Final EIR reflects the lead agency's independent judgment and analysis.

The findings prepared by the lead agency must be based on substantial evidence in the administrative record. If the decision-making body elects to proceed with a project that would have unavoidable significant impacts, then a Statement of Overriding Considerations explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

1.5 SCOPE OF THE EIR

This EIR constitutes a project-level analysis, and pursuant to CEQA Guidelines Section 15161, covers “all phases of the project including planning, construction, and operation.” State CEQA Guidelines Section 15126.2(a) states, in pertinent part:

An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

Pursuant to these guidelines, the scope of this EIR addresses specific issues and concerns identified as potentially significant in the Initial Study (see Appendix C). The City determined that the following issues will be addressed in the EIR:

- Aesthetics;
- Air Quality and Greenhouse Gas Emissions;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Transportation and Circulation; and
- Utilities.

The evaluation of effects is presented on a resource-by-resource basis in Chapters 4.1 through 4.11 of the EIR. Each technical chapter is divided into four sections: Introduction, Existing Environmental Setting, Regulatory Context, and Impacts and Mitigation Measures.

Impacts that are determined to be significant in Chapter 4, and for which feasible mitigation measures are not available to reduce those impacts to a less-than-significant level, are identified as *significant and unavoidable*. Chapter 5 of the EIR presents a discussion of growth-inducing impacts, summary of cumulative impacts, energy conservation, and significant irreversible environmental changes associated with the project.

1.6 COMMENTS RECEIVED ON THE NOP

El Dorado County received five comment letters (see Appendix B) during the open comment period on the NOPs for the proposed project. In addition, verbal comments were provided at the NOP scoping meeting, a transcript of which is attached to the EIR as Appendix B. The

comments were authored by the following representatives of State, regional, and local agencies and organizations:

State Agencies

- Cleak, Trevor – Central Valley Regional Water Quality Control Board;
- Morgan, Scott – Governor’s Office of Planning and Research;
- Morneau, Jeffrey – Department of Transportation;

Organizations and Residents

- Augino, Irene – Neighborhood representative;
- Beers, Toni – Resident;
- Boylan, Richard – Resident;
- Elliott, Bob – Diamond Springs Mobile Home Park, Inc.;
- Olson, Lynn – Resident; and
- Pieplow, Todd – Snowline Hospice.

The following list, categorized by issue, summarizes the concerns:

<p><u>Project Description</u> (c.f. Chapter 3.0)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Potential relocation of the parole office to the project site.
<p><u>Aesthetics</u> (c.f. Chapter 4.1)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Light and glare during construction.
<p><u>Hydrology and Water Quality</u> (c.f. Chapter 4.7)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Issuance of the applicable water quality permits such as the Construction Storm Water General Permit and implementation of a Storm Water Prevention Plan, Industrial Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System Permits, Clean Water Act Section 404 and 401 Permits and a General NPDES Permit. • Compliance with waste discharge requirements.
<p><u>Land Use and Planning</u> (c.f. Chapter 4.8)</p>	<ul style="list-style-type: none"> • The location of the entire facility in proximity to nearby residences and potential impacts to home values to nearby residences.
<p><u>Noise</u> (c.f. Chapter 4.9)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Operational noise associated with the driver training course. • Operational noise associated with the indoor firing range. • Construction noise and hours of construction.
<p><u>Transportation and Circulation</u> (c.f. Chapter 4.10)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Potential transportation impacts during shift changes. • The additional project-generated automobile trips on Enterprise Drive, Forni Road, and Missouri Flat Road.

	<ul style="list-style-type: none"> • The project-generated impacts on SR 49 and US 50, specifically SR 49 and Forni Road, SR 49 and Commerce Way, SR 49 and Missouri Flat Road, and US 50 and Missouri Flat Ramps. • Project access for the future employees. • The projected trips generated by the maintenance and operation of the solar facility. • Traffic impacts to surrounding neighborhood. • Need for traffic signal at Missouri Flat Road and Industrial Drive intersection. • Potential traffic flow issues from a 106,331-square foot project with 370 parking spaces.
<p><u>Statutorily Required Sections</u> (c.f. Chapter 5)</p>	<ul style="list-style-type: none"> • Growth inducement: future expansion of portion of project site north of Industrial Drive.

All of these issues are addressed in this EIR, in the relevant chapters identified in the first column.

1.7 ORGANIZATION OF THE EIR

The EIR for the proposed project is organized into the following chapters:

Chapter 1 – Introduction

Provides an introduction and overview describing the intended use of the EIR and the review and certification process, as well as summaries of the chapters included in the EIR and summaries of the issues and concerns received from the public and public agencies during the NOP review period.

Chapter 2 – Executive Summary

Summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation. Acknowledges alternatives that could reduce or avoid significant impacts.

Chapter 3 – Project Description

Provides a detailed description of the proposed project, including the project’s location, background information, major objectives, and technical characteristics.

Chapter 4 – Existing Environmental Setting, Impacts, and Mitigation

Contains a project-level and cumulative analysis of environmental issue areas associated with the proposed project. Each environmental issue chapter contains an introduction and description of the project setting, identifies impacts, and recommends appropriate mitigation measures, if needed.

Chapter 5 – Statutorily Required Sections

Provides discussions required by CEQA regarding impacts that would result from the proposed project, including a summary of cumulative impacts, potential growth-inducing impacts, significant and unavoidable impacts, and significant irreversible changes to the environment.

Chapter 6 – Alternatives Analysis

Describes the alternatives to the proposed project, their respective environmental effects, and a determination of the environmentally superior alternative.

Chapter 7 – EIR Authors and Persons Consulted

Lists EIR and technical report authors who provided technical assistance in the preparation and review of the Draft EIR.

Chapter 8 – References

Provides bibliographic information for all references and resources cited.

Appendices

Includes the NOP, comments received during the NOP comment period, and all technical reports prepared for the proposed project.

2. EXECUTIVE SUMMARY

2

EXECUTIVE SUMMARY

2.1 INTRODUCTION

The Executive Summary chapter of the EIR provides an overview of the Public Safety Facility Project (proposed project) (see Chapter 3, Project Description, for further detail) and summarizes the conclusions of the environmental analysis provided in Chapters 4.1 through 4.11. This chapter reviews the alternatives to the proposed project that are described in Chapter 6, Alternatives Analysis, and identifies the Environmentally Superior Alternative. Table 2-1, found at the end of this chapter, provides a summary of the environmental effects of the proposed project, which are identified in each technical chapter of this EIR. Table 2-1 contains the potential environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures. A summary of significant and unavoidable impacts is contained in section 5.6 of the Statutorily Required Sections chapter of this EIR.

2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

The proposed project would be located 5.5 miles northeast of Shingle Springs and approximately 4.6 miles southwest of Smithflat, within the Diamond Springs area of unincorporated El Dorado County. The project site consists of approximately 30.34 acres of land, which is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for Sacramento Municipal Utility District (SMUD). The site is generally vacant and undeveloped, and steadily increases in elevation from south to north, with elevations ranging from 1,750 feet above means sea level (amsl) at the southern end to 1,840 feet amsl at the northern end.

Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single-family residences.

The proposed project would include development of a multi-building Public Safety Facility on approximately 11 acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square-feet (sf). The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the

30.34-acre site located north of Industrial Drive is not proposed for development as part of this project. The Public Safety Facility buildings are anticipated to be used as follows:

- One-story, 24,000 sf Training Building with indoor firing range;
- Two-story, 59,331 sf Sheriff Administration building;
- One-story, 12,000 sf County Morgue; and
- One-story, 11,000 sf SWAT, Search and Rescue, and Radio Shop.

The proposed facility would be open to the public from 8:00 AM to 5:00 PM, Monday through Friday, and closed on holidays. Patrol would operate 24-hours a day, seven days a week. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Training would occur both indoors and outdoors, in the evenings, and on weekends, as needed. Outdoor training could involve EVOC (driver training), physical agility testing, employee exercise, SAR training, etc., several times a year.

2.3 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

The alternatives to the proposed project section presents a summary of the evaluation and alternatives considered for the proposed project, which include the following:

- No Project (No Build) Alternative;
- Off-Site Alternative A; and
- Off-Site Alternative B.

The following summary provides brief descriptions of the three alternatives that are evaluated in this EIR. For a more thorough discussion of project alternatives, please refer to Chapter 6, Alternatives.

No Project (No Build)

CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the No Project Alternative “[...] shall discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (*Id.*, subd. [e][2]) “If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property’s existing state versus environmental effects that would occur if the project were approved.” (*Id.*, subd. [e][3][B])

The No Project Alternative assumes that the 30.34-acre project site would ultimately be developed consistent with currently allowable land uses, zoning, and allowed development intensities. Due to the topographical development constraints on the portion of the project site north of Industrial Drive, the 6.16-acre area would not be developed under the No Project

Alternative. The project site is zoned Industrial (I) and designated in the County's General Plan as Industrial. The Industrial land use designation permits the construction of manufacturing, processing, distribution, and storage uses. The Industrial zoning designation permits the following development provisions:

- Minimum lot area: 10,000 sf;
- Maximum building coverage: 60 percent;
- Minimum lot width: 60 feet;
- Minimum yards: front, ten feet; sides, five feet or zero feet and fireproof wall without opening; rear, ten feet; and
- Maximum building height: 50 feet.

Based on the size and designation of the developable portion of the project site (24.18 acres south of Industrial Drive), the site could support development of a 631,968 sf (60 percent maximum building coverage) industrial use. For the purposes of this analysis, development of industrial uses up to 500,000 sf (47.5 percent maximum building coverage) is assumed in order to provide a conservative analysis and ensure differentiation between the alternatives to the proposed project. The industrial uses would be developed within a single story building consistent with the existing industrial buildings in the project site vicinity. The No Project Alternative assumes development consistent with the existing land use designations and zoning, which would allow a more intense use than the proposed project.

Off-Site Alternative A

The City has decided to evaluate Off-Site Alternative A, which would include the development of the proposed project with a smaller footprint and similar building uses. Under Off-Site Alternative A, the following elements would be developed: 83 public parking spaces, 219 private parking spaces (302 spaces as compared to 370 spaces for the proposed project), two site access points, and a maximum of 111,000 sf of public safety uses. Off-Site Alternative A would include four buildings on 12.2 acres which would be used as follows (see Figure 6-2, Off-Site Alternative A Conceptual Site Plan):

- 24,000 sf Training Building;
- 64,000 sf Sheriff Administration building;
- 12,000 sf County Morgue; and
- 11,000 sf Service Building.

The anticipated building uses would be identical to the proposed project; however, the solar farm component would not be developed by Off-Site Alternative A. It should be noted that the Off-Site Alternative A site has been previously mass pad graded with a grading permit.

Off-Site Alternative B

Similar to Off-Site Alternative A, the City has chosen to evaluate Off-Site Alternative B, which includes the development of the proposed project with a smaller footprint and similar building

uses. Under Off-Site Alternative B, the following elements would be developed: 271 public parking spaces, 219 private parking spaces (490 spaces as compared to 370 spaces for the proposed project), two site access points, and 111,000 sf of public safety uses. Off-Site Alternative B would include four buildings on 22 acres which would be used as follows (see Figure 6-3, Off-Site Alternative B Conceptual Site Plan):

- 24,000 sf Training Building;
- 64,000 sf Sheriff Administration building;
- 12,000 sf County Morgue; and
- 11,000 sf Service Building.

The anticipated building uses would be identical to the proposed project; however, the solar farm component would not be developed by Off-Site Alternative B. It should be noted that the Off-Site Alternative A site contains an intermittent stream (Mound Springs Creek), a wetland, and scattered oak trees.

Environmentally Superior Alternative

Of the alternatives analyzed, the development of the Off-Site Alternative A and Off-Site Alternative B would partially satisfy the project objectives, while the No Project Alternative would not satisfy any of the project objectives. The No Project Alternative would result in increased impacts compared to the proposed project in the following five resource areas: Air Quality and GHG Emissions; Hydrology and Water Quality; Noise; Transportation and Circulation; and Utilities. The No Project Alternative would not reduce impacts in any resource areas. In addition, Off-Site Alternative A would result in increased impacts to Land Use and Planning compared to the proposed project. On the other hand, Off-Site Alternative B would result in increased impacts to Biological Resources and Hydrology and Water Quality compared to the proposed project. Therefore, because the impacts resulting from Off-Site Alternative A would be fewer than Off-Site Alternative B and the No Project Alternative, Off-Site Alternative A would be the environmentally superior alternative.

2.4 AREAS OF CONTROVERSY

Areas of controversy that were identified in Notice of Preparation (NOP) comment letters, and are otherwise known for the El Dorado County area, within which the project site is located, include the following:

- Increases in light and glare;
- Increases in air quality emissions;
- Oak woodland impacts;
- Degradation of water quality;
- Proximity to nearby residences;
- Increases in noise;
- Traffic increases along Enterprise Drive, Forni Road, Missouri Flat Road, State Route 49 and U.S. Highway 50;

- Need for traffic signal at Missouri Flat Road and Industrial Drive intersection; and
- Growth inducement related to future expansion of the portion of the project site north of Industrial Drive.

2.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 2-1 summarizes the impacts identified in the technical chapters of this EIR. In Table 2-1, the proposed project's impacts are identified for each technical chapter (Chapters 4.1 through 4.11) in the EIR. In addition, Table 2-1 includes the level of significance of each impact, any mitigation measures required for each impact and the resulting level of significance after implementation of mitigation measures for each impact.

NOTE: Table 2-1 will be completed for the Screencheck Draft EIR.

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1 Aesthetics			
4.1-1 Substantially degrade the existing visual character or quality of the site and its surroundings	LS	<i>None required.</i>	N/A
4.1-2 Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area			
4.1-3 Cumulative impacts related to long-term changes in visual character of the region.			
4.1-3 Cumulative impacts related to the creation of new sources of light or glare associated with development of the proposed project in combination with future buildout in El Dorado County.			
4.2 Air Quality and GHG Emissions			
4.2-1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction.			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation during operations.			
4.2-3 Expose sensitive receptors to substantial pollutant concentrations.			
4.2-4 Creation of objectionable odors affecting a substantial number of people.			
4.2-5 Conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2-6 Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.			
4.3 Biological Resources			
4.3-1 Have a substantial adverse effect, either directly or through habitat modifications, on any plant species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.			
4.3-2 Have a substantial adverse effect, either directly or through habitat modifications, on any wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
USFWS.			
4.3-3 Riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.).			
4.3-4 Movement of native, resident, or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.			
4.3-5 Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.			
4.3-6 Cumulative loss of biological resources.			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.4 Cultural Resources			
4.4-1 Cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource as defined in Section 15064.5, directly or indirectly destroy a unique paleontological resource on site or unique geologic features, or disturb any human remains, including those interred outside of formal cemeteries.			
4.4-2 Cumulative loss of cultural resources.			
4.5 Geology and Soils			
4.5-1 Exposure of people and structures to potential substantial adverse effects involving seismic activity, including fault rupture, ground shaking, ground failure, such as liquefaction, and landslides.			
4.5-2 Substantial erosion or the loss of topsoil.			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.5-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or, be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code.			
4.5-4 Cumulative increase in the potential for geological related impacts and hazards.			
4.6 Hazards and Hazardous Materials			
4.6-1 Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.			
4.6-2 Creation of a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
environment.			
4.6-3 Exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.			
4.6-4 Cumulative increase in the number of people who could be exposed to potential hazards associated with potentially contaminated soil and groundwater and an increase in the transport, storage, and use of hazardous materials from development of the proposed project in combination with other reasonable foreseeable projects in the region.			
4.7 Hydrology and Water Quality			
4.7-1 Violate any water quality standards or waste discharge requirements, create or contribute substantial			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
additional sources of polluted runoff, or otherwise substantially degrade water quality during construction of the project.			
4.7-2 Violate any water quality standards or waste discharge requirements, create or contribute substantial additional sources of polluted runoff, or otherwise substantially degrade water quality during operation of the project.			
4.7-3 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge.			
4.7-4 Substantially alter the existing drainage pattern of the site or area, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.7-5 Cumulative impacts to hydrology and water quality.			
4.8 Land Use and Planning			
4.8-1 Project compatibility with surrounding land uses.			
4.8-2 Consistency with the El Dorado County General Plan and County Code.			
4.8-3 Cumulative land use and planning incompatibilities.			
4.9 Noise			
4.9-1 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without project.			
4.9-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.			
4.9-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project related to			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
transportation.			
4.9-4 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project related to operation. .			
4.9-5 Cumulative impacts on noise-sensitive receptors.			
4.10 Transportation and Circulation			
4.10-1 Traffic related to construction activities.			
4.10-2 Study intersections under Existing Plus Project Conditions.			
4.10-3 Year 2025 Plus Project Condition impacts to the following four intersections: Missouri Flat Road / China Garden Road; Missouri Flat Road / Enterprise Drive; Pleasant Valley Road at SR 49; and Pleasant Valley Road / Forni Road.			
4.10-4 Year 2025 Plus Project Condition impacts to the			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
intersection of Missouri Flat Road / Industrial Drive.			
4.10-5 The transit system.			
4.10-6 Bicycle and pedestrian facilities.			
4.10-7 Study intersections LOS under Year 2035 Plus Project Conditions.			
4.11 Utilities			
4.11-1 Water supply, treatment, and distribution facilities.			
4.11-2 Wastewater collection and treatment services.			
4.11-3 Solid waste services.			
4.11-4 Development of the proposed project, in combination with future buildout in El Dorado County, would increase demand for additional utilities.			

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;
LCC = Less-than-Cumulatively Considerable; PCC = Potentially Cumulatively Considerable

3. PROJECT DESCRIPTION

3

PROJECT DESCRIPTION

3.1 INTRODUCTION

Pursuant to CEQA Guidelines Section 15124, an EIR is required to include a project description that includes the following information: project objectives, project location, a general description of the project’s technical, economic and environmental characteristics, and a statement briefly describing the intended uses of the EIR including a list of agencies expected to use the EIR, a list of permits and other approvals required to implement the project, and a list of related environmental review required by federal, state or local laws, regulations or policies. According to Section 15124 of CEQA Guidelines, the project description is not required to supply extensive detail beyond that needed for evaluation and review of the environmental impacts.

Section 15125 of the CEQA Guidelines requires an EIR to include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, from both a local and regional perspective. Knowledge of the existing environmental setting is critical to the assessment of environmental impacts. Pursuant to CEQA Guidelines Section 15125, the description of the environmental setting shall not be longer than necessary to understand the potential significant effects of the project and its alternatives.

The Project Description chapter of the EIR provides a comprehensive description of the Public Safety Facility Project (proposed project) in accordance with the CEQA Guidelines. Please note that this chapter provides an overall general description of the existing environmental conditions; however, detailed discussions of the existing setting in compliance with Section 15125 of CEQA Guidelines, as it relates to each given potential impact area, is included in each technical chapter of this EIR.

3.2 PROJECT LOCATION

The project site is located approximately 5.5 miles northeast of Shingle Springs, and approximately 4.6 miles southwest of Smithflat, within the Diamond Springs area of unincorporated El Dorado County (see Figure 3-1, Regional Project Location). Access to the project site is provided from Industrial Drive via Missouri Flat Road (see Figure 3-2, Project Vicinity Map). The site is identified as Assessor’s Parcel Numbers 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary secured site access).

**Figure 3-1
Regional Project Location**

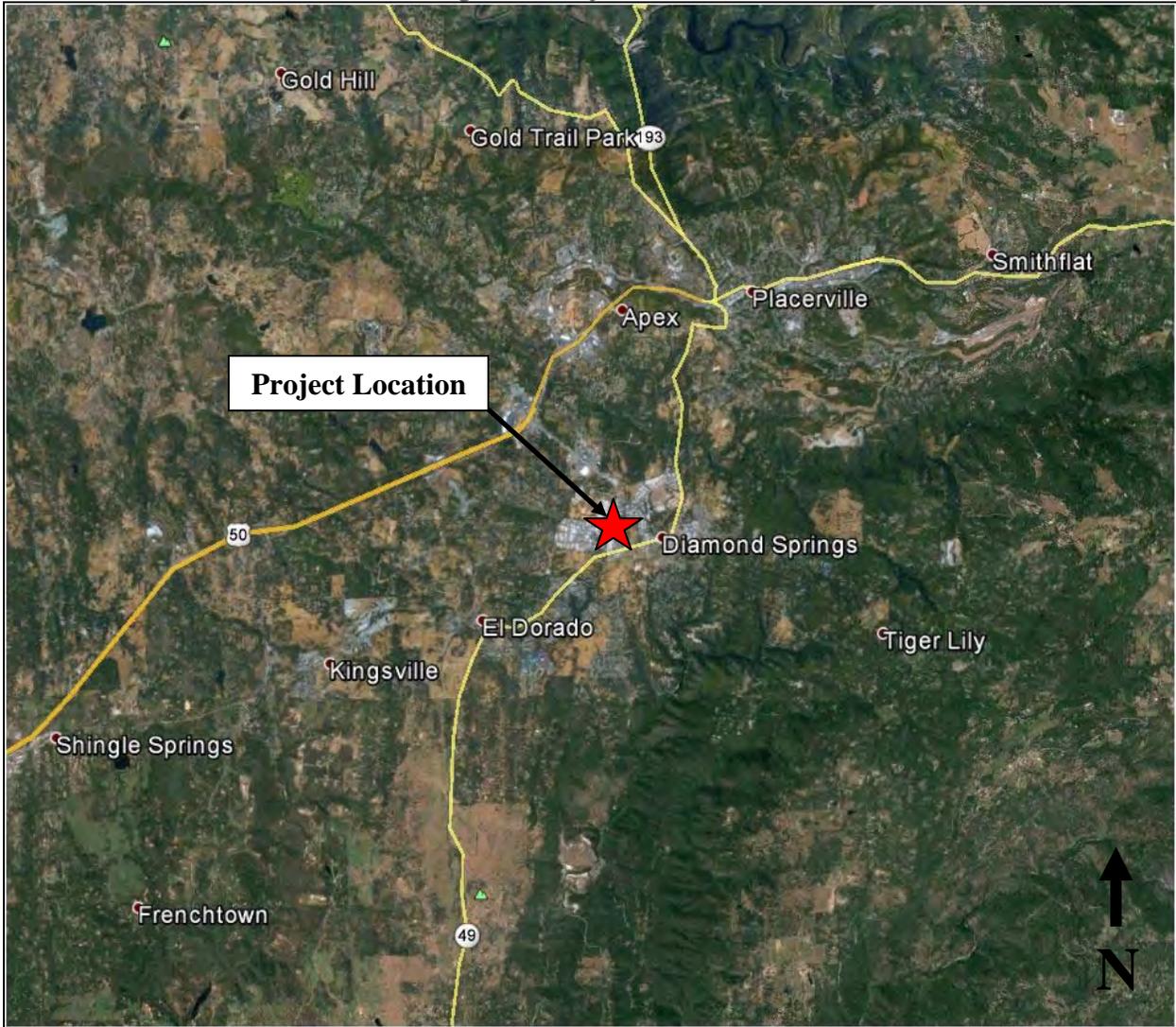
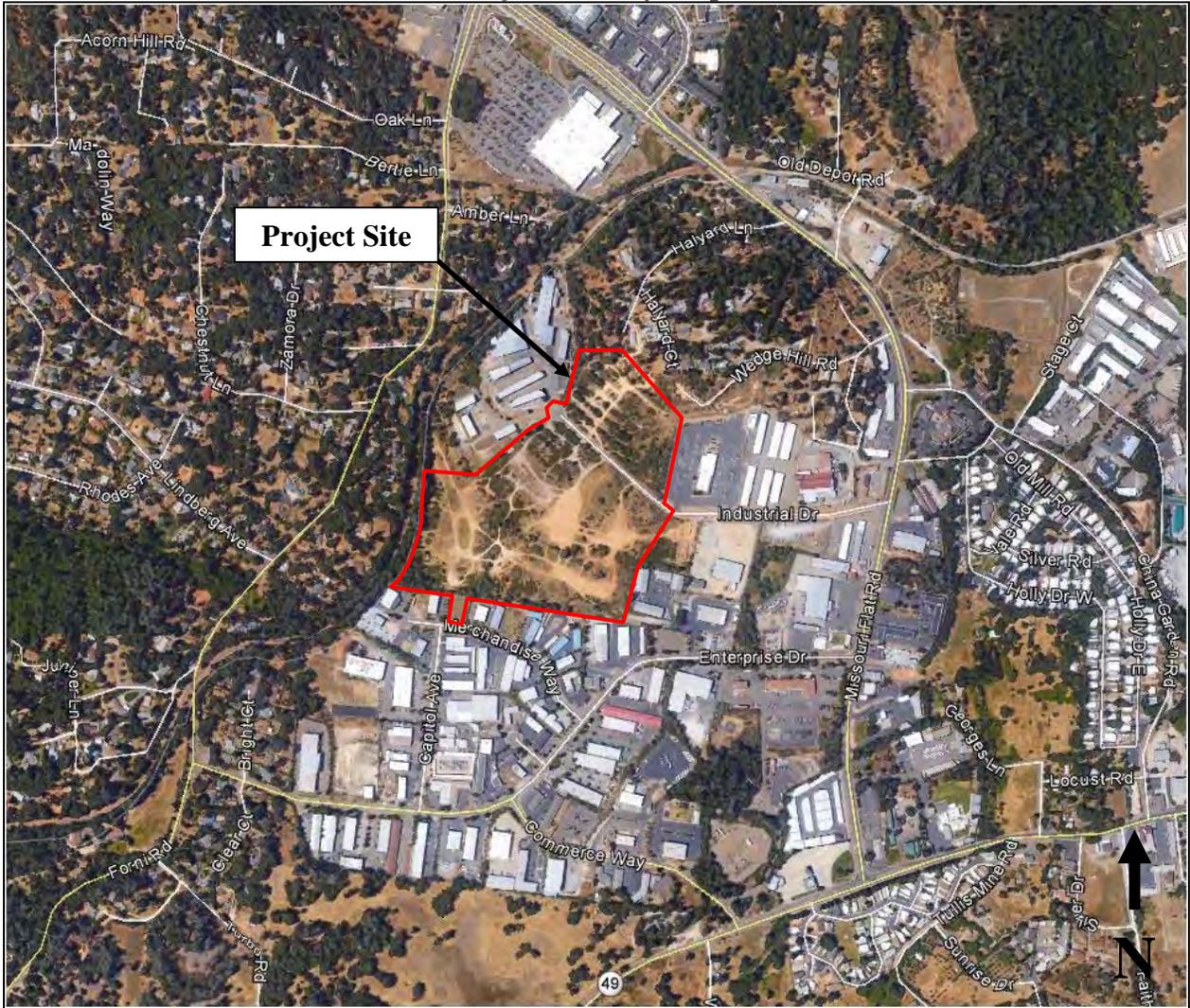


Figure 3-2
Project Vicinity Map



3.3 PROJECT SETTING AND SURROUNDING LAND USES

The following section describes the existing environmental conditions at the project site, as well as the surrounding area, consistent with Section 15125 of CEQA Guidelines.

Existing Setting

The project site consists of approximately 30.34 acres of land, which is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for Sacramento Municipal Utility District (SMUD). The site is generally vacant and undeveloped. The 30.34-acre site steadily increases in elevation from south to north, with elevations ranging from 1,750 feet above means sea level (amsl) at the southern end to 1,840 feet amsl at the northern end. Generally, the project site is separated into three elevations and areas based on past disturbance and existing topography. The 6.16-acre portion of the project site, north of Industrial Drive, which is not proposed for development as part of this project, is generally sloped and contains trees, shrubs, and evidence of past disturbance, including off-road vehicle use.

South of Industrial Drive, the project site is largely disturbed with ample evidence of off-road vehicle use and previous grading activities. Trash piles are also scattered throughout the project site, south of Industrial Drive. The 24.18-acre portion of the project site located south of Industrial Drive steps down in elevation at an existing cut slope, approximately 10 feet in height. Several trees and shrubs are located on-site, particularly, along the top of the cut slope. Signs of surficial erosion are present in many areas that have been previously graded, but remain unvegetated. In those portions of the site where vegetation does exist, low seasonal grasses are prevalent.

Existing Land Use and Zoning Designations

The project site is designated in the County General Plan as Industrial (I). In addition, the zoning designation for the project site is Industrial.

Surrounding Land Uses

Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single-family residences.

The Sacramento-Placerville Transportation Corridor used to be owned and operated by Southern Pacific Railroad. However, Southern Pacific discontinued use of their line from Folsom to Placerville in the 1970's, and for more than 30 years the line has been in a state of decay and

disuse. The rail line has never been abandoned. The right-of-way is now owned by the Sacramento - Placerville Joint Powers Authority (JPA), a public entity formed in 1991 for the purpose of purchasing 53 miles of the Placerville Branch right-of-way from Southern Pacific. The member agencies of the JPA include: County of El Dorado, City of Folsom, County of Sacramento, and the Sacramento Regional Transit (RT) District. The JPA purchased the right-of-way from Southern Pacific in September 1996. The JPA is an ongoing agency with the purpose of preserving the corridor for transportation uses and overseeing property management.

3.4 PROJECT BACKGROUND

The various divisions of the El Dorado County Sheriff's Office are currently located in spaces deficient for their need and are unnecessarily spread geographically throughout the County. The Sheriff's Office is currently operating out of seven different facilities. The operations are currently broken into the following locations:

- 300 Fair Lane, Placerville. The 21,354 sf structure is currently occupied by command, patrol, evidence, and crime scene investigation (CSI). The structure currently serves as the Public Safety Facility;
- 330 Fair Lane, Placerville. Approximately 7,282 sf of the main government center is currently used for Office of Emergency Services (OES), central dispatch, and administration;
- 3615 China Garden Road, Diamond Springs. The 4,000 sf facility is currently used as a radio shop, large evidence storage, and search and rescue and boat storage. The facility is leased with additional yard space for Sheriff boat and vehicle storage;
- 1323 Broadway, Placerville. The 6,020 sf leased office is currently used for Sheriff's support services and training;
- 471 Pierroz Road, Placerville. Approximately 7,000 sf is currently leased for detectives;
- 300 Forni Road, Placerville. Portions of the Placerville Main Jail are currently used for non-custody operations; and
- 5941 Union Mine Road, El Dorado County. The facility is currently used for training.

A preliminary survey conducted by the Sheriff's Office in July 2011 identified numerous reasons to replace the Sheriff's Office Headquarters. Some of the critical reasons included:

- Extensive yearly rental costs for leased off-site facilities;
- Insufficient space for Sheriff's operations;
- Age of current headquarters building; much of the work spaces are operated out of condemned jail cells, and inadequate storage for equipment and ammunition;
- Lack of security for Sheriff's Office and staff vehicles;
- Operational inefficiencies;
- Cost to properly maintain existing facility is prohibitive; and
- The liability and risk associated with continued operations out of the existing facility.

Recognizing the need to consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office, El Dorado County commissioned Vanir Construction Management to

develop a Needs Assessment for a new El Dorado County Public Safety Facility, and establish various development criteria to accommodate the space program. The *Sheriff's Operational Assessment and Facility Study* prepared by Vanir reviewed previous proposals and assessments going back to 1989. The El Dorado County Board of Supervisors approved site search criteria concurrent with the preparation of the Operational Assessment. The criteria were used to evaluate over 400 properties. A site selection team for the study consisted of: an El Dorado County Facilities Division Senior Project Manager, a local civil engineer, a development and construction specialist, a government real estate expert, and a senior representative from the Sheriff's Office. The team worked to rank the properties using the Board-approved criteria. Some of the criteria used to evaluate each property include drive time, utility and infrastructure, traffic impacts, zoning, environmental impacts, long-term costs, site size, government connectivity, public access, development costs, and other factors. The site selection team assessed each property and eventually brought a short list with numerical rankings back for Board of Supervisors review. The short list consisted of three sites, including the proposed project site, which was ultimately brought to the Board of Supervisors for review and approval. In July of 2014, the Board of Supervisors authorized a Purchase and Sale Agreement for the proposed project site.

3.5 PROJECT OBJECTIVES

The County has identified the following project objectives for the proposed project.

1. Provide an appropriately sized and programmed facility to meet the current and future needs of the Sheriff's Department.
2. Develop a new Public Safety Facility to centralize and consolidate existing patrol, detective, command, dispatch, radio shop, human resources, support services, finance, evidence, coroner, morgue, training and OES operations, thereby improving the Department's efficiency and response times.
3. Select a site using the Board of Supervisors approved site criteria and associated weighting that includes:
 - Level 3 (highest weighting) - site size, public access, purchase cost, development cost, expansion potential, and government connectivity;
 - Level 2 - traffic impact, public image, zoning, environmental impact, long term cost, and development risk; and
 - Level 1 - drive time patrol, drive time non-patrol, acoustics, utilities and infrastructure, and communication.
4. Lower long term operational costs to the County by eliminating expensive yearly rental costs for leased, off-site facilities.
5. Increase the safety of the public and employees by providing a state-of-the art public safety facility in compliance with current State and local building codes and law enforcement best practices.
6. Reduce County operational energy costs by including net metering on the Public Safety Facility and virtual net metering via an adjacent solar farm.
7. Provide dual access points to the facility for staff and emergency personnel.
8. Lower risk exposure associated with outdated owned and leased facilities.

3.6 PROJECT COMPONENTS

The proposed project would include development of a multi-building Public Safety Facility on approximately 11 acres of the 30.34-acre site for the El Dorado County Sheriff’s Office, with a maximum development potential totaling approximately 106,331 sf. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the 30.34-acre site located north of Industrial Drive is not proposed for development as part of this project.

Conceptual Public Safety Facility Building Layout and Uses

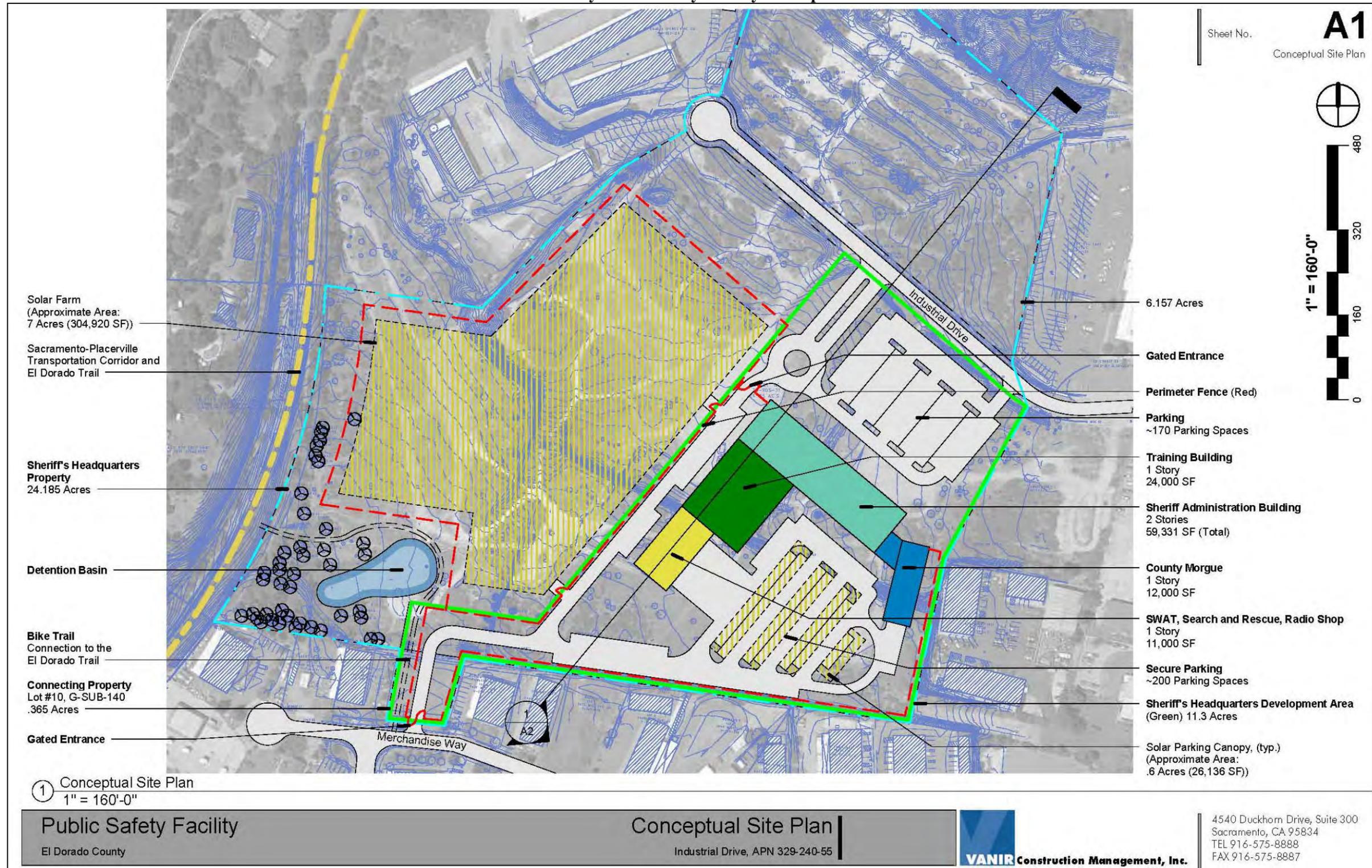
Based on the Sheriff’s Operational Assessment and Facility Study completed in 2013, the multi-building Public Safety Facility is anticipated to consist of four buildings, according to the major divisions listed in Table 3-1 (see Figure 3-3, El Dorado County Public Safety Facility Conceptual Site Plan):

Table 3-1 Conceptual Building Summary		
Building Use	Number of Stories	Size (sf)
Training building with indoor firing range	1	24,000
Sheriff administration building	2	59,331
County morgue	1	12,000
SWAT, Search and Rescue, and radio shop	1	11,000
<i>Total:</i>		<i>106,331</i>

After design-level planning is completed, the actual building configuration may change; and the total square footage for the proposed project may be less than 106,331 sf. While the building configurations shown on the Site Plan are conceptual, and subject to change, the final building configurations would not differ substantially from the arrangement shown on Figure 3-3. For example, the Public Safety Facility buildings would continue to be clustered near the southeastern corner of the project site, such that they are placed closer to the existing off-site industrial uses, rather than the homes west of the project site. Similarly, the on-site solar farm would remain within the western portion of the project site to help buffer the Public Safety Facility’s operations from the nearest residences.

The following section provides a general description of the anticipated Public Safety Facility buildings.

Figure 3-3
El Dorado County Public Safety Facility Conceptual Site Plan



Training Building

The proposed training building is anticipated to include, but not necessarily be limited to, the following uses: indoor firing range, evidence storage, armory storage, training classrooms, technology room, conference room, exercise room, and restrooms. The indoor firing range facility would include a powerful ventilation system to clean and remove gun smoke and other airborne contaminants, as well as a lead/bullet trap and reclamation system at the end of the range. Mechanical ventilation equipment for the range would be placed within an enclosed outdoor equipment yard at the bullet trap end of the range.

Sheriff Administration Building

The proposed administration building is anticipated to include, but not necessarily be limited to, the following uses: reception area and public counter, file storage, conference rooms, staff offices and work stations, dispatch, staff break room, staff locker rooms, and additional storage.

County Morgue Building

Morgue services are currently provided to El Dorado County on a contract basis. The El Dorado Sheriff's Department currently has arrangements with three morgues for autopsy purposes, including two private facilities in South Lake Tahoe and Cameron Park, as well as the Sacramento County Coroner's Office. The proposed project includes a morgue building so that autopsies could be performed at the El Dorado County Sheriff Department's headquarters facility. The County morgue building is anticipated to include, but not necessarily be limited to, the following uses: waiting area, viewing area, evidence storage, laboratory, dark room, autopsy spaces, and refrigeration storage for bodies. After examination, all bodies are removed from the morgue by a third party and taken to the mortuary requested by the family, after which the bodies are interred or cremated.

SWAT, Search and Rescue, and Radio Shop Building

The proposed SWAT, Search and Rescue, and radio shop building is anticipated to include the following uses: dive and boat storage, staff locker room, break room, and radio shop, where all radio equipment (e.g., handhelds, car systems) is maintained. The building is anticipated to have service bays for general auto service (e.g. oil changes, tires, etc.), as well as a water tank for servicing outboard motors from Sheriff patrol boats. The radio shop portion would be contained indoors.

Operating Hours

The proposed Public Safety Facility would be open to the public from 8:00 AM to 5:00 PM, Monday through Friday, and closed on holidays. Patrol would operate 24-hours a day, seven days a week. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Training would occur both indoors and outdoors, in the evenings, and on weekends, as needed.

Outdoor Activities

Outdoor training activities would occur at the site, and are expected to involve Emergency Vehicles Operations Course (EVOC) driver training, physical agility testing, employee exercise, SAR training, etc., several times a year. EVOC training is currently conducted off-site every other year. Because the Sheriff's Office does not currently have a facility to conduct training, parking lots throughout the area are relied on for EVOC training. The parking lots currently used for EVOC training include Brown's Ravine (Folsom), DST Output (El Dorado Hills), and the Placerville Airport (Placerville). The training consists of a four hour block, only approximately two hours of which consist of driving. The EVOC training includes very slow speed maneuvering around cones and parking the vehicle. "Pursuit driving" around cones is also performed. During the pursuit driving, drivers reach speeds of approximately 45 miles per hour. Once the proposed project is constructed, EVOC training would be shifted to the project site, within the project parking lot. EVOC training at the site would only occur during daytime hours, at the same approximate intervals (i.e., every other year).

Sirens

Siren use at the Public Safety Facility would be minimal. During each shift change for patrol personnel, vehicle sirens would be tested briefly to ensure that they are working properly. This involves turning on the vehicle sirens only long enough to hear a momentary "chirp" of the siren. As discussed above, shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Additional use of sirens would be limited to Code 3 calls received by patrol personnel at the facility. While most Code 3 calls would be responded to by units already in the field, Code 3 responses from the Public Safety Facility would occasionally be necessary, primarily during shift changes, but possibly other times as well. In such an event, the responding patrol officer would turn on his or her siren and then exit the facility.

Hazardous Materials Usage and Disposal

The ammunition used at the Public Safety Facility's indoor firing range would contain lead, which is considered a hazardous material and must be properly handled. The design of the firing range facility would include an effective lead management program that is protective of the training site and surrounding area from lead contamination by implementing a five-step approach to lead management. The following Best Management Practices (BMPs) summarize the approach to an effective lead management program for the firearms training facility:

1. Create design concepts to limit environmental and personnel impact with lead recovery;
2. Control and contain lead bullets and bullet fragments;
3. Prevent migration of lead to air, subsurface groundwater and surrounding surface water bodies;
4. Periodically remove and recycle the lead from the range using an automatic bullet recovery system; and
5. Document activities and keep records.

The automatic bullet recovery system used for the proposed project would be similar to a Savage Range System, which would allow for the easy collection of bullets. The Savage Range System would include a ramp at the end of the range, which would direct bullets into a collection chamber. As bullets decelerate and lose energy, they fall to the bottom of the chamber and exit through a bottom slot. The bullets are then carried along a conveyor to a collection drum. Once the drums are filled with spent bullets, the drums would be collected and hauled off-site for disposal at an approved facility. In addition, the firing range operators and staff would be properly informed and trained, and would adhere to specific duties to prevent occupational exposures to lead associated with the indoor firing range.

The proposed County morgue within the Public Safety Facility would involve biohazardous waste resulting from autopsies. Biohazardous waste would be temporarily stored, as necessary, in red bags. Full “red-bag” containment would be required for all biohazardous waste. Disposal of the biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, would be disposed of pursuant to California Health and Safety Code Section 7054.4. Any human waste byproducts associated with autopsies are anticipated to be collected by a private, registered biohazardous waste hauler and delivered for disposal at an appropriate hazardous waste facility. After examination, all bodies would be removed from the morgue by a third party and taken to the mortuary requested by the family.

The solar farm would involve the use of transformer and lubricating oils for the associated transformer and the rotating equipment, respectively. Generator step-up transformers and other oil-filled transformers would be contained and provided with a deluge system. Transformer oil or lubricating oil would not be stored on the project site, and only small amounts would be used for the on-site equipment. The only risks associated with use of the aforementioned materials at the site would be fire risks during the unlikely event of a catastrophic transformer failure. Such an event would require emergency response from the El Dorado County Fire Department Hazardous Materials (HazMat) Team.

Circulation, Parking, and Security

The proposed project includes two access points. Primary vehicle access and public parking would be provided from Industrial Drive to the north of the facility. The public parking lot would include approximately 170 spaces. A second gated access and secured parking would be provided from Merchandise Way to the south. The gated access and secured parking would be available only to Public Safety Facility staff. Approximately 200 spaces would be provided within the secured parking lot.

The project also includes a bicycle/pedestrian path, which would connect the El Dorado Trail, along the Sacramento-Placerville Transportation Corridor west of the site, to the industrial area south of the site. The path would meander around the proposed on-site detention basin and through the oak trees within the southwestern corner of the overall property.

The proposed project site would be completely fenced, with the exception of the public parking area to the north (see red fencing outline in Figure 3-3). Additional on-site security measures would include, but not necessarily be limited to recorded cameras and lighting.

Infrastructure for Public Safety Facility

The project includes necessary water, sewer, and drainage infrastructure to serve the proposed facility.

Water

The project would be served by the El Dorado Irrigation District (EID). Pursuant to the EID hydraulic model, and in order to receive fire flow at the project site, the project would include construction of an eight-inch waterline through the site, from the existing waterline in Industrial Drive to an existing eight-inch waterline located in Merchandise Way. This on-site waterline would create a looped waterline. In addition, the proposed project would include a three-inch water meter for domestic service and a 1.5-inch landscape meter for landscape/irrigation.

Sewer Connection

An existing eight-inch sewer line runs along the southwest corner of the project site for approximately 390 feet, then flows to an existing lift station (Parkwest Diamond Industrial Lift Station), located in the northerly corner of the El Dorado County Animal Shelter Facility property to the south. An existing eight-inch sewer line is also located within Merchandise Way, south of the project site. Two options are being considered for providing sewer service to the project.

1. The project's wastewater could potentially gravity flow to the existing eight-inch sewer line along the trail at the southwest corner of the project site, with the proposed sewer line to be installed under the existing ditch using directional boring.
2. Connect to the existing sewer system in Merchandise Way.

Drainage

The project would include a detention basin in the southwestern corner of the project site. The proposed on-site detention basin would collect runoff from the 11-acre Public Safety Facility, as well as sheet flow from the solar farm and undeveloped areas of the overall 30.34-acre project site. Once stormwater runoff is collected in the detention basin, it would be slowly discharged via a pipe to an existing 24-inch culvert located off-site to the southwest in an existing drainage easement. As part of the project, approximately 153 lineal feet of the existing off-site 24-inch storm drain culvert would be upsized to a 36-inch culvert. An emergency overflow spillway would also be constructed to allow stormwater to flow overland into the existing open ditch located along the western boundary of the project site should the primary discharge pipe become plugged. The detention basin would be designed and constructed such that sufficient storage would be available to ensure that post-development flows do not exceed pre-development flows from the property.

Electricity

The proposed project includes solar-generating facilities in the secured parking area (see Figure 3-3). The solar improvements within the secured parking area would be a combination of roof and shade structure mounted systems. This 0.6-acre area would generate approximately 300 kilowatts (KW) of "on-site" solar. The "on-site" solar would be "Net Metered" with the Public Safety Facility. Any remaining power needs would be met by connections to existing PG&E lines within the project vicinity.

The project would also include a backup power generation system located within a concrete block enclosure on the southeast side of the project. A diesel generator, set in a sound attenuating enclosure, is anticipated to be used for emergency power generation and tested once or twice per month, to keep the equipment in working condition.

Solar Farm

Additional proposed, ancillary solar-generating facilities would be located at the southwest portion of the site, west of the Public Safety Facility buildings. Approximately seven acres of land are proposed to be used to generate two to three megawatts (MW) of power. The seven-acre solar site would be fenced. The power generated on the seven acres would be used to offset other County power costs through "Virtual Net Metering". The design would use a fixed-tilt system, but may incorporate single-axis tracking, as engineering and topography necessitate.

Fixed-tilt design is anticipated to include the following design features:

1. The solar panels are mounted on a simple post, rail, and cross beam construction (panels do not move or "track" the sun).
2. The panels are tilted in a southwestern direction for fixed-tilt systems.
3. The low end of the panels (which face southwesterly) would be approximately two feet above the ground and the high end of the panels would be a maximum of ten feet off the ground.
4. Vertical steel posts are installed via a pneumatic ramming technique and are set in concrete footings (two feet in diameter by 3.5 feet in height). Spacing between each row of panels (post to post) would be approximately 10 to 14 feet.

Single-axis design is anticipated to include the following design features:

1. The solar panel rows would be oriented in a north-south direction.
2. Once the posts are installed, the horizontal cross-members of the tracking system and associated motors would be placed and secured.
3. A galvanized metal racking system, which would hold the PV modules in the proper position for maximum capture of solar insolation, would then be field-assembled and attached to the horizontal cross members. The racking system would include a mechanism that would allow the array to track the path of the sun (from east to west) throughout the day. In the morning the panels would face the east; throughout the day, the panels would slowly move to the upright position at noon and then move on to face

the west at sundown. The panels would reset to the east in the evening or early morning to receive sunlight at sunrise.

4. The single-axis tracker system would include up to 12 electric motors (four motors per one MW) to rotate the tracking system throughout the day. The motors are anticipated to be 1.5 to three horsepower.
5. Vertical steel posts are installed via a pneumatic ramming technique and are set in concrete footings (two feet in diameter by 3.5 feet in height). Spacing between each row of panels (post to post) would be approximately 10 to 14 feet.

Electrical inverters and power conditioning equipment would have utility pads as necessitated by the specific engineering of the system. The project could have two to four utility pads. A typical utility pad is approximately 25 feet by 30 feet. Interior electrical conduit would be placed in subsurface trenches.

Construction Phase

The anticipated construction phase for the proposed Public Safety Facility and solar farm are discussed in further detail below.

Public Safety Facility

The construction phase for the Public Safety Facility is anticipated to begin in July 2016 and occur over an 18-month period. Approximately 15 acres of the 30.34-acre project site would be disturbed during grading. The proposed design of the Public Safety Facility involves splitting the elevation difference between Industrial Drive and Merchandise Way, as necessary, to maintain a balanced site. Any over/under material requirements are intended to be managed using the remaining site acreage either as a borrow source or stockpile area. As a result, soil off-haul or import would not be necessary during site grading.

A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan would be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control would be implemented to avoid and minimize impacts on the environment during construction, operations and maintenance.

Solar Farm

Timing of construction for the solar farm is dependent upon the County's receipt of the U.S. Department of Agriculture (USDA) Rural Development Community Facilities grant funding. The County has submitted its initial grant application to USDA for the proposed project, including the Public Safety Facility and solar farm components. Once construction of the solar farm is initiated, the length of the construction period is anticipated to extend over approximately three months.

The development of the solar farm is expected to require limited site grading, with limited impact to existing off-site drainage patterns and overall topography of the site. The limited

grading would be associated with minor cuts at the locations of inverters and other equipment to provide level foundations on properly prepared subgrade. Internal access driveways would be provided by placing and compacting a pervious, non-combustible material such as gravel or decomposed granite.

The installation of the solar panels requires trenching throughout the project site for the installation of the buried electrical wire (cable) systems. Electrical wiring would be installed using “direct bury” technique, and would be located within trenches, with a depth range of approximately 18 to 48 inches to be backfilled with excavated material from the site.

A SWPPP and an Erosion and Sediment Control Plan would be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control would be implemented to avoid and minimize impacts on the environment during construction.

3.7 REQUIRED DISCRETIONARY APPROVALS

As the lead agency under CEQA, El Dorado County is responsible for considering and determining the adequacy of the EIR and determining if the proposed project should be approved. The El Dorado County Board of Supervisors is responsible for approving the CEQA document and finalizing the property site acquisition.

Responsible and Permitting Agencies

Responsible and permitting agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an EIR or Initial Study/Negative Declaration. A list of responsible and/or permitting agencies is included below. However, this list is not exhaustive and could include other agencies.

- Regional Water Quality Control Board (RWQCB) – The project would obtain permits from the RWQCB for stormwater discharge under the National Pollutant Discharge Elimination System (NPDES) program administered by the RWQCB.
- El Dorado County Air Quality Management District (EDAQMD) – EDAQMD would approve construction and operation permits.

This Draft EIR has been designed to provide information to these agencies to assist them in the permitting processes for the proposed project. While CEQA is not binding on federal agencies, and no federal agencies have been identified that would be required to take action on the project, any such agency may use the analysis in this document in order to assist with the preparation of their own analyses required by federal law.

4. EXISTING ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

4.0. INTRODUCTION TO THE ANALYSIS

4.0

INTRODUCTION TO THE ANALYSIS

4.0.1 INTRODUCTION

The technical chapters of the EIR analyze the potential impacts of buildout of the Public Safety Facility Project (proposed project) on a range of environmental issue areas. Chapters 4.1 through 4.11 describe the focus of the analysis, references and other data sources for the analysis, the environmental setting as the setting relates to the specific issue, project-specific impacts and mitigation measures, and the cumulative impacts of the project combined with past, present and reasonably probable future projects for each issue area. The format of each of the chapters is described at the end of this chapter. It should be noted that all technical reports are attached to this EIR and available at the County by request.

4.0.2 DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial or potentially substantial adverse physical change in the environment (Public Resources Code § 21068; CEQA Guidelines § 15382). The Guidelines implementing CEQA direct that this determination be based on scientific and factual data to the extent possible. The specific criteria for determining the significance of a particular impact are identified within the impact discussion in each chapter, and are consistent with significance criteria set forth in Appendix G of the CEQA Guidelines.

4.0.3 ENVIRONMENTAL ISSUES DISMISSED IN THIS EIR

The Initial Study prepared for the proposed project as a part of this EIR includes a detailed environmental checklist addressing a range of technical environmental issues (See Appendix C). For each technical environmental issue, the Initial Study identifies the level of impact for the proposed project. The Initial Study identifies the environmental effects as “no impact,” “less-than-significant,” “less-than-significant with mitigation incorporated,” and “potentially significant.”

Impacts identified in the Initial Study as less-than-significant with mitigation incorporated, less-than-significant, or no impact are presented below. All remaining issues identified in the Initial Study as potentially significant are discussed in the subsequent technical chapters of this EIR. It should be noted that all mitigation measures identified in the Initial Study are included in Table 2-1, Summary of Impacts and Mitigation Measures, in the Executive Summary chapter, of this EIR.

- *Aesthetics (a,b)*: The El Dorado County General Plan EIR has not identified the project area specifically as a scenic vista, and scenic highways are not present within the general vicinity of the project site. Therefore, the impacts related to scenic vistas and scenic highways have been deemed ***less than significant***.

- *Agriculture and Forest Resources (a,b,c,d,e)*: Development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. In addition, the project site is not under an existing Williamson Act contract, nor is the site zoned for agricultural use. The project site is not considered forest land (as defined in the Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). The impacts described above related to agriculture and forest resources have been deemed as ***no impact***.
- *Biological Resources (f)*: The proposed project would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, and ***no impact*** would occur.
- *Geology and Soils (e)*: The project would include a connection to existing El Dorado Irrigation District (EID) utility lines along Merchandise Way and Industrial Drive via a new 8-inch sewer line within the new roadway being developed on-site. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
- *Hazards and Hazardous Materials (c,d,e,f,g)*: The project is not located within one-quarter mile of a school site, on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and is not located within two miles of a public or private airport or airport land use plan. In addition, the project would not interfere with any emergency response plan or an emergency evacuation plan. Thus, the aforementioned impacts have been deemed as ***less-than-significant*** and ***no impact***.
- *Hydrology and Water Quality (g,h,i,j)*: The project is located within Flood Hazard Zone X, which is an area of minimal flood hazard. In addition, the project area is located over 100 miles from the Pacific Ocean, and impacts related to tsunamis would be nonexistent. The nearest enclosed body of water to the project site is the Indian Creek Reservoir, which is located approximately five miles northwest of the project site. Furthermore, steep slopes are not located in close proximity to create a risk for mudflows. The impacts described above related to hydrology and water quality have been deemed as ***less than significant***.
- *Land Use and Planning (a,c)*: The project site is currently vacant and surrounded by existing development. In addition, the project is not subject to a Habitat Conservation Plan. Therefore, development of the proposed project would have ***no impact*** related to the division of an established community, or conflicting with any applicable Habitat or Natural Community's Conservation Plan.

- *Mineral Resources (a,b)*: The project site is not located within a mineral resource zone (MRZ). Therefore, the proposed project would not have any impacts on mineral resources that would be of local, regional or statewide importance. As a result, **no impact** to mineral resources would occur as a result of development of the project.
- *Noise (e,f)*: The project area is not located within the vicinity of a public airport or a private airstrip and is not within an airport land use plan. The nearest airport is the Placerville Airport, located 3.7 miles from the project site. Therefore, the proposed project would not expose people to excessive air traffic noise, and **no impact** would occur.
- *Population and Housing (a,b,c)*: The proposed project would include development of a multi-building public safety facility, but would not include a substantial population growth in the area; therefore, a **less-than-significant** impact related to population growth would occur. Furthermore, the project site is largely disturbed due to the former on-site uses. Housing is not located on the project, nor would housing or people be displaced as a result of the proposed project. The development of the project site would be consistent with existing land use designations in the El Dorado County General Plan. Therefore, the project would have **no impact** related to the displacement of substantial numbers of existing housing or people.
- *Public Services (a,b,c,d,e)*: The proposed project would not increase the population of the area; therefore, **no impact** would occur related to the increase in demand for school and park facilities. In addition, the proposed project consists of a Public Safety Facility and is consistent with existing land use and zoning designations for the site. Furthermore, the proposed project would include the payment of the required Fire District Improvement Fees. As a result, the proposed project would result in a **less-than-significant** impact related to fire protection services, police protection services and other public facilities.
- *Recreation (a,b)*. The proposed project does not include residential development; therefore, the proposed project would not increase the demand of existing neighborhood and regional parks or other recreational facilities. As a result, impacts related to the aforementioned issues have been deemed **no impact**.
- *Transportation and Circulation (c,d,e)*: The proposed project is not located near an airport, and does not include any improvements to airports or changes in air traffic patterns. The project would include an internal circulation consisting of a road network, but would not include any tight curves or other design hazards, and would not result in inadequate emergency access. As a result, the impacts related to the aforementioned issues have been deemed **no impact** and **less than significant**.

4.0.4 ENVIRONMENTAL ISSUES ADDRESSED IN THIS EIR

The Initial Study identified several environmental impacts as potentially significant and requiring further analysis. This EIR provides the additional analysis necessary to address the technical environmental impacts not fully resolved in the Initial Study. Consistent with the conclusions of the Initial Study, the following environmental issues are addressed in separate technical chapters of this EIR:

- Aesthetics;
- Air Quality and Greenhouse Gas Emissions;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Transportation and Circulation; and
- Utilities.

See Section 5.3 in the statutorily required sections chapter of this EIR for additional information on the scope of the cumulative impact analysis for each environmental issue addressed in this EIR.

4.0.5 TECHNICAL CHAPTER FORMAT

Each technical chapter addressing a specific environmental issue begins with an **introduction** describing the purpose of the chapter. The introduction is followed by a description of the project's **existing environmental setting** pertaining to that particular issue. The setting description is followed by the **regulatory context** for that particular issue. The **impacts and mitigation measures** discussion contains the **standards of significance**, followed by the **method of analysis**, then the **impacts and mitigation measures** discussions include impact statements prefaced by a number in bold-faced type (for both project-level and cumulative analyses) followed by an explanation of each impact and an analysis of the impact's significance. All mitigation measures pertinent to each individual impact follows directly after the impact statement (see below). The degree of relief provided by identified mitigation measures is also evaluated. An example of the format is shown below:

4.x-1 Statement of Impact

Discussion of impact for the proposed project in paragraph format.

Statement of *level of significance* of impact prior to mitigation is included at the end of each impact discussion.

Mitigation Measure(s)

4.x-1(a) *Recommended mitigation measure(s) presented in italics and numbered in consecutive order.*

4.x-1(b) *etc., etc.*

4.1. AESTHETICS

4.1

AESTHETICS

4.1.1 INTRODUCTION

The Aesthetics chapter of this EIR describes the existing visual and aesthetic resources associated with the project area and the region, and evaluates the potential aesthetic impacts of the proposed project. The CEQA Guidelines describe the concept of aesthetic resources in terms of scenic vistas, scenic resources (such as trees, rock outcroppings, and historic buildings within a State scenic highway), the visual character or quality of an area, and light and glare. The analysis within this chapter is based on information drawn from the 2004 *El Dorado County General Plan*¹ and associated EIR.²

4.1.2 EXISTING ENVIRONMENTAL SETTING

The following setting information provides an overview of the existing conditions of the region, project site, and surrounding area in relation to visual and aesthetic resources.

Regional Setting

The project site is located in El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately 4.6 miles southwest of Smithflat, within the Diamond Springs area of unincorporated El Dorado County. Located in the foothills of the northern Sierra Nevada, El Dorado County lies east of the Central Valley and west of the state of Nevada. West of El Dorado County, the Sacramento region is characterized as flat urbanized and agricultural areas with scattered oak woodlands traversed by two major rivers. Mountainous terrain lies on the eastern edge of the County, with high desert to the east in Nevada. Urbanized areas such as Folsom, Sacramento, and Auburn surround the western portion of the County, while large areas remain open as agricultural and forest lands.

The County has a broad range of landscapes that change with the gradual increase in elevation. Elevations range from 200 feet in the western rolling foothills, adjacent to Sacramento County, to more than 10,000 feet along the Sierra Nevada crest on the edge of the Lake Tahoe Basin. The diverse environments of the region are represented by distinct natural communities and landforms that display different development patterns and historical features. The broad diversity is an important element of El Dorado County's visual heritage and one that many residents value as part of their quality of life.³

¹ El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

² El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

³ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report [pg. 5.3-2]*. May 2003.

Rolling hills dotted with mature oaks and oak woodlands, agricultural land, apple orchards and vineyards, evergreen forests and snow-capped mountains, scenic rivers, alpine lakes, and historic structures all contribute to the visual character found in the County. The aforementioned visual resources contribute to the County's economy through tourism and recreational opportunities. U.S. Highway 50 (US 50) extends east from the Sacramento Valley through the Sierra Nevada and beyond Lake Tahoe. Bordering the west shore of Lake Tahoe, State Route (SR) 89 continues south to the Alpine/El Dorado County line. SR 49 runs north-south from the Placer/El Dorado County line to the Amador/El Dorado County line, passing through the City of Placerville. Travelers on all of the aforementioned roads pass through areas identified by various public agencies as scenic.

Scenic Resource Designations

The El Dorado County General Plan does not designate a scenic corridor within the vicinity of the proposed project. Several highways in El Dorado County have been designated by the California Department of Transportation (Caltrans) as scenic highways or are eligible for such designation. The following State scenic highways have been designated in the County:

- US 50 from the eastern limits of the Government Center interchange (Placerville Drive/Forni Road) in Placerville to South Lake Tahoe;
- All of SR 89 within the County; and
- Those portions of SR 88 along the southern border of the County.

In addition, all of SR 49 within El Dorado County is eligible for designation as a State scenic highway, but the route has not yet been designated.

Scenic River Corridors and Wild and Scenic Rivers

Rivers are important visual resources that draw tourists to El Dorado County for recreational opportunities. The American, Cosumnes, Rubicon, and Upper Truckee rivers run through El Dorado County. The lower portion of the South Fork American River offers a 21-mile stretch of whitewater rapids, which serve as a recreational boating resource, from Chili Bar to Folsom Reservoir.

A large portion of El Dorado County is under the jurisdiction of the U.S. Forest Service (USFS) as part of the El Dorado and Tahoe National forests and the Lake Tahoe Basin Management Unit. To date, none of the river sections in El Dorado County have been nominated for or granted Wild and Scenic River status.

Project Site Setting

The following section describes the existing visual character and quality of the project site, as well as the existing views offered from the site and the views of the site from the surrounding areas.

Existing Visual Character

The project site consists of approximately 30.34 acres of land that has been largely disturbed due to the former on-site uses, which included a lumber storage yard for the Old Caldor Lumber Company and a transformer storage area for the Sacramento Municipal Utility District (SMUD). The site is generally vacant and undeveloped. The 30.34-acre site steadily increases in elevation from south to north, with elevations ranging from 1,750 feet above means sea level (amsl) at the southern end to 1,840 feet amsl at the northern end. Generally, the project site is separated into three elevations and areas based on past disturbance and existing topography. The 6.16-acre portion of the project site, north of Industrial Drive, which is not proposed for development as part of this project, is generally sloped and contains trees, shrubs, and evidence of past disturbance, including off-road vehicle use.

South of Industrial Drive, the project site is largely disturbed with ample evidence of off-road vehicle use and previous grading activities. Trash piles are also scattered throughout the project site, south of Industrial Drive. The 24.18-acre portion of the project site located south of Industrial Drive steps down in elevation at an existing cut slope, approximately 10 feet in height. Several trees and shrubs are located on-site, particularly, along the top of the cut slope. Signs of surficial erosion are present in many areas that have been previously graded, but remain unvegetated. In those portions of the site where vegetation does exist, low seasonal grasses are prevalent.

Approximately 0.4 mile southeast of the project site is the signalized intersection of Pleasant Valley Road and Missouri Flat Road. The nearest exit from US 50 providing access to the project site is Missouri Flat Road. The project site is currently accessible from Industrial Drive in the Diamond Springs area.

Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single-family residences.

The single-family residences to the northeast are located north of Industrial Drive and southwest of Missouri Flat Road, along Wedge Hill Road, Halyard Lane, and Halyard Court, approximately 180 feet or further from the project site boundary. It should be noted that the aforementioned residences are located approximately 640 feet or further from the nearest proposed development area. The single-family residences to the west are located approximately 275 feet or further from the project site boundary and 345 feet for further from the nearest proposed development area. South Sutter Charter School is located approximately 0.30-mile east of the project site, and Cedar Springs Waldorf School is located approximately 1.75 miles west of the project site. The single-family residences located northeast of the site along Halyard Court would be considered the most sensitive to visual and aesthetic alterations of the project area due to the duration of

exposure to any changes to the visual environment of the area, their familiarity with the existing landscape and views, and their ability to detect changes in views.

Existing Views from the Project Site

Foreground views of the project vicinity from the project site consist of disturbed, non-vegetated sand or low seasonal grasses with some trees, transmission lines and towers, and buildings. Middleground views of the project vicinity from the project site consist of dense vegetation and trees to the west, the Diamond Springs Business Park to the northwest, a hillside area with residences to the northeast, and existing commercial buildings to the east, southeast, and south. In the background, existing urban development is visible from the project area to the east, a vegetated hillside area with transmission towers to the south, and the hillside residential area to the northeast.

Photos were taken of existing views from the project site to demonstrate the existing visual character of the area. Figure 4.1-1 provides an overview of the locations from which the photographs were taken.

Sensitive visual receptors to the south of the project generally do not exist. Figure 4.1-2 represents views from the site looking southeast. As shown in Figure 4.1-2, existing views looking southeast from the project site consist of dense vegetation, disturbed land with dirt roadways, and industrial buildings in the background. Figure 4.1-3 represents views from the site looking south. As shown in Figure 4.1-3, existing views looking south from the project site consist of vegetation and trees, disturbed land with dirt roadways, and industrial buildings in the background. Figure 4.1-4 represents views from the site looking north. As shown in Figure 4.1-4, existing views looking north from the project site consist of disturbed land associated with previous grading activities on the site, residences along the hillside in the distance, and a tall row of trees opposite the residences. Based on views shown in Figures 4.1-2 through 4.1-4, existing development is visible from the site to the north, east, and south.

Sensitive receptors west of the project site do not exist except for residences opposite the El Dorado Trail. Figure 4.1-5 represents views from the site facing the residences opposite the trail. As shown in Figure 4.1-5, existing views looking west from the project site consist of dense vegetation and tall trees associated with the El Dorado Trail. The residences opposite the El Dorado Trail are not visible from the project site.

Existing Views of the Project Site

Because the topography of the project site slopes upward moving to the northeast, the site is generally visible from the surrounding area. However, the areas to the east and south consist of industrial and commercial uses that are not considered sensitive visual receptors. Dense vegetation along the El Dorado Trail shields views of the project site from the nearest residential area to the west as shown in Figure 4.1-5. Figure 4.1-6 represents views from the residences at the end of Halyard Court to the northeast, which would be considered sensitive visual receptors, looking south at the project site.

Figure 4.1-1
Photo Locations and View Directions



Figure 4.1-2
Existing View from Location 1 – Looking Southeast from the Project Site



Figure 4.1-3
Existing View from Location 2 – Looking South from the Project Site



Figure 4.1-4
Existing View from Location 3 – Looking North from the Project Site



Figure 4.1-5
Existing View from Location 4 – Looking West from the Project Site



Figure 4.1-6
Existing View from Location 5 – Looking South to the Project Site from
Residences at end of Halyard Court



As shown in Figure 4.1-6, existing views looking south from the residential area consist of dense vegetation and trees, utility lines, and disturbed land in the foreground; and industrial buildings and portions of a vegetated ridgeline in the distance, beyond the project site. The project site is partially visible from the residential area to the northeast.

4.1.3 REGULATORY CONTEXT

Federal regulations related to the proposed project specific to aesthetics do not exist. The applicable State and local laws and regulations pertaining to the visual quality of the project area are listed below.

State Regulations

The following applicable State regulation is related to aesthetic resources.

California Scenic Highway Program

The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. Such highways are identified in Section 263 et seq. of the Streets and Highways Code.

Local Regulations

The following are applicable local regulations related to aesthetic resources.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* related to aesthetics are applicable to the proposed project.

Land Use Element

Goal 2.3 Natural Landscape Features. Maintain the characteristic natural landscape features unique to each area of the County.

Objective 2.3.1 Topography and Native Vegetation. Provide for the retention of distinct topographical features and conservation of the native vegetation of the County.

Policy 2.3.1.1 The County shall continue to enforce the tree protection provisions in the Grading Erosion and Sediment Control Ordinance and utilize the hillside road standards.

Objective 2.3.2 Hillsides and Ridge Lines. Maintain the visual integrity of hillsides and ridge lines.

Policy 2.3.2.1 Disturbance of slopes thirty (30) percent or greater shall be discouraged to minimize the visual impacts of grading and vegetation removal.

Goal 2.5 Community Identity. Carefully planned communities incorporating visual elements which enhance and maintain the rural character and promote a sense of community.

Objective 2.5.1 Physical and Visual Separation. Provision for the visual and physical separation of communities from new development.

Policy 2.5.1.1 Low intensity land uses shall be incorporated into new development projects to provide for the physical and visual separation of communities. Low intensity land uses may include any one or a combination of the following: parks and natural open space areas, special setbacks,

parkways, landscaped roadway buffers, natural landscape features, and transitional development densities.

Goal 2.6 Corridor Viewsheds. Protection and improvement of scenic values along designated scenic road corridors.

Objective 2.6.1 Scenic Corridor Identification. Identification of scenic and historical roads and corridors.

Policy 2.6.1.2 Until such time as the Scenic Corridor Ordinance is adopted, the County shall review all projects within designated State Scenic Highway corridors for compliance with State criteria.

Goal 2.8 Lighting. Elimination of high intensity lighting and glare consistent with prudent safety practices.

Objective 2.8.1 Lighting Standards. Provide standards, consistent with prudent safety practices, for the elimination of high intensity lighting and glare.

Policy 2.8.1.1 Development shall limit excess nighttime light and glare from parking area lighting, signage, and buildings. Consideration will be given to design features, namely directional shielding for street lighting, parking lot lighting, sport field lighting, and other significant light sources, that could reduce effects from nighttime lighting. In addition, consideration will be given to the use of automatic shutoffs or motion sensors for lighting features in rural areas to further reduce excess nighttime light.

County of El Dorado Ordinance Code

The *County of El Dorado Ordinance Code* includes the following sections related to aesthetics issues.

Section 130.14.170, Outdoor Lighting

Section 13.14.170 of the Ordinance Code includes the following policies to ensure that the creation of light and glare is controlled to the extent that unnecessary and unwarranted illumination of an adjacent property would not occur.

- A. Policy. It is the policy of the County that the creation of artificial light and glare be controlled to the extent that unnecessary and unwarranted illumination of an adjacent property be prohibited. The creation of light or glare by any person in violation of this section shall constitute a public nuisance and shall be subject to abatement proceedings in accordance with Chapter 130.12.
- B. Lighting plans required.
 - 1. Any commercial, industrial, multifamily, civic, or utility project that proposes to install outdoor lighting shall submit plans for such lighting, to be reviewed by the Development Services Division Director as a part of a site plan review. If the project requires a design review, special use permit, or development plan application, said lighting plan shall be included as a part of that application, and shall be subject to approval by the approving authority.
 - 2. Lighting plans shall contain, at a minimum, the location and height of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.
- C. Outdoor lighting standards. All outdoor lighting shall conform to the following standards:
 - 1. All outdoor lighting, including residential outdoor lighting, shall be hooded or screened as to direct the source of light downward and focus onto the property from which it originates and shall not negatively impact adjacent properties or directly reflect upon any adjacent residential property.
 - 2. Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads (see diagram attached to Ordinance No. 4564).
 - 3. External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated.
 - 4. Lights that shine onto a road in a manner which causes excessive glare and may be considered to be a traffic hazard shall be prohibited.
 - 5. Outdoor floodlights shall not project above 20 degrees below the horizontal plane (see diagram attached to Ordinance No. 4564).
 - 6. Lighting of outdoor display area, including, but not limited to, vehicle sales and rental, and building material sales, shall be turned off within 30 minutes after the closing of the business. Security lighting, as approved by the Development Services Division Director may remain on after the close of business hours.
 - 7. Lighted signs shall also conform to Section 130.16.070.

Section 130.18.090, Parking Lot Landscaping and Buffering

Section 130.18.090 of the Ordinance Code includes the following standards for parking lot landscaping and requires that landscaping buffers be implemented along property boundaries where parking facilities adjoin a public road, property under different ownership, or zoning district.

At the time of development of any off-street parking lot required by this chapter, landscaping and buffers shall be required in accordance with the provisions of this section.

- A. Landscape area required. All open automobile parking areas that contain five or more parking spaces shall provide a landscape buffer along those property boundaries where the parking facility abuts or adjoins a public road, street or highway or abuts a property under different ownership or zoning district. Where a parking facility contains ten or more parking spaces, additional landscaping equivalent to five percent of the gross area used for parking and access purposes, exclusive of the landscape buffer, shall be devoted to landscaping.
- B. Landscape plan required. Prior to the issuance of any building permit which is subject to parking lot landscaping as required by this chapter, a landscape plan subject to the approval of the Development Services Division Director shall be required. The landscape plan shall designate all areas to be landscaped and shall include the location, size, variety and number of all plant materials and water supply. All landscaping shall be installed and maintained in accordance with the approved landscape plan.
- C. Landscape improvement standards. Landscaping for parking lot facilities shall be required as follows:
 - 1. Landscaped buffers along a public road, street or highway or property under a different ownership or zoning district shall be a minimum of five feet in width, exclusive of any curbs, and shall be measured from the property line.
 - 2. Landscaping within a parking facility other than the landscape buffers, shall have a minimum dimension of four feet and a minimum area to 20 square feet, exclusive of any curbs.
 - 3. A minimum of three trees and six shrubs shall be provided per each 100 feet in the landscape buffers required along the property boundaries and public roads, streets or highways. The size and species shall be approved by the Development Services Division Director.
 - 4. At least one tree having a minimum size of 15 gallons or equivalent shall be provided for each ten parking spaces exclusive of the landscape buffers.
 - 5. All plant materials shall be nonpoisonous and shall be maintained free from weeds, debris and undesirable materials. Plant materials showing damage from insects or disease shall be replaced in accordance with the approved landscape plan.
 - 6. Vehicles may overhang landscaped planters a maximum of two feet, providing that the landscape area maintains a minimum unobstructed width of three feet and permanent curbs, bumper or wheel stops or similar devices are installed.
 - 7. Landscaped areas shall emphasize the use of living plant material. However, the use of bark, decorative rock, water and similar materials or features may be utilized, providing such materials do not exceed 30 percent of the required landscape area.

4.1.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to aesthetics. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, as well as the County's General Plan and associated EIR, a significant impact would occur if the proposed project would result in the following:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Issues Not Discussed Further

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), impacts related to scenic resources within the vicinity of a State scenic highway and adverse effects on a scenic vista were determined to be less-than-significant. The proposed project is not located within the vicinity of, and is not visible from, a State scenic highway, and, therefore, would not substantially damage scenic resources within a State scenic highway. In addition, the El Dorado County General Plan EIR has not identified the project area as a scenic vista and the proposed project would not affect any existing views of or from a scenic vista. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. As a result, impacts related to State scenic highways and scenic vistas are not examined further in this section.

Method of Analysis

The following analysis gives full consideration to the development of the project site and acknowledges the physical changes to the existing setting. Impacts to the existing visual character and quality of the project area are to be determined by the contrast between the visual setting before and after the proposed development. As discussed above, the residential area to the northeast along Halyard Court would be considered the most sensitive to the visual and aesthetic alteration of the project area.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.1-1 Substantially degrade the existing visual character or quality of the site and its surroundings. Based on the analysis below, the impact is *less than significant*.

The proposed project site is generally vacant, undeveloped, and contains trees, shrubs, and evidence of past disturbance. As noted previously, the project site is largely disturbed

due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as an equipment storage area for SMUD. South of Industrial Drive, the project site is largely disturbed with ample evidence of off-road vehicle use and previous grading activities. Trash piles are also scattered throughout the project site, south of Industrial Drive. The 24.18-acre portion of the project site located south of Industrial Drive steps down in elevation at an existing cut slope, approximately 10 feet in height. Several trees and shrubs are located on-site, particularly, along the top of the cut slope. Signs of surficial erosion are present in many areas that have been previously graded, but remain unvegetated. In those portions of the site where vegetation does exist, low seasonal grasses are prevalent.

The generally-sloped, 6.16-acre portion of the project site north of Industrial Drive is not proposed for development as part of the project. Although portions of the project site would remain undeveloped, and much of the site has been highly disturbed, implementation of the proposed project would still introduce urban development to a site where none currently exists, which would represent a change in the existing visual character of the site.

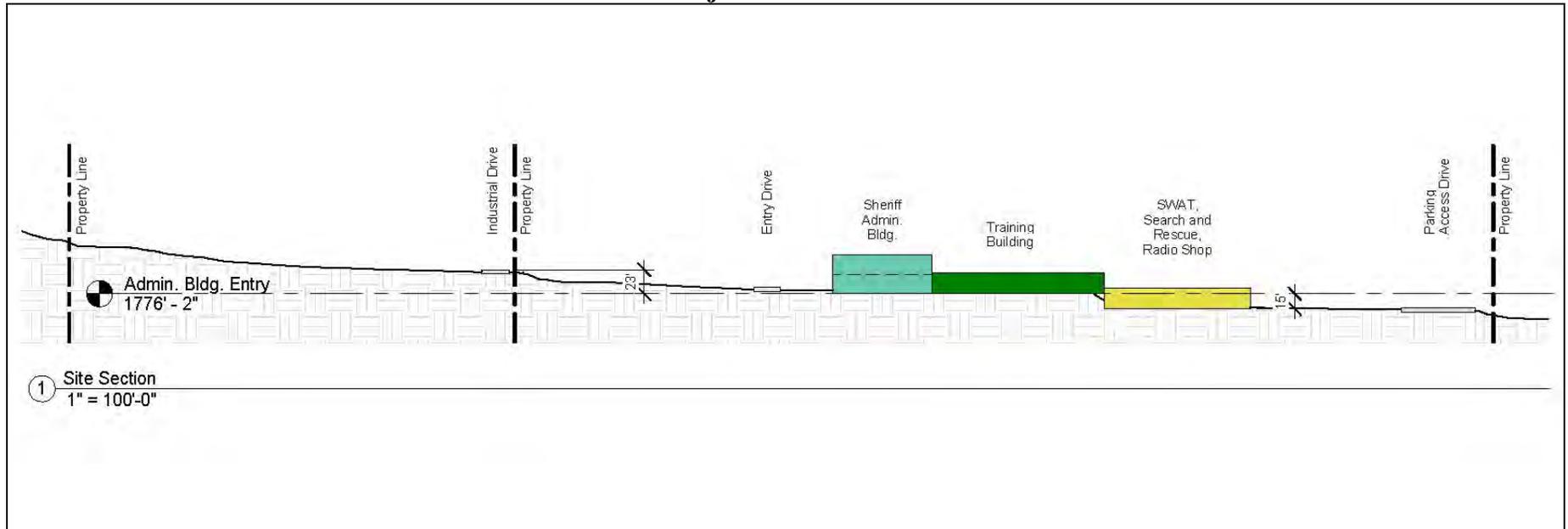
The potential effects to the existing visual character or quality of the site and surroundings due to development of the Public Safety Facility and solar farm are described in further detail below.

Public Safety Facility

The proposed project design would split the elevation difference between Industrial Drive and Merchandise Way. As shown in Figure 4.1-7, the northern 6.16-acre portion of the project site would remain undeveloped and would be located at a higher elevation than the proposed Public Safety Facility buildings on the southern portion of the site. As such, the existing visual character and quality of the northernmost portion of the project site, which would be the closest portion of the project site to the nearest sensitive visual receptors to the north, would be retained. As noted previously, and as shown in Figure 4.1-6, existing views looking south from the residential area to the north, near the end of Halyard Court, consist of dense vegetation and trees, utility lines, and disturbed land in the foreground; and industrial buildings and portions of a vegetated ridgeline in the distance, beyond the project site. The project site is partially visible from these residential areas to the north. Existing views through the project site, which are currently afforded to these residences, do not include any scenic landscapes beyond the project site, such as prominent hillsides, water bodies, or uninterrupted skyline. Thus, development of the project site would not block views of any such scenic landscapes.

The single-family residences to the west of the project site are located approximately 275 feet or further from the project site boundary, and 345 feet for further from the nearest proposed development area. As noted previously, and as shown in Figure 4.1-5, existing trees and vegetation along the El Dorado Trail currently screen the views of the project site from the existing residences to the west. Thus, the residents to the west of the site would not be subject to substantial alteration of views of the site.

Figure 4.1-7
Project Site Cross Section



Furthermore, the Public Safety Facility site would be landscaped, as required by Section 130.18.090 of the County Ordinance Code, and landscaping would be strategically located to minimize the visual impact of the buildings to nearby areas, including the nearby sensitive receptors to the northeast and to the west. Although vegetation would not completely shield the proposed project from view by the nearby sensitive receptors to the north/northeast, the use of vegetation and fencing would help to screen the views and assist in the partial retention of the present views of the site.

Although the proposed Public Safety Facility would alter the existing visual character of the site, the proposed project is consistent with what is planned for the site per the *El Dorado County General Plan*, and is surrounded by existing industrial development to the north, south, and east. The proposed buildings would be consistent and compatible with the majority of the existing visual character of the surrounding area. For example, views of the developed project site from nearby residents would be consistent with the existing views of the surrounding industrial development. While the developed project site would represent a change in the visual character of the project site, it can be reasonably concluded that the disturbed project site does not represent a high level of visual quality and character. Thus, the modifications to views from the nearby residences would not be considered a substantial degradation of existing views of the site or surrounding area.

Solar Farm

The proposed approximately seven-acre solar farm facility would be located immediately west of the Public Safety Facility buildings. The solar farm may be designed as a fixed-tilt system, or a single-axis tracking system, as engineering and topography necessitate. Representative photos of these systems are included in Figures 4.1-8 and 4.1-9. Regardless of the final design, the height of the top end of the solar panels is not anticipated to exceed 10 feet. At a maximum height of approximately 10 feet, the proposed solar modules would be relatively low in profile.

As discussed above, existing trees and vegetation along the El Dorado Trail currently screen the views of the project site from the existing residences to the west. Thus, development of the solar farm would not result in substantial alterations of views from the residences to the west.

The single-family residences to the northeast are located approximately 800 feet or further from the proposed solar farm facility. As noted previously, and as shown in Figure 4.1-6, existing views looking south from the residential area to the north consist of dense vegetation and trees, utility lines, and disturbed land in the foreground; and industrial buildings and portions of a vegetated ridgeline in the distance, beyond the project site. The western portion of the project site, where the solar farm would be located, is only partially visible to residences north of the project site, due to intervening vegetation and topography. Existing views through the project site, which are currently afforded to these residences, do not include any scenic landscapes beyond the project site, such as prominent hillsides, water bodies, or uninterrupted skyline.

Figure 4.1-8
Single-Axis Tracking System – Representative Photos



**Figure 4.1-9
Fixed-Tilt System – Representative Photos**



Thus, development of the solar farm would not block views of any such scenic landscapes. Furthermore, because the panels would be relatively low profile and non-reflective, the 7-acre solar farm in the western portion of the project site would not substantially alter the existing visual character and quality of the project site, which currently retains relatively little value from a visual character and quality perspective, due to its highly disturbed nature.

Although the proposed solar farm would alter the existing visual character of the site, the proposed project is consistent with what is planned for the site per the *El Dorado County General Plan* and is surrounded by existing industrial development to the north, south, and east. Based on the discussions above and because the project is consistent with the existing visual character and quality of the surrounding area, the modifications to views from the nearby residences would not be considered a substantial degradation of existing views of the site or surrounding area.

Conclusion

Based on the above, the proposed project would not be expected to substantially degrade the existing visual character or quality of the project site or surrounding area. In addition, the proposed project would be required to comply with the County's Ordinance Code, which includes requirements for development, design standards, and landscaping requirements. Compliance with such would ensure that the project is designed to minimize impacts to the visual character and quality of the site and surrounding areas. Therefore, development of the proposed project would result in a *less-than-significant* impact.

Mitigation Measure(s)

None required.

4.1-2 Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

The project site is currently vacant and undeveloped, with the exception of Industrial Drive. The proposed project would include security cameras, outdoor lighting, and a solar farm. As such, implementation of the proposed project would introduce new sources of light and glare to the project area.

Light

The proposed project is anticipated to include three one-story buildings, one two-story building, parking, rows of solar panels, and associated equipment. Lighting would be located on the outside of the buildings and in parking areas, mainly for security purposes. The proposed lighting may be visible to the residences to the northeast off of Halyard Court.

The proposed Public Safety Facility would be open to the public from 8:00 AM to 5:00 PM, Monday through Friday, and closed on holidays. Patrol would operate 24-hours a day, seven days a week. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. With the exception of the security lighting, night lighting would not be substantial and would cease once business is closed. In addition, as noted previously, the proposed project is consistent with what is planned for the site per the *El Dorado County General Plan* and is surrounded by existing development to the north, south, and east.

The proposed project would be required to comply with all applicable County General Plan policies, as well as Ordinance Code standards. El Dorado County General Plan Policy 2.8.1.1 includes strategies to limit excess nighttime light and glare from parking area lighting, signage, and buildings. The strategies outlined in the policy include directional shielding, automatic shutoffs, and motion sensors. In addition, Section 130.14.070 of the County Ordinance Code includes policies to ensure that the creation of light and glare is controlled to the extent that unnecessary and unwarranted illumination of an adjacent property would not occur. Furthermore, Section 130.18.090 includes standards for parking lot landscaping and requires that landscaping buffers be implemented along property boundaries where parking facilities adjoin a public road, property under different ownership, or zoning district. Compliance with the Ordinance Code would help to reduce long-range visibility of night lighting.

Glare

Glare is typically associated with reflections from windows, building materials, and vehicles. In addition, the proposed solar farm could create daytime glare that may be visible from the residences to the northeast along Halyard Court.

The solar-generating facilities would be located in the secured parking area in the southeastern portion of the site, as well as to the west of the Public Safety Facility buildings. The solar improvements within the secured parking area would include a combination of roof and shade structure mounted systems. The solar farm would either utilize a fixed tilt design, single-axis design, or a combination of both. Depending on the final solar farm design, solar panel rows would be oriented in a north-south direction for a single-axis design, while solar panels would be tilted in a southwestern direction for a fixed-tilt design. A galvanized metal tracking system would include a mechanism that would allow the array to track the path of the sun (from east to west) throughout the day. In the morning, the panels would face the east; throughout the day, the panels would slowly move to the upright position at noon and then move on to face the west at sundown. The panels would reset to the east in the evening or early morning to receive sunlight at sunrise. At a maximum height of approximately 10 feet, the proposed solar modules would be relatively low in profile. In addition, the solar panels would be a non-reflective material.

In general, solar panels are designed to absorb sunlight rather than reflect it. As such, the proposed solar farm would not be expected to create any issues related to glare. In

addition, due to the proximity of the nearest residences, elevation and orientation of the proposed trackers, and screening that would be provided by intervening terrain, vegetation, and trees, glare is not anticipated to be perceived by nearby residents.

As noted above, the County Ordinance Code includes policies to ensure that the creation of light and glare is controlled to the extent that unnecessary and unwarranted illumination of an adjacent property would not occur. Compliance with the Ordinance Code would help to reduce impacts related to glare associated with reflections from the proposed project's windows, building materials, vehicles, and solar facilities.

Conclusion

Overall, due to the proposed design and required consistency with the County's Ordinance Code, the proposed project would not be expected to generate substantial light or glare that would adversely affect day or nighttime views in the area. However, without a site lighting plan, the impacts from lighting are difficult to determine at this time. Therefore, with implementation of the mitigation measure listed below, the proposed project would have a *less-than-significant* impact related to new sources of light.

Mitigation Measure(s)

4.1-2 *Prior to the issuance of a building permit, the project applicant shall submit a lighting plan to the El Dorado County Community Development Agency for review and approval. The project applicant shall implement the approved lighting plan. The lighting plan shall comply with the El Dorado County Ordinance Code for lighting, including, but not limited to, the following:*

- *Lighting plans shall contain, at a minimum, the location and height of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.*
- *All outdoor lighting shall be hooded or screened as to direct the source of light downward and focus onto the property from which it originates and shall not negatively impact adjacent properties or directly reflect upon any adjacent residential property.*
- *Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads.*
- *Upward lighting shall be minimized to the greatest extent possible.*
- *External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated.*

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.1-3 Cumulative impacts related to long-term changes in visual character of the region. Based on the analysis below, the impact is *less than cumulatively considerable*.

The proposed project would include development of a multi-building Public Safety Facility totaling up to approximately 106,331 square feet, as well as a seven-acre solar farm. The proposed project would be consistent with the land use anticipated for the site per the County's General Plan and zoning designation, and is located near existing areas of similar development. Due to the land use and zoning designations of the site and the nearby development, the project site would not likely remain vacant or undeveloped over time. In addition, the immediately surrounding area is anticipated for industrial development per the El Dorado County General Plan. Thus, the cumulative development within the vicinity of the project area due to buildout of the General Plan would result in a substantial change to the existing visual character of the region. However, similar to the proposed project, future development within the County would be required to comply with the County's General Plan, any applicable specific plan, any applicable development guidelines, and the County Ordinance Code. Compliance with such would help to ensure that cumulative impacts related to aesthetics are minimized through the location and design of future projects and consistency with what has been anticipated and previously analyzed by the County. Overall, in terms of the change to the visual character of the region, development on the project site would be typical of what is anticipated to occur in the surrounding area and elsewhere in El Dorado County. Based on the above, the proposed project's incremental contribution toward cumulative impacts related to the visual character of the region would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.1-4 Cumulative impacts related to the creation of new sources of light or glare associated with development of the proposed project in combination with future buildout in El Dorado County. Based on the analysis below, the impact is *less than cumulatively considerable*.

The project site is currently vacant and undeveloped, with the exception of Industrial Drive. Implementation of the proposed project, in combination with other proposed and pending projects in the region, would introduce new sources of light and glare to the project area.

Light

Cumulative effects of lighting are visible over a wide area, due to the potential for lighting from a number of projects to create sky glow. The existing project site does not have night time lighting under existing conditions, and does not presently contribute to skyglow in the area. The Public Safety Facility would introduce new lighting sources at the project site; however, the lighting fixtures would comply with County lighting design requirements, which would ensure that the project would not create an adverse sky glow condition.

Specifically, the County's Ordinance Code contains outdoor lighting standards which aim to prohibit unnecessary and unwarranted illumination of an adjacent property. To this end, the County requires a lighting plan for any commercial, industrial, multifamily, civic, or utility project that proposes to install outdoor lighting. In addition, all outdoor light fixtures, including residential outdoor lighting, shall be hooded or screened as to direct the source of light downward. Furthermore, parking lot and other security lighting shall be top and side shielded to prevent light from shining onto adjacent property or roadways. Consistency with the County's Ordinance Code would be ensured during the design permit and architectural review process, and implementation of Mitigation Measure 4.1-2, which requires the applicant to submit a lighting plan to the El Dorado County Community Development Agency for review and approval, showing compliance with shielding and directional lighting standards included in the County's Ordinance Code.

With implementation of Mitigation Measures 4.1-2, the exterior lighting throughout the project site would be designed and selected to provide appropriate light levels to reduce long-range visibility of night lighting with full cut off fixture designs. Therefore, the project would not have a considerable contribution to sky glow such that a new significant cumulative sky glow impact would occur.

Glare

Because solar panels are designed to absorb sunlight rather than reflect it, the proposed solar farm would not be expected to create any issues related to glare. In addition, due to the proximity of the nearest residences, elevation and orientation of the proposed trackers, and screening that would be provided by intervening terrain, vegetation, and trees, glare is not anticipated to be perceived by nearby residents.

As noted above, the County Ordinance Code includes policies to ensure that the creation of light and glare is controlled to the extent that unnecessary and unwarranted illumination of an adjacent property would not occur. Compliance with the Ordinance Code would help to reduce impacts related to glare associated with reflections from the proposed project's windows, building materials, vehicles, and solar facilities.

Conclusion

While the proposed project's effects related to new sources of light and glare, in combination with related effects of other cumulative development, would be potentially significant, the project's incremental contribution to this significant cumulative impact will be rendered *less than cumulatively considerable* through its compliance with County Ordinance Code requirements and the mitigation measures set forth in this chapter.

Mitigation Measure(s)

None required.

4.2. AIR QUALITY AND GREENHOUSE GAS EMISSIONS

4.2

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

4.2.1 INTRODUCTION

The Air Quality and Greenhouse Gas Emissions chapter of this EIR describes the effects of the proposed project on local and regional air quality. The chapter includes a discussion of the existing air quality and greenhouse gas (GHG) setting, construction-related air quality impacts resulting from grading and equipment emissions, direct and indirect emissions associated with the project, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts. The chapter is primarily based on information, guidance, and analysis protocol provided by the El Dorado County Air Quality Management District (EDCAQMD),¹ and utilizes information obtained from the *2004 El Dorado County General Plan*² and associated EIR,³ and the California Emissions Estimator Model (CalEEMod) version 2013.2.2.⁴

4.2.2 EXISTING ENVIRONMENTAL SETTING

The following information provides an overview of the existing environmental setting in relation to air quality within the proposed project area. Air basin characteristics, ambient air quality standards (AAQS), attainment status and regional air quality plans, local air quality monitoring, odors, sensitive receptors, and greenhouse gases are discussed.

Air Basin Characteristics

The project site is located within the Mountain Counties Air Basin (MCAB) portion of El Dorado County, which is under the jurisdiction of the EDCAQMD (previously named the El Dorado County Air Pollution Control District). The following information regarding the characteristics of the MCAB is based on information from the EDCAQMD's *Guide to Air Quality Assessment* (CEQA Guide).

The MCAB lies along the northern Sierra Nevada mountain range, close to or contiguous with the Nevada border, and covers an area of roughly 11,000 square miles. Elevations range from over 10,000 feet at the Sierra crest down to several hundred feet above sea level at the Sacramento County boundary. Throughout the County, the topography is highly variable, and includes rugged mountain peaks and valleys with extreme slopes and differences in altitude in the Sierras, as well as rolling foothills to the west.

¹ El Dorado County Air Pollution Control District. *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act*. February 2002.

² El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

³ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

⁴ ENVIRON International Corporation and the California Air Districts. *California Emissions Estimator Model User's Guide Version 2013.2*. July 2013.

The general climate of the MCAB varies considerably with elevation and proximity to the Sierra ridge. The terrain features of the MCAB allow various climates to exist in relatively close proximity. The pattern of mountains and hills causes a wide variation in rainfall, temperature, and localized winds throughout the basin. Temperature variations have an important influence on basin wind flow, dispersion along mountain ridges, vertical mixing, and photochemistry. The Sierra Nevada may receive large amounts of precipitation from storms moving in from the Pacific in the winter, with lighter amounts from intermittent “Monsoonal” moisture flows from the south and cumulus buildup in the summer. Precipitation levels are high in the highest mountain elevations, but decline rapidly toward the western portion of the basin. Winter temperatures in the mountains can be below freezing for weeks at a time, and substantial depths of snow can accumulate, but in the western foothills, winter temperatures usually dip below freezing only at night and precipitation is mixed as rain or light snow. In the summer, temperatures in the mountains are mild, with daytime peaks in the 70’s to low 80’s degree Fahrenheit, but the western end of the County can routinely exceed 100 degrees Fahrenheit.

From an air quality perspective, the topography and meteorology of the MCAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. Inversion layers, where warm air overlays cooler air, frequently occur and trap pollutants close to the ground. In the winter, these conditions can lead to CO “hotspots” along heavily traveled roads and at busy intersections. During summer’s longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions and energy for the photochemical reaction between reactive organic compounds (ROG) and oxides of nitrogen (NOx) that results in the formation of ozone. Because of its long formation time, ozone is a regional pollutant rather than a local hotspot problem.

In the summer, the strong upwind valley air flowing into the basin from the Central Valley to the west is an effective transport medium for ozone precursors and ozone generated in the Bay Area and the Sacramento and San Joaquin valleys. The transported pollutants predominate as the cause of ozone in the MCAB.

Ambient Air Quality Standards

Both the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established AAQS for common pollutants. The federal standards are divided into primary standards, which are designed to protect the public health, and secondary standards, which are designed to protect the public welfare. The AAQS for each contaminant represent safe levels that avoid specific adverse health effects. Pollutants for which air quality standards have been established are called “criteria” pollutants. Table 4.2-1 identifies the major pollutants, characteristics, health effects and typical sources. The national and California AAQS (i.e., NAAQS and CAAQS, respectively) are summarized in Table 4.2-2. The federal and State ambient standards were developed independently with differing purposes and methods. As a result, the federal and State standards differ in some cases. In general, the State of California standards are more stringent, particularly for ozone and particulate matter (PM₁₀ and PM_{2.5}), than the federal standards.

**Table 4.2-1
Summary of Criteria Pollutants**

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive gas produced by the photochemical process involving a chemical reaction between the sun's energy and other pollutant emissions. Often called photochemical smog.	<ul style="list-style-type: none"> • Eye irritation • Wheezing, chest pain, dry throat, headache, or nausea • Aggravated respiratory disease such as emphysema, bronchitis, and asthma 	Combustion sources such as factories, automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	An odorless, colorless, highly toxic gas that is formed by the incomplete combustion of fuels.	<ul style="list-style-type: none"> • Impairment of oxygen transport in the bloodstream • Impaired vision, reduced alertness, chest pain, and headaches • Can be fatal in the case of very high concentrations 	Automobile exhaust, combustion of fuels, and combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	A reddish-brown gas that discolors the air and is formed during combustion of fossil fuels under high temperature and pressure.	<ul style="list-style-type: none"> • Lung irritation and damage • Increased risk of acute and chronic respiratory disease 	Automobile and diesel truck exhaust, industrial processes, and fossil-fueled power plants.
Sulfur Dioxide	A colorless, irritating gas with a rotten egg odor formed by combustion of sulfur-containing fossil fuels.	<ul style="list-style-type: none"> • Aggravation of chronic obstruction lung disease • Increased risk of acute and chronic respiratory disease 	Diesel vehicle exhaust, oil-powered power plants, and industrial processes.
Particulate Matter (PM ₁₀ and PM _{2.5})	A complex mixture of extremely small particles and liquid droplets that can easily pass through the throat and nose and enter the lungs.	<ul style="list-style-type: none"> • Aggravation of chronic respiratory disease • Heart and lung disease • Coughing • Bronchitis • Chronic respiratory disease in children • Irregular heartbeat • Nonfatal heart attacks 	Combustion sources such as automobiles, power generation, industrial processes, and wood burning. Also from unpaved roads, farming activities, and fugitive windblown dust.
Lead	A metal found naturally in the environment as well as in manufactured products.	<ul style="list-style-type: none"> • Loss of appetite, weakness, apathy, and miscarriage • Lesions of the neuromuscular system, circulatory system, brain, and gastrointestinal tract 	Industrial sources and combustion of leaded aviation gasoline.

Sources:

- California Air Resources Board. *California Ambient Air Quality Standards (CAAQS)*. Available at: <http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>. Accessed September 2015.
- Sacramento Metropolitan, El Dorado, Feather River, Placer, and Yolo-Solano Air Districts, *Spare the Air website. Air Quality Information for the Sacramento Region*. Available at: <http://www.sparetheair.com/health.cfm?page=healthoverall>. Accessed September 2015.
- California Air Resources Board. *Glossary of Air Pollution Terms*. Available at: <http://www.arb.ca.gov/html/gloss.htm>. Accessed September 2015.

Table 4.2-2 Ambient Air Quality Standards				
Pollutant	Averaging Time	CAAQS	NAAQS	
			Primary	Secondary
Ozone	1 Hour	0.09 ppm	-	Same as primary
	8 Hour	0.070 ppm	0.075 ppm	
Carbon Monoxide	8 Hour	9 ppm	9 ppm	-
	1 Hour	20 ppm	35 ppm	
Nitrogen Dioxide	Annual Mean	0.030 ppm	53 ppb	Same as primary
	1 Hour	0.18 ppm	100 ppb	-
Sulfur Dioxide	24 Hour	0.04 ppm	-	-
	3 Hour	-	-	0.5 ppm
	1 Hour	0.25 ppm	75 ppb	-
Respirable Particulate Matter (PM ₁₀)	Annual Mean	20 ug/m ³	-	Same as primary
	24 Hour	50 ug/m ³	150 ug/m ³	
Fine Particulate Matter (PM _{2.5})	Annual Mean	12 ug/m ³	12 ug/m ³	15 ug/m ³
	24 Hour	-	35 ug/m ³	Same as primary
Lead	30 Day Average	1.5 ug/m ³	-	-
	Calendar Quarter	-	1.5 ug/m ³	Same as primary
Sulfates	24 Hour	25 ug/m ³	-	-
Hydrogen Sulfide	1 Hour	0.03 ppm	-	-
Vinyl Chloride	24 Hour	0.010 ppm	-	-
Visibility Reducing Particles	8 Hour	see note below	-	-

ppm = parts per million
ppb = parts per billion
µg/m³ = micrograms per cubic meter

Note: Statewide Visibility Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Source: California Air Resources Board. Ambient Air Quality Standards. June 4, 2013. Available at: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. Accessed September 2015.

Ozone

Ozone is a reactive gas consisting of three oxygen atoms. In the troposphere, ozone is a product of the photochemical process involving the sun's energy, and is a secondary pollutant formed as a result of a complex chemical reaction between reactive organic gases (ROG) and NO_x emissions in the presence of sunlight. As such, unlike other pollutants, ozone is not released directly into the atmosphere from any sources. In the stratosphere, ozone exists naturally and shields Earth from harmful incoming ultraviolet radiation. The primary source of ozone precursors is mobile sources, including cars, trucks, buses, construction equipment, and agricultural equipment.

Ground-level ozone reaches the highest level during the afternoon and early evening hours. High levels occur most often during the summer months. Ground-level ozone is a strong irritant that could cause constriction of the airways, forcing the respiratory system to work harder in order to provide oxygen. Ozone at the Earth's surface causes numerous adverse health effects and is a major component of smog. High concentrations of ground level ozone can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments.

Reactive Organic Gas

Reactive Organic Gas (ROG) is a reactive chemical gas composed of hydrocarbon compounds typically found in paints and solvents that contributes to the formation of smog and ozone by involvement in atmospheric chemical reactions. A separate health standard does not exist for ROG. However, some compounds that make up ROG are toxic, such as the carcinogen benzene.

Oxides of Nitrogen

Oxides of Nitrogen (NO_x) are a family of gaseous nitrogen compounds and are precursors to the formation of ozone and particulate matter. The major component of NO_x, nitrogen dioxide (NO₂), is a reddish-brown gas that discolors the air and is toxic at high concentrations. NO_x results primarily from the combustion of fossil fuels under high temperature and pressure. On-road and off-road motor vehicles and fuel combustion are the major sources of NO_x. NO_x reacts with ROG to form smog, which could result in adverse impacts to human health, damage the environment, and cause poor visibility. Additionally, NO_x emissions are a major component of acid rain. Health effects related to NO_x include lung irritation and lung damage and can cause increased risk of acute and chronic respiratory disease.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless, poisonous gas produced by incomplete burning of carbon-based fuels such as gasoline, oil, and wood. When CO enters the body, the CO combines with chemicals in the body, which prevents blood from carrying oxygen to cells, tissues, and organs. Symptoms of exposure to CO can include problems with vision, reduced alertness, and general reduction in mental and physical functions. Exposure to CO can result in chest pain, headaches, reduced mental alertness, and death at high concentrations.

Sulfur Dioxide

Sulfur Dioxide is a colorless, irritating gas with a rotten egg odor formed primarily by the combustion of sulfur-containing fossil fuels from mobile sources, such as locomotives, ships, and off-road diesel equipment. SO₂ is also emitted from several industrial processes, such as petroleum refining and metal processing. Similar to airborne NO_x, suspended sulfur oxide particles contribute to poor visibility. The sulfur oxide particles are also a component of PM₁₀.

Particulate Matter

Particulate matter, also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health impacts. The USEPA is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, the particles could affect the heart and lungs and cause serious health effects. USEPA groups particle pollution into three categories based on their size and where they are deposited:

- "Inhalable coarse particles (PM_{2.5-10})," which are found near roadways and dusty industries, are between 2.5 and 10 micrometers in diameter. PM_{2.5-10} is deposited in the thoracic region of the lungs.
- "Fine particles (PM_{2.5})," which are found in smoke and haze, are 2.5 micrometers in diameter and smaller. PM_{2.5} particles could be directly emitted from sources such as forest fires, or could form when gases emitted from power plants, industries, and automobiles react in the air. They penetrate deeply into the thoracic and alveolar regions of the lungs.
- "Ultrafine particles (UFP)," which are very, very small particles (less than 0.1 micrometers in diameter) largely resulting from the combustion of fossil fuels, meat, wood, and other hydrocarbons. While UFP mass is a small portion of PM_{2.5}, their high surface area, deep lung penetration, and transfer into the bloodstream could result in disproportionate health impacts relative to their mass. UFP is not currently regulated separately, but is analyzed as part of PM_{2.5}.

PM₁₀, PM_{2.5-10}, and UFP include primary pollutants (emitted directly to the atmosphere) as well as secondary pollutants (formed in the atmosphere by chemical reactions among precursors). Generally speaking, PM_{2.5} and UFP are emitted by combustion sources like vehicles, power generation, industrial processes, and wood burning, while PM₁₀ sources include the same sources plus roads and farming activities. Fugitive windblown dust and other area sources also represent a source of airborne dust. Long-term PM pollution, especially fine particles, could result in significant health problems including, but not limited to, the following: increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; decreased lung function; aggravated asthma; development of chronic respiratory disease in children; development of chronic bronchitis or obstructive lung disease; irregular heartbeat; heart attacks; and increased blood pressure.

Lead

Lead is a relatively soft and chemically resistant metal that is a natural constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, and, thus, essentially persists forever. Lead forms compounds with both organic and inorganic substances. As an air pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Gasoline-powered automobile engines were a major source of

airborne lead through the use of leaded fuels. The use of leaded fuel has been mostly phased out, with the result that ambient concentrations of lead have dropped dramatically. However, because lead was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) and could become re-suspended into the air.

Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources could accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms could include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children. Lead also causes cancer.

Sulfates

Sulfates are the fully oxidized ionic form of sulfur and are colorless gases. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. The sulfur is oxidized to sulfur dioxide (SO₂) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO₂ to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.

The sulfates standard established by CARB is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardiopulmonary disease. Sulfates are particularly effective in degrading visibility, and, because they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide

Hydrogen Sulfide (H₂S) is associated with geothermal activity, oil and gas production, refining, sewage treatment plants, and confined animal feeding operations. Hydrogen sulfide is extremely hazardous in high concentrations; especially in enclosed spaces (800 ppm can cause death).

Vinyl Chloride

Vinyl Chloride (C₂H₃Cl, also known as VCM) is a colorless gas that does not occur naturally, but is formed when other substances such as trichloroethane, trichloroethylene, and tetrachloroethylene are broken down. Vinyl chloride is used to make polyvinyl chloride (PVC) which is used to make a variety of plastic products, including pipes, wire and cable coatings, and packaging materials.

Visibility Reducing Particles

Visibility Reducing Particles are a mixture of suspended particulate matter consisting of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. The standard is

intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases.

Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death. Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level. The identification, regulation, and monitoring of TACs is relatively new compared to that for criteria air pollutants that have established AAQS. TACs are regulated or evaluated on the basis of risk to human health rather than comparison to an AAQS or emission-based threshold.

Naturally Occurring Asbestos

Another concern related to air quality is naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. When rock containing asbestos is broken or crushed, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs). Because asbestos is a known carcinogen, NOA is considered a TAC. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock; construction activities in ultramafic rock deposits; or rock quarrying activities where ultramafic rock is present.

The California Department of Conservation published a map in 2000 that qualitatively indicates the likelihood for NOA in western El Dorado County. According to the map, due to the general lack of presence of serpentine, ultramafic rocks, or related soils in the project area, the proposed project is not identified as an area likely to contain NOA.⁵

⁵ California Department of Conservation, Division of Mines and Geology. *Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California*. March 2000.

Attainment Status and Regional Air Quality Plans

The Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require all areas of California to be classified as attainment, non-attainment, or unclassified as to their status with regard to the federal and/or State AAQS. The CAA and CCAA require that the CARB, based on air quality monitoring data, designate portions of the State where the federal or State AAQS are not met as “nonattainment areas.” Because of the differences between the national and State standards, the designation of nonattainment areas is different under the federal and State legislation. The CCAA requires local air pollution control districts to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or, provide for adoption of “all feasible measures on an expeditious schedule.”

As presented in Table 4.2-3 under the CCAA, the MCAB portion of El Dorado County has been designated as nonattainment for the State and federal ozone, State PM₁₀, and federal PM_{2.5} AAQS, and attainment or unclassified for all other AAQS.

Pollutant	CAAQS	NAAQS
Ozone	Nonattainment	Nonattainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Respirable Particulate Matter (PM ₁₀)	Nonattainment	Unclassified
Fine Particulate Matter (PM _{2.5})	Unclassified	Nonattainment
Lead	Attainment	Unclassified/Attainment
Sulfates	Attainment	-
Hydrogen Sulfide	Unclassified	-
Visibility Reducing Particles	Unclassified	-

Source: California Air Resources Board. Area Designations Maps / State and National. August 22, 2014. Available at: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed October 2015.

Due to the nonattainment designations, the EDCAQMD, along with the other air districts in the nonattainment areas, is required to develop plans to attain the federal and State standards for ozone and particulate matter. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals. The attainment plans currently in effect, and applicable to the proposed project area, are discussed in further detail in the Regulatory Context section of this chapter.

Local Air Quality Monitoring

Air quality is monitored by CARB at various locations to determine which air quality standards are being violated, and to direct emission reduction efforts, such as developing attainment plans

and rules, incentive programs, etc. The nearest local air quality monitoring station to the project site is the Placerville-Gold Nugget Way station, located at 3111 Gold Nugget Way in Placerville. The Placerville-Gold Nugget Way station, as well as the other air quality monitoring stations in El Dorado County, has only ozone data available. Based on the data available for the nearest monitoring station, Table 4.2-4 presents the number of days that the State and federal ozone AAQS were exceeded for the three-year period from 2012 to 2014.

Table 4.2-4				
Air Quality Monitoring Data Summary for Project Area				
Pollutant	Standard	Days Standard Was Exceeded		
		2012	2013	2014
1-Hour Ozone	State	6	1	1
	Federal	0	0	0
8-Hour Ozone	State	50	21	36
	Federal	20	11	12

Source: California Air Resources Board. Aerometric Data Analysis and Management (iADAM) System. Available at: <http://www.arb.ca.gov/adam/topfour/topfour1.php>. Accessed October 2015.

Odors

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative or formulaic methodologies to determine the presence of a significant odor impact do not exist. Adverse effects of odors on residential areas and other sensitive receptors warrant the closest scrutiny, but consideration should also be given to other land use types where people congregate, such as recreational facilities, worksites, and commercial areas. The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between a receptor and an odor source, and local meteorological conditions.

One of the most important factors influencing the potential for an odor impact to occur is the distance between the odor source and receptors, also referred to as a buffer zone or setback. The greater the distance between an odor source and receptor, the less concentrated the odor emission would be when reaching the receptor.

Meteorological conditions also affect the dispersion of odor emissions, which determines the exposure concentration of odiferous compounds at receptors. The predominant wind direction in an area influences which receptors are exposed to the odiferous compounds generated by a nearby source. Receptors located upwind from a large odor source may not be affected due to the produced odiferous compounds being dispersed away from the receptors. Wind speed also influences the degree to which odor emissions are dispersed away from any area.

Odiferous compounds could be generated from a variety of source types including both construction and operational activities. A project's operations, depending on the project type, can generate a large range of odiferous compounds that could be considered offensive to receptors.

Examples of common land use types that typically generate significant odor impacts include, but are not limited to wastewater treatment plants; sanitary landfills; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The project site is not located in the vicinity of any such existing uses.

Although less common, diesel fumes associated with substantial diesel-fueled equipment and heavy-duty trucks, such as from construction activities, freeway traffic, or distribution centers, could be found to be objectionable. The project site is not located in close proximity to any freeways. Industrial uses generally surround the project site to the north, south, and east, the operations of which may involve truck traffic.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, day care centers, playgrounds, and medical facilities. A few single-family residences are located to northeast of the project site, north of Industrial Drive and southwest of Missouri Flat Road, along Wedge Hill Road, Halyard Lane, and Halyard Court. Single-family residences are also located west of the site, across from the Sacramento-Placerville Transportation Corridor and El Dorado Trail. In addition, a Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. For analysis purposes, the residences located northeast of the project site would be considered the closest sensitive receptors to the Public Safety Facility and the residences to the west would be the nearest sensitive receptors to the solar farm.

The nearest single-family residences to the northeast are located along Halyard Court, approximately 180 feet or further from the project site boundary, and approximately 640 feet or further from the nearest proposed development area. The residences sit atop a bluff, approximately 70 feet higher in elevation than the project site area. The nearest single-family residences to the west would be located approximately 275 feet from the project site boundary and 345 feet west of the nearest proposed development area.

Greenhouse Gases

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. The increase in atmospheric concentrations of GHG has resulted in more heat being held within the atmosphere, which is the accepted explanation for global climate change. Some GHGs occur naturally and are emitted into the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. The principal GHGs that enter the atmosphere due to human activities are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated carbons. Other common GHGs include water vapor, ozone, and aerosols.

The primary GHG emitted by human activities is CO₂, with the next largest components being CH₄ and N₂O. The primary sources of CH₄ emissions include domestic livestock sources, decomposition of wastes in landfills, releases from natural gas systems, coal mine seepage, and manure management. The main human activities producing N₂O are agricultural soil management, fuel combustion in motor vehicles, nitric acid production, manure management, and stationary fuel combustion. Emissions of GHG by economic sector indicate that energy-related activities account for the majority of U.S. emissions. Electricity generation is the largest single-source of GHG emissions, and transportation is the second largest source, followed by industrial activities. The agricultural, commercial, and residential sectors account for the remainder of GHG emission sources.⁶ Emissions of GHG are offset by uptake of carbon and sequestration in forests, trees in urban areas, agricultural soils, and landfilled yard trimmings and food scraps. Attainment concentration standards for GHGs have not been established by the federal or State government.

Global Warming Potential

Global Warming Potential (GWP) is one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the USEPA, the global warming potential of a gas, or aerosol, to trap heat in the atmosphere is the “cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas.” The reference gas for comparison is CO₂. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of CO₂, as well as the decay rate of each gas relative to that of CO₂. Each gas’s GWP is determined by comparing the radiative forcing associated with emissions of that gas versus the radiative forcing associated with emissions of the same mass of CO₂, for which the GWP is set at one. Methane gas, for example, is estimated by the USEPA to have a comparative global warming potential 21 times greater than that of CO₂, as shown in Table 4.2-5.

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50-200	1
Methane	12±3	25
Nitrous Oxide	120	298
HFC-23	264	14,800
HFC-134a	14.6	1,430
HFC-152a	1.5	124
PFC: Tetrafluoromethane (CF ₄)	50,000	7,390
PFC: Hexafluoroethane (C ₂ F ₆)	10,000	12,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800

Source: U.S. Environmental Protection Agency. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2011. April 15, 2015.

⁶ U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Available at: <http://epa.gov/climatechange/ghgemissions/sources/industry.html>. Accessed October 2015.

As shown in the table, at the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative GWP 22,800 times that of CO₂. The “specified time horizon” is related to the atmospheric lifetimes of such GHGs, which are estimated by the USEPA to vary from 50 to 200 years for CO₂, to 50,000 years for tetrafluoromethane. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the global warming potential of a gas. The common indicator for GHG is expressed in terms of metric tons of CO₂ equivalents (MTCO₂e).

Analysis of GHGs and Global Climate Change

Analysis of global climate change presents the challenge of analyzing the relationship between local and global activities. GHGs are not generally thought of as traditional air pollutants because GHGs, and their impacts, are global in nature, while air pollutants affect the health of people and other living things at ground level, in the general region of their release to the atmosphere. Accordingly, the issue of global climate change is different from any other areas of air quality impact analysis. A global climate change analysis must be conducted on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions.

In the usual context, where air quality is linked to a particular location or area, considering the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly “new” emissions to the overall globe is appropriate. In fact, the approval of a new developmental plan or project does not necessarily create new automobile drivers – the primary source of a land use project’s emissions. Rather, a new land use project may simply be redistributing existing mobile emissions. For example, future workers at the project site could already be working within the County or region and would be moving from other parts of the region to the project site, which could result in shorter or longer associated vehicle trips, but would not introduce new vehicle trips to the overall region. Accordingly, the use of models that measure overall emissions increases without accounting for existing emissions would substantially overstate the impact of the development project on global climate change. Thus, an accurate analysis of GHG emissions substantially differs from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality in that area.

Uncertainties exist as to exactly what the climate changes will be in various local areas of the Earth. According to the Intergovernmental Panel on Climate Change’s Working Group II Report, *Climate Change 2007: Impacts, Adaptation and Vulnerability*,⁷ climate change impacts to North America may include:

- Diminishing snowpack;
- Increasing evaporation;
- Exacerbate shoreline erosion;

⁷ Intergovernmental Panel on Climate Change. *Climate Change 2007: Impacts, Adaptation, and Vulnerability*. 2007.

- Exacerbate inundation from sea level rising;
- Increased risk and frequency of wildfire;
- Increased risk of insect outbreaks;
- Increased experiences of heat waves; and
- Rearrangement of ecosystems as species and ecosystems shift northward and to higher elevations.

For California, climate change has the potential to cause/exacerbate the following environmental impacts:

- Increased frequency, duration, and intensity of conditions conducive to air pollution formation (particularly ozone);
- Reduced precipitation, changes to precipitation and runoff patterns, reduced snowfall (precipitation occurring as rain instead of snow), earlier snowmelt, decreased snowpack, and increased agricultural demand for water;
- Increased growing season and increased growth rates of weeds, insect pests and pathogens;
- Inundation by sea level rise; and
- Increased incidents and severity of wildfire events and expansion of the range and increased frequency of pest outbreaks.

4.2.3 REGULATORY CONTEXT

Air quality and GHGs are monitored through the efforts of various international, federal, State, and local government agencies. The agencies work jointly and individually to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for regulating and improving the air quality within the El Dorado County area are discussed below.

Federal Regulations

The most prominent federal regulation is the CAA, which is implemented and enforced by the USEPA.

CAA and USEPA

The CAA requires the USEPA to set NAAQS and designate areas with air quality not meeting NAAQS as nonattainment. The USEPA is responsible for enforcement of NAAQS for atmospheric pollutants and regulates emission sources that are under the exclusive authority of the federal government including emissions of GHGs. The USEPA's air quality mandates are drawn primarily from the CAA, which was signed into law in 1970. Congress substantially amended the CAA in 1977 and again in 1990. The USEPA has adopted policies consistent with CAA requirements demanding states to prepare State Implementation Plans (SIPs) that demonstrate attainment and maintenance of the NAAQS.

The USEPA has been directed to develop regulations to address the GHG emissions of cars and trucks. The Mandatory Reporting of Greenhouse Gases Rule requires reporting of GHG emissions from large sources and suppliers in the U.S., and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHG, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to the USEPA. To track the national trend in emissions and removals of GHG since 1990, USEPA develops the official U.S. GHG inventory each year.

On December 7, 2009, USEPA issued findings under Section 202(a) of the CAA concluding that GHGs are pollutants that could endanger public health. Under the so-called Endangerment Finding, USEPA found that the current and projected concentrations of the six key well-mixed GHGs – CO₂, CH₄, N₂O, PFCs, SF₆, and HFCs – in the atmosphere threaten the public health and welfare of current and future generations. These findings do not, by themselves, impose any requirements on industry or other entities.

State Regulations

California has adopted a variety of regulations aimed at reducing air pollution emissions. The adoption and implementation of the key State legislation described in further detail below demonstrates California's leadership in addressing air quality. Only the most prominent and applicable California air quality-related legislation are included below; however, an exhaustive list and extensive details of California air quality legislation can be found at the CARB website (<http://www.arb.ca.gov/html/lawsregs.htm>).

Assembly Bill 32

In September 2006, Assembly Bill (AB) 32, the California Climate Solutions Act of 2006 (Health & Saf. Code, §38500 et seq.) was enacted. AB 32 delegated the authority for its implementation to the CARB and directs CARB to enforce the State-wide cap. Among other requirements, AB 32 required CARB to (1) identify the State-wide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020, and (2) develop and implement a Scoping Plan. Accordingly, the CARB has prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008.⁸ The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. The reduction goal and BAU scenario for the Scoping Plan were based on 2005 emissions projections. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures, including any State regulation GHG emission reductions. A project's BAU scenario is project- and site-specific, and varies from project to project.

⁸ California Air Resources Board. *Climate Change Scoping Plan*. December 2008.

In 2011, the baseline or BAU level for the Scoping Plan was revised based on more recent (2010) data in order to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]).⁹ Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent (where BAU levels do not account for statewide regulation emission reductions) below the revised estimated BAU level. The amended Scoping Plan was re-approved August 24, 2011.¹⁰

The Scoping Plan must be updated every five years. The *First Update to the Climate Change Scoping Plan* (Scoping Plan Update) was approved by CARB on May 22, 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. The Scoping Plan Update highlights the State's progress towards the 2020 GHG emission reduction goals defined in the original Scoping Plan and evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. According to the Scoping Plan Update, the State is on track to meet the 2020 GHG goal and has created a framework for ongoing climate action that could be built upon to maintain and continue economic sector-specific reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050, as required by AB 32.

California GHG Cap-and-Trade Program

The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies California will employ to reduce the GHG emissions that cause climate change. The program will help put California on the path to meet the GHG emission reduction goal of 1990 levels by the year 2020, and ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors would be established by the cap-and-trade program and facilities subject to the cap would be able to trade permits (allowances) to emit GHGs. The CARB has designed a California cap-and-trade program that is enforceable and meets the requirements of AB 32. The program started on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions.

AB 1493

California AB 1493 (Stats. 2002, ch. 200) (Health & Safety Code, §§42823, 43018.5), known as Pavley I, was enacted on July 22, 2002. AB 1493 requires that the CARB develop and adopt regulations that achieve “the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by the CARB to be vehicles whose primary use is noncommercial personal transportation in the state.” On June 30, 2009, the USEPA granted a waiver of CAA preemption to California for the State's GHG emission standards for motor vehicles, beginning with the 2009 model year. Pursuant to the CAA, the waiver allows for the State to have special authority to enact stricter air pollution standards for

⁹ California Air Resources Board. *Status of Scoping Plan Recommended Measures*. Available at: http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf. Accessed September 2015.

¹⁰ California Air Resources Board. *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document*. August 19, 2011.

motor vehicles than the federal government's. On September 24, 2009, the CARB adopted amendments to the Pavley regulations (Pavley I) that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The second phase of the Pavley regulations (Pavley II) is expected to affect model year vehicles from 2016 through 2020. The CARB estimates that the regulation would reduce GHG emissions from the light-duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030.

AB 1807

AB 1807, enacted in September 1983, sets forth a procedure for the identification and control of TACs in California. CARB is responsible for the identification and control of TACs, except pesticide use, which is regulated by the California Department of Pesticide Regulation.

AB 2588

The Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588), California Health and Safety Code Section 44300 et seq., provides for the regulation of over 200 TACs, including DPM, and is the primary air contaminant legislation in California. Under the act, local air districts may request that a facility account for its TAC emissions. Local air districts then prioritize facilities on the basis of emissions, and high priority designated facilities are required to submit a health risk assessment and communicate the results to the affected public.

California Building Standards Code

California's building codes (California Code of Regulations [CCR], Title 24) are published on a triennial basis, and contain standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The California Building Standards Commission (CBSC) is responsible for the administration and implementation of each code cycle, which includes the proposal, review, and adoption process. Supplements and errata are issued throughout the cycle to make necessary mid-term corrections. The 2013 code has been prepared and became effective January 1, 2014, with minor exceptions to Part 6, Part 1, and energy provisions of Part 11, which did not become effective until July 1, 2014. The California building code standards apply State-wide; however, a local jurisdiction may amend a building code standard if the jurisdiction makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

California Green Building Standards Code

The 2013 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), became effective January 1, 2014. As mentioned above, the energy provisions of the CALGreen Code did not become effective until July 1, 2014. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction

practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

The key features of the CALGreen Code include the following mandates:

- Compliance with the California Building Energy Efficiency Standards Code;
- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate indoor and outdoor water meters to measure nonresidential buildings' indoor and outdoor water use with a requirement for moisture-sensing irrigation systems for larger landscape projects;
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

In addition to the mandatory measures listed above and to other State-wide mandates, the CALGreen Code encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. El Dorado County has not adopted any voluntary provisions of the CALGreen Code to date.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Building Standards)

The CEC administers Title 24 Building Standards, which were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards will continue to improve upon the current 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect on January 1, 2014, following approval of the California Building Standards Commission.

CCAA and CARB

The CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the CCAA. The CCAA requires that air quality plans be prepared for areas of the State that have not met the CAAQS for ozone, CO, NO_x, and SO₂. Among other requirements of the CCAA, the plans must include a wide range of implementable control measures, which often include transportation control measures

and performance standards. In order to implement the transportation-related provisions of the CCAA, local air pollution control districts have been granted explicit authority to adopt and implement transportation controls. The CARB, California's air quality management agency, regulates and oversees the activities of county air pollution control districts and regional air quality management districts. The CARB regulates local air quality indirectly using State standards and vehicle emission standards, by conducting research activities, and through planning and coordinating activities. In addition, the CARB has primary responsibility in California to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the USEPA. Furthermore, the CARB is charged with developing rules and regulations to cap and reduce GHG emissions.

Air Quality and Land Use Handbook

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB Handbook) addresses the importance of considering health risk issues when siting sensitive land uses, including residential development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities.¹¹ The CARB Handbook draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate [I] 405 and I-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including siting residential uses a minimum distance of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the State of California for location of new schools. Specifically, the CARB Handbook recommends, "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day" (CARB 2005).

Importantly, the Introduction section of the CARB Handbook clarifies that the guidelines are strictly advisory, recognizing that: "[I]and use decisions are a local government responsibility. The Air Resources Board Handbook is advisory and these recommendations do not establish regulatory standards of any kind." CARB recognizes that there may be land use objectives as well as meteorological and other site-specific conditions that need to be considered by a governmental jurisdiction relative to the general recommended setbacks, specifically stating, "[t]hese recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues" (CARB 2005).

Executive Order B-30-15

On April 29, 2015, Governor Jerry Brown issued Executive Order (EO) B-30-15, which establishes a State GHG reduction target of 40 percent below 1990 levels by 2030. The new emission reduction target provides for a mid-term goal that would help the State to continue on course from reducing GHG emissions to 1990 levels by 2020 (per AB 32) to the ultimate goal of

¹¹ California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

reducing emissions 80 percent under 1990 levels by 2050 (per EO S-03-05). This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions.¹² EO B-30-15 also addresses the need for climate adaptation and directs State government to:

- Incorporate climate change impacts into the State’s Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry and what actions the State can take to reduce the risks posed by climate change;
- Factor climate change into State agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

EO S-01-07

On January 18, 2007, then-Governor Schwarzenegger signed EO S-01-07, which mandates that a State-wide goal be established to reduce carbon intensity of California’s transportation fuels by at least 10 percent by 2020. The Order also requires that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California.

EO S-03-05

On June 1, 2005, then-Governor Schwarzenegger signed EO S-03-05, which established total GHG emission targets. Specifically, emissions are to be reduced to year 2000 levels by 2010, 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (Cal-EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is also directed to submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California’s resources; and (3) mitigation and adaptation plans to combat these impacts.

To comply with the Executive Order, the Secretary of the Cal-EPA created a Climate Act Team (CAT) made up of members from various State agencies and commissions. In March 2006, CAT released their first report. In addition, the CAT has released several “white papers” addressing issues pertaining to the potential impacts of climate change on California.

EO S-13-08

EO S-13-08 was issued on November 14, 2008. The EO is intended to hasten California’s response to the impacts of global climate change, particularly sea level rise, and directs state agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the

¹² California Office of Governor Edmund G. Brown Jr. *Governor Brown Establishes Most Ambitious Greenhouse Gas Reduction Target in North America*. April 29, 2015.

Business, Transportation, and Housing Agency to assess the vulnerability of the State's transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaptation strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

Heavy-Duty Vehicle Idling Emission Reduction Program

On October 20, 2005, CARB approved a regulatory measure to reduce emissions of toxics and criteria pollutants by limiting idling of new and in-use sleeper berth equipped diesel trucks.¹³ The regulation consists of new engine and in-use truck requirements and emission performance requirements for technologies used as alternatives to idling the truck's main engine. For example, the regulation requires 2008 and newer model year heavy-duty diesel engines to be equipped with a non-programmable engine shutdown system that automatically shuts down the engine after five minutes of idling, or optionally meet a stringent NO_x emission standard. The regulation also requires operators of both in-state and out-of-state registered sleeper berth equipped trucks to manually shut down their engine when idling more than five minutes at any location within California beginning in 2008. Emission producing alternative technologies such as diesel-fueled auxiliary power systems and fuel-fired heaters are also required to meet emission performance requirements that ensure emissions are not exceeding the emissions of a truck engine operating at idle.

In-Use Off-Road Diesel Vehicle Regulation

On July 26, 2007, CARB adopted a regulation to reduce DPM and NO_x emissions from in-use (existing), off-road, heavy-duty diesel vehicles in California.¹⁴ Such vehicles are used in construction, mining, and industrial operations. The regulation is designed to reduce harmful emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements, imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. The idling limits require operators of applicable off-road vehicles (self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on-road) to limit idling to less than five minutes. The idling requirements are specified in Title 13 of the California Code of Regulations.

¹³ California Air Resources Board. *Heavy-Duty Vehicle Idling Emission Reduction Program*. October 24, 2013. Available at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>. Accessed October 2015.

¹⁴ California Air Resources Board. *In-Use Off-Road Diesel Vehicle Regulation*. December 10, 2014. Available at: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. Accessed September 2015.

Renewable Portfolio Standard (RPS)

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an important environmental issue that requires analysis under CEQA. The bill directs the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, by July 1, 2009.

As directed by SB 97, the Governor's Office of Planning and Research (OPR) amended the CEQA Guidelines, effective March 18, 2010, to provide guidance to public agencies regarding the analysis and mitigation of GHG emissions and the effects of GHG emissions in draft CEQA documents. The amendments include revisions to the *Appendix G Initial Study Checklist* that incorporate a new subdivision to address project-generated GHG emissions and contribution to climate change. The new subdivision emphasizes that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. In addition, the revisions include a new subdivision to assist lead agencies in determining the significance of project related GHG emissions. Under the revised CEQA Appendix G checklist, an agency would consider whether the project will generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and whether the project conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

Guidance on determining the significance of impacts from GHG emissions is also provided in the SB 97 amendments. The guidance suggests the lead agency make a good-faith effort, based on available information, to describe, calculate or estimate the amount of GHG emissions resulting from a project. When assessing the significance of impacts from GHG emissions on the environment, lead agencies can consider the extent to which the project may increase or reduce GHG as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance determined applicable to the project, and/or the extent to which the project complies with adopted regulations or requirements to implement a State-wide, regional, or local plan for the reduction or mitigation of GHG emissions. When adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

Under the SB 97 amendments, if GHG emissions of a project are determined to be significant, feasible means of mitigating GHG emissions, such as the following, shall be applied:

- Measurement of the reduction of emissions required as part of the lead agency’s decision;
- Reductions in emissions resulting from project through project features, design, or other measures;
- Off-site measures, including offsets, to mitigate a project’s emissions;
- Measures that sequester GHG gases; and
- If a GHG reduction plan, ordinance, regulation, or other similar plan is adopted, mitigation may include project-by-project measures, or specific measures or policies found in the plan that reduces the cumulative effect of emissions.

SB 350

On October 7, 2015, SB 350 was signed into law, which sets two climate change-related goals. One goal is a 50 percent increase in building energy efficiency. The other goal is for the State’s utility companies to meet a target of 50 percent of their total power supply from renewable energy sources. Both goals are to be met by the year 2030.

The RPS set forth by SB 350 builds upon California's existing commitment to renewable energy. Prior legislation set a goal of a 33 percent RPS, requiring utilities to source at least 33 percent of their energy supply from renewable sources like wind, solar, geothermal and biogas by the year 2020. The 33 percent RPS goal has been credited with spurring substantial development in solar infrastructure within California.

SB 375

In September 2008, SB 375, known as the Sustainable Communities and Climate Protection Act of 2008, was enacted, which is intended to build on AB 32 by attempting to control GHG emissions by curbing sprawl. SB 375 enhances CARB’s ability to reach goals set by AB 32 by directing CARB to develop regional GHG emission reduction targets to be achieved by the State’s 18 metropolitan planning organizations (MPOs), including the Sacramento Area Council of Governments (SACOG). Under SB 375, MPOs must align regional transportation, housing, and land-use plans and prepare a “Sustainable Communities Strategy” (SCS) to reduce the amount of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its greenhouse gas reduction targets. SB 375 provides incentives for creating walkable and sustainable communities and revitalizing existing communities, and allows home builders to get relief from certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Furthermore, SB 375 encourages the development of alternative transportation options, which will reduce traffic congestion.

SB 656

In 2003, the Legislature passed SB 656 to reduce public exposure to PM₁₀ and PM_{2.5} above the State CAAQS. The legislation requires the CARB, in consultation with local air pollution control and air quality management districts, to adopt a list of the most readily available, feasible, and cost-effective control measures that could be implemented by air districts to reduce PM₁₀ and PM_{2.5} emissions. The CARB list is based on California rules and regulations existing as of

January 1, 2004, and was adopted by CARB in November 2004. Categories addressed by SB 656 include measures for reduction of emissions associated with residential wood combustion and outdoor greenwaste burning, fugitive dust sources such as paved and unpaved roads and construction, combustion sources such as boilers, heaters, and charbroiling, solvents and coatings, and product manufacturing. Some of the measures include, but are not limited to, the following:

- Reduce or eliminate wood-burning devices allowed;
- Prohibit residential open burning;
- Permit and provide performance standards for controlled burns;
- Require water or chemical stabilizers/dust suppressants during grading activities;
- Limit visible dust emissions beyond the project boundary during construction;
- Require paving/curbing of roadway shoulder areas; and
- Require street sweeping.

Under SB 656, each air district is required to prioritize the measures identified by CARB, based on the cost effectiveness of the measures and their effect on public health, air quality, and emission reductions.

Local Regulations

The following are the regulatory agencies and regulations pertinent to air quality and GHG emissions on a local level.

El Dorado County Air Quality Management District

The EDCAQMD is the public agency entrusted with monitoring air quality within the County, designing programs to attain and maintain AAQS, develop air quality rules and regulate point source, area source, and mobile source activity emissions, establish permitting requirements for stationary sources, and enforce air quality rules through inspections, education, training, or fines. The EDCAQMD has prepared a *Guide to Air Quality Assessment*,¹⁵ which is intended to be used for assistance with CEQA review and advises lead agencies on how to evaluate potential air quality impacts, including establishing quantitative and qualitative thresholds of significance.

The EDCAQMD's significance thresholds listed in Table 4.2-6, and expressed in pounds per day (lbs/day), serve as air quality standards of significance in the evaluation of air quality impacts associated with proposed development projects. If a project's emissions exceed the thresholds presented in Table 4.2-6, that project could have a significant effect on regional air quality and the attainment of federal and State AAQS.

¹⁵ El Dorado County Air Pollution Control District. *Guide to Air Quality Assessment: Determining the Significance of Air Quality Impacts Under the California Environmental Quality Act*. February 2002.

Table 4.2-6 EDCAQMD Thresholds of Significance	
Pollutant	Construction/Operational Threshold (lbs/day)
ROG	82
NO _x	82

Source: EDCAQMD, 2002.

For emissions of PM₁₀, CO, and other pollutants, a project is considered significant if construction or operation emissions would cause or contribute significantly to a violation of the applicable AAQS. For TAC emissions, if a project would introduce a new source of TACs or a new sensitive receptor near an existing source of TACs that would not meet the CARB’s minimum recommended setback, a detailed health risk assessment may be required. For projects that result in emissions of TACs, the EDCAQMD considers a significant impact to occur if such projects would cause an increase in risks of contracting cancer greater than one in one million persons (or 10 in one million if best available control technology [BACT] is used), or a non-cancer Hazard Index greater than one.

The EDCAQMD has also developed screening levels for various land use types based on project size or activity, which may be used to determine whether a project is likely to exceed the thresholds of significance. The EDCAQMD recommends that a more detailed analysis be conducted for projects that are within 10 percent of reaching the screening level size. The proposed project would be consistent with the industrial land use and zoning designation for the site, but also involves general office uses. For an industrial park, the screening level is a total building square footage of 350,000 (within ten percent of which would be 315,000 square feet or more). For a general office building, the screening level is a total building square footage of 260,000 (within ten percent of which would be 234,000 square feet or more). The total building square footage for the proposed project would be 106,331, which is well below the EDCAQMD’s screening level for both an industrial park and a general office building land use.

The EDCAQMD, as part of the Sacramento Regional GHG Thresholds Committee, has recently developed regional GHG emissions thresholds. The thresholds were based on project data provided by the EDCAQMD and other regional air districts, including the Sacramento Metropolitan Air Quality Management District (SMAQMD). Although not formally adopted by the EDCAQMD, the EDCAQMD recommends using the GHG thresholds and methodology currently adopted by the SMAQMD.

Regional Air Quality Plans

According to the EDCAQMD, the applicable air quality plan for the area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, which was prepared in December 2008. The CARB approved the plan on March 26, 2009 as a revision to the SIP. An update to the plan, *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 Ozone Attainment Plan)*, has been prepared and was adopted on September 26, 2013, and approved by CARB as a revision to the SIP on November 21, 2013. The 2013 Ozone Attainment Plan was approved by the USEPA on January 9, 2015.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. The 2013 Ozone Attainment Plan shows that the region continues to meet federal progress requirements and demonstrates that the Sacramento ozone nonattainment region will meet the national AAQS by 2018 through implementation of source control measures, which include the EDCAQMD's rules and regulations and other development- and transportation-related measures. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The USEPA is in the process of preparing the final implementation rule of the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). The actions of the air districts within the nonattainment area are pending the publication of the final rule. The final rule is anticipated to require an attainment demonstration plan to be submitted in 2015.

Because the proposed project is located within the nonattainment area for ozone, the project would be subject to the requirements set forth in the 2013 Ozone Attainment Plan, as enforced by EDCAQMD through rules and regulations.

Rules and Regulations

All projects under the jurisdiction of the EDCAQMD are required to comply with all applicable EDCAQMD rules and regulations. EDCAQMD's regulations and rules include, but are not limited to, the following:¹⁶

- Regulation II – Prohibitions
 - Rule 202 related to visible emissions
 - Rule 205 related to nuisance
 - Rule 207 related to particulate matter
 - Rule 215 related to architectural coatings
 - Rule 223 related to fugitive dust
 - Rule 224 related to cutback asphalt paving material
 - Rule 239 related to water heaters
- Regulation III – Open Burning
 - Rule 300 related to open burning
- Regulation V – Permit to Operate Regulations
 - Rule 501 related to general permit requirements
 - Rule 523 related to new stationary source review

El Dorado County General Plan

The following goals, objectives, and policies of the 2004 *El Dorado County General Plan* related to air quality are applicable to the proposed project.

¹⁶ California Air Resources Board. El Dorado County AQMD List of Current Rules. Available at: <http://www.arb.ca.gov/drdb/ed/cur.htm>. Accessed October 2015.

Public Health, Safety, and Noise Element

Goal 6.7 Air Quality Maintenance.

- A) Strive to achieve and maintain ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.
- B) Minimize public exposure to toxic or hazardous air pollutants and air pollutants that create unpleasant odors.

Objective 6.7.1 El Dorado County Clean Air Plan. Adopt and enforce the El Dorado County Clean Air Act Plan in conjunction with the County Air Quality Management District.

Objective 6.7.2 Vehicular Emissions. Reduce motor vehicle air pollution by developing programs aimed at minimizing congestion and reducing the number of vehicle trips made in the County and encouraging the use of clean fuels.

Policy 6.7.2.1 Develop and implement a public awareness campaign to educate community leaders and the public about the causes and effects of El Dorado County air pollution and about ways to reduce air pollution.

Policy 6.7.2.2 Encourage, both through County policy and discretionary project review, the use of staggered work schedules, flexible work hours, compressed work weeks, teleconferencing, telecommuting, and car pool/van pool matching as ways to reduce peak-hour vehicle trips.

Policy 6.7.2.3 To improve traffic flow, synchronization of signalized intersections shall be encouraged as a means to reduce congestion, conserve energy, and improve air quality.

Policy 6.7.2.4 Encourage a local and inter-State rail system.

Policy 6.7.2.5 Upon reviewing projects, the County shall support and encourage the use of, and facilities for, alternative-fuel vehicles to the extent feasible. The County shall develop language to be included in County contract

procedures to give preference to contractors that utilize low-emission heavy-duty vehicles.

Policy 6.7.2.6 The County shall investigate the replacement of its fleet vehicles with more fuel-efficient alternative fuel vehicles (e.g., liquid natural gas, fuel cell vehicles).

Objective 6.7.3 Transit Service. Expand the use of transit service within the County.

Policy 6.7.3.1 Legally permissible trip reduction programs and the development of transit and ridesharing facilities shall be given priority over highway capacity expansion when such programs and facilities will help to achieve and maintain mobility and air quality.

Objective 6.7.4 Project Design and Mixed Uses. Encourage project design that protects air quality and minimizes direct and indirect emissions of air contaminants.

Policy 6.7.4.1 Reduce automobile dependency by permitting mixed land use patterns which locate services such as banks, child care facilities, schools, shopping centers, and restaurants in close proximity to employment centers and residential neighborhoods.

Policy 6.7.4.3 New development on large tracts of undeveloped land near the rail corridor shall, to the extent practical, be transit supportive with high density or intensity of use.

Policy 6.7.4.4 All discretionary development applications shall be reviewed to determine the need for pedestrian/bike paths connecting to adjacent development and to common service facilities (e.g., clustered mail boxes, bus stops, etc.).

Policy 6.7.4.6 The County shall regulate wood-burning fireplaces and stoves in all new development. Environmental Protection

Agency (EPA)-approved stoves and fireplaces burning natural gas or propane are allowed. The County shall discourage the use of non-certified wood heaters and fireplaces during periods of unhealthy air quality.

Policy 6.7.4.7 The County shall inform the public regarding the air quality effects associated with the use of wood for home heating. The program should address proper operation and maintenance of wood heaters, proper wood selection and use, the health effects of wood smoke, weatherization methods for homes, and determining the proper size of heaters needed before purchase and professional installation. The County shall develop an incentive program to encourage homeowners to replace high-pollution emitting non-EPA-certified wood stoves that were installed before the effective date of the applicable EPA regulation with newer cleaner-burning EPA-certified wood stoves.

Objective 6.7.6 Air Pollution-Sensitive Land Uses. Separate air pollution sensitive land uses from significant sources of air pollution.

Policy 6.7.6.1 Ensure that new facilities in which sensitive receptors are located (e.g., schools, child care centers, playgrounds, retirement homes, and hospitals) are sited away from significant sources of air pollution.

Policy 6.7.6.2 New facilities in which sensitive receptors are located (e.g. residential subdivisions, schools, childcare centers, playgrounds, retirement homes, and hospitals) shall be sited away from significant sources of air pollution.

Objective 6.7.7 Construction Related, Short-Term Emissions. Reduce construction related, short-term emissions by adopting regulations which minimize their adverse effects.

Policy 6.7.7.1 The County shall consider air quality when planning the land uses and transportation

systems to accommodate expected growth, and shall use the recommendations in the most recent version of the El Dorado County Air Quality Management (AQMD) Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act, to analyze potential air quality impacts (e.g., short-term construction, long-term operations, toxic and odor-related emissions) and to require feasible mitigation requirements for such impacts. The County shall also consider any new information or technology that becomes available prior to periodic updates of the Guide. The County shall encourage actions (e.g., use of light-colored roofs and retention of trees) to help mitigate heat island effects on air quality.

4.2.4 IMPACTS AND MITIGATION MEASURES

The standards of significance and methodology used to analyze and determine the proposed project's potential project-specific impacts related to air quality are described below. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Based on the recommendations of the EDCAQMD, and in coordination with the County, consistent with Appendix G of the CEQA Guidelines and professional judgment, a significant impact would occur if the proposed project would result in any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation (i.e., exceed the EDCAQMD thresholds of significance for ROG and NO_x listed in Table 4.2-6 or cause or contribute significantly to a violation of the AAQS for PM₁₀, CO, or other pollutants listed in Table 4.2-2);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations (including localized CO concentrations and TAC emissions);
- Create objectionable odors affecting a substantial number of people;

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

As mentioned above, the EDCAQMD has not formally adopted thresholds for evaluating GHG emissions, but has recommended the use of thresholds adopted by the SMAQMD. SMAQMD adopted the following CEQA thresholds of significance for GHG emissions on October 23, 2014:

- 1,100 MTCO_{2e} per year for construction and operational GHG emissions; and
- 10,000 direct MTCO_{2e} per year for stationary sources.

Projects exceeding the above GHG thresholds of significance are required to perform a further detailed analysis showing whether the project's operational GHG emissions would meet a 21.7 percent reduction from a BAU scenario (as referred to by the State's Scoping Plan) or a No Action Taken scenario (as referred to by the SMAQMD) by the year 2020, based on the reductions necessary to meet 1990 levels by 2020 per the 2011 amended Scoping Plan's revised BAU emission level and the 2020 target GHG emissions level per AB 32. Based on SMAQMD recommendations, if construction GHG emissions exceed the 1,100 MTCO_{2e} per year threshold, construction GHG emissions may be taken into consideration (e.g., amortized) with the operational GHG emissions for the analysis of No Action Taken and 2020 emissions.¹⁷

In accordance with CARB and EDCAQMD recommendations, the County, as lead agency, uses the currently adopted SMAQMD GHG thresholds of significance as presented above. Therefore, if the proposed project results in construction and/or operational GHG emissions in excess of 1,100 MTCO_{2e}/yr and is unable to show a 21.7 percent reduction in emissions from the No Action Taken scenario by 2020, the project would be considered to result in a cumulatively considerable contribution to global climate change.

Method of Analysis

The analysis protocol and guidance provided by the EDCAQMD's Guide to Air Quality Assessment was used to analyze the proposed project's air quality impacts, including screening criteria and pollutant thresholds of significance.

Construction Emissions

The proposed project's short-term construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip

¹⁷ Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009.

generation rates based on the ITE Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model.

As explained in the Project Description chapter of this EIR, timing of construction for the solar farm is dependent upon the County's receipt of U.S. Department of Agriculture Rural Development Community Facilities grant funding. The solar farm may or may not be constructed, based on whether the County receives the grant funding; however, the analysis of construction emissions assumes the solar farm would be constructed. Once construction of the solar farm is initiated, the length of the construction period would be expected to occur over approximately three months. For conservative analysis purposes, construction of the solar farm was assumed to occur concurrently with the construction of the Public Safety Facility. Based on such, as well as information provided by the project applicant, the following assumptions were made for the proposed project (Public Safety Facility and solar farm) during the construction modeling:

- Demolition would not be required;
- Construction was assumed to commence in July 2016;
- A total of approximately 18 acres would be disturbed during the grading phase, which includes 11 acres for the Public Safety Facility and seven acres for the solar farm; and
- A maximum of six acres would be disturbed per day during the grading phase.

Compliance with EDCAQMD rules and regulations is not inherently accounted for in CalEEMod. As such, the modeling has been adjusted to reflect the use of low-volatile organic compounds (VOC) paints only, per EDCAQMD Rule 215 related to architectural coatings, and low-VOC cleaning supplies, which are regulated by the EDCAQMD. It should be noted that compliance with EDCAQMD Rule 223 related to fugitive dust is not inherently included in the model, and adjustments were not applied to the model, as the full extent of reductions due to implementation of the requirements of Rule 223 cannot be captured using the model. Thus, the construction-related emissions presented in this analysis represent a conservative estimate, as the proposed project would be required to implement Rule 223, which would result in a reduction of construction-related fugitive dust emissions from what is presented in this analysis.

The results of emissions estimations were compared to the standards of significance discussed above in order to determine the associated level of impact. All CalEEMod modeling results are included in Appendix D to this EIR.

Operational Emissions

The proposed project's operational emissions were estimated using CalEEMod. Based on the construction information provided by the project applicant and the construction modeling assumptions described above, the proposed project is anticipated to be fully operational by 2018, under the conservative assumption that the solar farm would be constructed concurrently with the Public Safety Facility. The Public Safety Facility was applied in CalEEMod as a "Government (Civic Center)" land use, defined by the CalEEMod User's Guide as "a group of

government buildings that are interconnected by pedestrian walkways,” which was the land use type option offered in CalEEMod that best describes the proposed Public Safety Facility.

As described above, the solar farm may or may not be constructed, based on whether the County receives the grant funding. The solar farm, once constructed, would be monitored and operated remotely. Workers would perform routine maintenance during operations, including panel and electrical equipment upkeep. However, such maintenance activities would not occur daily, and associated trip generation and emissions would be nominal. Because the proposed solar farm would not involve typical operational emissions, such as from operational fuel combustion, energy usage, waste generation, water usage, or mobile sources, the solar farm was not applied to CalEEMod as a separate land use. Instead, the seven acres of the solar farm was included in the total acreage for the Public Safety Facility (i.e., a total of 18 acres was applied for the “Government (Civic Center)” land use in CalEEMod), as well as the total acreage assumed to be disturbed during grading, in order to account for the construction emissions associated with development of the solar farm. In addition, because the solar farm may or may not be constructed and would result in an overall positive impact related to operational GHG emissions and global climate change due to the production of renewable energy, in order to provide a conservative analysis, the anticipated energy that would be generated by the solar farm was not applied to the project modeling.

The modeling performed for the proposed project included compliance with EDCAQMD rules and regulations, as described above (i.e., low-VOC paints and low-VOC cleaning supplies), as well as compliance with the 2013 California Building Energy Efficiency Standards Code. All buildings within the State of California are required to comply with the mandatory standards within the 2013 California Building Energy Efficiency Standards Code. The proposed project’s compliance with such would be verified as part of the County’s building approval review process. The project-specific trip generation rates provided by KD Anderson & Associates, Inc. were also applied to the project modeling.¹⁸

The project’s inherent site and design features have been applied to the modeling as well. For example, the proposed project’s use of a backup emergency diesel generator for the Public Safety Facility was included in the modeling. The generator would be used for emergency power backup only and is anticipated to operate for maintenance purposes approximately two times per month for a period of 30 minutes each time. In addition, the proposed project’s proximity to the nearest existing bus stop, which is located approximately a quarter-mile north of the project site along Missouri Flat Road, and the proposed project’s inclusion of a bicycle/pedestrian path on-site and provision of a connection to the nearby El Dorado Trail were applied as inherent features of the project in the modeling. Furthermore, although the anticipated energy that would be generated by the solar farm was not applied to the project modeling, the renewable energy that would be supplied by the solar-generating facilities to be located in the secured parking area of the Public Safety Facility was applied to the modeling. The solar-generating facilities to be located in the secured parking area of the Public Safety Facility are anticipated to generate

¹⁸ KD Anderson & Associates, Inc. *Traffic Impact Analysis for El Dorado County Sheriff Headquarters Facility*. October 14, 2015.

electricity sufficient to supply approximately 50 percent of the Public Safety Facility’s total electricity consumption.

The results of emissions estimations were compared to the standards of significance discussed above in order to determine the associated level of impact. All CalEEMod modeling results are included in Appendix D to this EIR.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison with the standards of significance identified above.

4.2-1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction. Based on the analysis below, the impact is *less than significant*.

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers’ commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions of criteria air pollutants, including ROG and NO_x, intermittently within the site, and in the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a nonattainment area for ozone and PM.

The construction modeling assumptions are described in the Method of Analysis section above. The proposed project’s estimated unmitigated maximum construction-related emissions are presented in Table 4.2-7.

Table 4.2-7		
Maximum Unmitigated Project Construction-Related Emissions		
Pollutant	Project Emissions (lbs/day)	EDCAQMD Significance Threshold (lbs/day)
ROG	12.66	82.0
NO _x	74.92	82.0

Source: CalEEMod, October 2015 (see Appendix D).

As shown in the table, the project’s associated short-term construction-related emissions of ROG and NO_x would be below the thresholds of significance. According to the EDCAQMD, if ROG and NO_x mass emissions are determined not to be significant, then the assumption could be made that exhaust emissions of other air pollutants during construction would also not be significant.

The EDCAQMD screening approach for fugitive dust (PM₁₀) emissions is based on dust suppression measures that would prevent visible emissions beyond the boundaries of the project site. If such measures are incorporated into the design of the project, then further calculations to determine PM₁₀ emissions is not necessary. As discussed above, all construction activities that would result in the disturbance of soil occurring within El Dorado County are subject to EDCAQMD Rule 223 related to fugitive dust. The proposed project would be required to comply with EDCAQMD Rule 223, which includes submittal of a Fugitive Dust Control Plan to the EDCAQMD prior to the start of any construction activity for which a grading permit is issued by the County. The Fugitive Dust Control Plan would include a description of construction activities and fugitive dust control measures for all stages of construction. Dust control measures would likely include, but would not be limited to, measures to minimize track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. Compliance with the requirements of Rule 223 would ensure that measures sufficient to prevent visible emissions beyond the boundaries of the project site would be implemented. Accordingly, fugitive dust emissions are not anticipated to result in visible emissions beyond the boundaries of the project site and further calculations to determine PM₁₀ emissions is not necessary.

It should be noted that other air quality management districts in nearby regions (e.g., SMAQMD, Placer County Air Pollution Control District [PCAPCD], and Bay Area Air Quality Management District [BAAQMD]) have adopted mass emissions thresholds of significance for construction-related PM₁₀ emissions. The PCAPCD has established a threshold of significant for PM₁₀ of 82 lbs/day. The SMAQMD has established thresholds of significance for construction-related emissions of PM₁₀ and PM_{2.5} of 80 lbs/day and 82 lbs/day, respectively. The BAAQMD has established thresholds of significance for construction-related emissions of PM₁₀ and PM_{2.5} of 82 lbs/day and 54 lbs/day, respectively. Based on the CalEEMod results for the proposed project, the proposed project would result in maximum unmitigated construction-related emissions of PM₁₀ and PM_{2.5} of 21.15 lbs/day and 12.68 lbs/day, respectively, which are both well below the thresholds of significance established by other air quality management districts in nearby regions.

In addition, other air quality management districts in nearby regions (i.e., SMAQMD and PCAPCD) generally consider typical construction projects involving grading that would disturb less than 15 acres per day not to generate emissions of PM that would violate AAQS, contribute substantially to air quality violations, or cause health risks. The proposed project is anticipated to disturb a maximum of six acres per day during the grading phase.

Overall, because the proposed project would result in emissions of ROG and NO_x below the applicable thresholds of significance, and construction activities would comply with all applicable regulations related to construction, impacts related to short-term construction emissions of criteria air pollutants associated with development of the proposed project would be *less than significant*.

Mitigation Measure(s)

None required.

4.2-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation during operations. Based on the analysis below, the impact is *less than significant*.

Operational emissions of ROG and NO_x would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as future employee and patron vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as architectural coatings, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, detergents, hair spray, cleaning products, spray paint, insecticides, floor finishes, polishes, etc.). Routine maintenance operations of the on-site backup emergency diesel generator would also result in emissions.

As stated above, the proposed project is well below the screening level established by the EDCAQMD for an industrial park or a general office land use. As such, the project would not be expected to result in operational emissions in excess of the applicable thresholds of significance. Nonetheless, the proposed project’s maximum unmitigated operational emissions have been estimated using CalEEMod. The operational modeling assumptions are described in detail in the Method of Analysis section above. The resultant emissions estimated for operation of the proposed project are presented in Table 4.2-8.

Table 4.2-8		
Maximum Unmitigated Project Operational Emissions		
Pollutant	Project Emissions (lbs/day)	EDCAQMD Significance Threshold (lbs/day)
ROG	7.05	82.0
NO _x	3.17	82.0
<i>Source: CalEEMod, September 2015 (see Appendix D).</i>		

As shown in the table, the project’s operational emissions of ROG and NO_x would be below the EDCAQMD thresholds of significance, as anticipated per the EDCAQMD screening level. Thus, the proposed project would not be considered to contribute substantially to the region’s nonattainment status of ozone.

Because the proposed project is well below the screening level established by the EDCAQMD for an industrial park or a general office land use, in accordance with the EDCAQMD, the project would not be expected to result in mass emissions or emissions concentrations of CO, PM₁₀, or any other pollutant that would cause or contribute significantly to a violation of the associated AAQS.¹⁹ Localized CO and TAC emissions

¹⁹ El Dorado County Air Pollution Control District. *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act* [Chapter 6, Section 6.3.1]. February 2002.

concentrations as they relate to sensitive receptors are addressed in further detail in Impact 4.2-3 below.

Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during operations, and impacts related to long-term operational emissions of criteria air pollutants associated with development of the proposed project would be *less than significant*.

Mitigation Measure(s)

None required.

4.2-3 Expose sensitive receptors to substantial pollutant concentrations. Based on the analysis below, the impact is *less than significant*.

The major pollutants of concern are localized CO emissions and TAC emissions, which are addressed below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the AAQS are only expected where background levels are high, and traffic volumes and congestion levels are high. The State-wide CO Protocol document identifies signalized intersections operating at Level of Service (LOS) E or F, or projects that would result in the worsening of signalized intersections to LOS E or F, as having the potential to result in localized CO concentrations in excess of the State or federal AAQS, as a result of large numbers of cars idling at stop lights.²⁰

As discussed above, the proposed project is well below the screening level established by the EDCAQMD for an industrial park or a general office land use. As such, according to the EDCAQMD, the project would not be expected to result in mass emissions or emissions concentrations of CO, PM₁₀, or any other pollutant that would cause or contribute significantly to a violation of the associated AAQS. In addition, according to the analysis within Chapter 4.10, Transportation and Circulation, of this EIR, which is based on the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates, Inc., with implementation of the mitigation measures set forth in this EIR, all intersections would operate at LOS D or better under the Existing Plus Project, Year 2025 Plus Project, and Year 2035 Plus Project conditions. The mitigation measures set forth in this EIR would be incorporated into the project and adopted as conditions of approval that would be enforced by the County. Therefore, in accordance with the State-wide CO Protocol, the proposed project would not be expected to generate localized CO emissions that would contribute to an exceedance of AAQS. Consequently, the proposed

²⁰ University of California, Davis. *Transportation Project-Level Carbon Monoxide Protocol*. December 1997.

project would not expose sensitive receptors to substantial concentrations of localized CO.

TAC Emissions

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Methodologies for conducting health risk assessments are associated with long-term exposure periods (e.g., over a 70-year lifetime). Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable EDCAQMD rules and regulations, such as Rule 215 related to architectural coatings and Rule 223 related to fugitive dust.

Furthermore, according to the Noise Impact Study prepared for the proposed project by Acoustical Engineering Consultants, during the site preparation and grading phases of construction, equipment would be operating on-site within a minimum distance of 800 feet from the Public Safety Facility area and 250 feet from the solar farm area to the nearest residential property line to the west, and within a minimum distance of 550 feet from the nearest residential property line to the northeast. During the building construction phase, operation of equipment would be more concentrated in the center of the project site at the building pad locations at a minimum distance of approximately 830 feet to the nearest residence in any direction. Such equipment would not be stationary, but would be constantly moving throughout the site. Again, only portions of the site would be disturbed at a time and operation of the construction equipment would occur intermittently throughout the course of a day.

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptors, the duration of construction activities in comparison to the operational lifetime of the project, the typical long-term exposure periods associated with conducting health risk assessments, and compliance

with regulations, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

In addition, as discussed above, the proposed project is below the screening level established by the EDCAQMD for an industrial park or a general office land use. As such, according to the EDCAQMD, the project would not be expected to result in mass emissions or emissions concentrations of CO, PM₁₀, or any other pollutant that would cause or contribute significantly to a violation of the associated AAQS.²¹ Furthermore, because the proposed project would disturb a maximum of six acres per day during the grading phase, according to other air quality management districts in nearby regions, the project would generally not be expected to generate emissions of PM, including DPM, which would cause any health risks. Overall, construction of the proposed project would not be expected to generate substantial DPM emissions that could result in any health risks.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The EDCAQMD reviews the potential for TAC emissions from new and modified stationary sources through their permitting process. Stationary diesel-fueled equipment rated at or greater than 50 horsepower is not allowed to operate in El Dorado County without a valid Permit to Operate issued by the EDCAQMD. The proposed project is not expected to involve long-term operation of any stationary diesel engines or other major on-site stationary source of TACs, with the exception of the emergency backup diesel generator. As such, the applicant would be required to obtain the necessary permit(s) from the EDCAQMD for the proposed emergency backup generator and comply with the requirements of such. Compliance with requirements of the EDCAQMD permits would ensure that the future stationary source would be operated appropriately and any associated emissions are within regulated limits.

The proposed indoor firing range facility would include a powerful ventilation system, including High Efficiency Particulate Air (HEPA) filters, to clean and remove gun smoke and other airborne contaminants, including lead particles, from the air associated with the range. The ventilation system would be expected to be sufficient to reduce any potential pollutant concentrations associated with the indoor firing range.

The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions and recommends siting sensitive land uses at least 1,000 feet from such facilities. In addition, the EDCAQMD considers development projects with diesel truck traffic less than 10 trucks per day to not result in any significant emissions of TACs. The project is not a distribution center, and would not involve any operations that would result in heavy diesel truck traffic in excess of 10 trucks per day at the site. Relatively few vehicle trips associated with the proposed uses, which would be comprised of future employee and

²¹ El Dorado County Air Pollution Control District. *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act* [Chapter 6, Section 6.3.1]. February 2002.

patron trips, would be expected to be composed of diesel-fueled vehicles. The proposed project is not considered a sensitive receptor, and is not located within 1,000 feet of any uses involving 100 trucks per day. Furthermore, heavy-duty diesel vehicles are prohibited from idling for more than five minutes per the In-Use Off-Road Diesel Vehicle Regulation. Accordingly, the proposed project would not be expected to expose any existing sensitive receptors to substantial TAC emissions associated with truck trips.

The Sacramento-Placerville Transportation Corridor is located to the west of the project site. The rail line has been inactive since the 1970's and is currently owned by the Sacramento - Placerville Joint Powers Authority. Because railroad operations do not occur related to the nearby Sacramento-Placerville Transportation Corridor, the railroad would not generate any emissions of TACs.

As stated above, the proposed project is not located in an area identified as likely to contain NOA. As such, the proposed project would not result in any impacts related to exposure to asbestos.

Conclusion

Based on the above analysis, the activities associated with the proposed project would not result in exposure of any nearby sensitive receptors to substantial pollutant concentrations. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be *less than significant*.

Mitigation Measure(s)

None required.

4.2-4 Creation of objectionable odors affecting a substantial number of people. Based on the analysis below, the impact is *less than significant*.

As discussed above, due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants; sanitary landfills; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The proposed project would not introduce any such land uses and is not located in the vicinity of any existing or planned such land uses.

The proposed project would include a training building with an indoor firing range, a Sheriff administration building, the County morgue, a SWAT, Search and Rescue, and radio shop building, associated parking, and a solar farm. As described above, the indoor firing range facility would include a powerful ventilation system to clean and remove gun smoke and other airborne contaminants from the air associated with the range. The ventilation system would be expected to be sufficient to reduce any potential

objectionable odors associated with the indoor firing range. After examination at the proposed County morgue building, all bodies would be removed from the morgue by a third party and taken to a mortuary requested by the family of the deceased, after which the bodies would be interned or cremated at the off-site location. Accordingly, operations associated with the morgue building would not be expected to generate any objectionable odors.

Diesel fumes from construction equipment could be found to be objectionable; however, as addressed above, operation of construction equipment would be regulated by EDCAQMD rules and regulations, would occur intermittently throughout the course of a day, and be temporary in nature. For the aforementioned reasons, the project would not result in any noticeable objectionable odors associated with construction.

EDCAQMD Rule 205, Nuisance, addresses the exposure of “nuisance or annoyance” air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the EDCAQMD is required to investigate the identified source, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed project, the EDCAQMD would be required (per EDCAQMD Rule 205) to ensure that such complaints are addressed and mitigated, as necessary.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be *less than significant*.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

A project’s emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The geographic context for the cumulative air quality analysis includes El Dorado County and surrounding areas within the portion of the MCAB that is designated nonattainment for ozone and PM.

Global climate change is, by nature, a cumulative impact. Emissions of greenhouse gas (GHG) contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects contribute substantially to the worldwide phenomenon of global climate change and the associated environmental impacts. Although

the geographical context for global climate change is the Earth, for analysis purposes under CEQA and due to the regulatory context pertaining to GHG emissions and global climate change applicable to the proposed project, the geographical context for global climate change in this EIR is limited to the State of California.

The following discussion of cumulative impacts is based on implementation of the proposed project in comparison to the standards of significance presented above.

4.2-5 Conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Based on the analysis below, the impact is *less than cumulatively considerable*.

The proposed project is located within a nonattainment area for ozone and PM. The growth and combined population, vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within El Dorado County and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could be considered to contribute towards cumulative regional air quality effects from emissions of criteria air pollutants.

According to the EDCAQMD, a proposed project would be considered cumulatively significant if one or more of the following conditions would occur:

- The project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions (ROG, NO_x, CO, or PM₁₀) are greater than the emissions anticipated for the site if developed under the existing land use designation;
- The project would individually exceed any significance criteria set forth by the EDCAQMD;
- For project-level impacts that are determined to be significant, the lead agency for the project does not require the project to implement the emission reduction measures contained in and/or derived from the applicable air quality attainment plan; or
- The project is located in a jurisdiction that does not implement the emission reduction measures contained in and/or derived from the applicable air quality attainment plan.²²

The existing land use and zoning designation for the site is Industrial. The proposed project would not require a change in the existing land use designation.

²² El Dorado County Air Pollution Control District. *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act* [Chapter 8]. February 2002.

The County per their goals, objectives, and policies recommends evaluation of air quality impacts associated with land use and transportation systems in compliance with EDCAQMD guidance and methodology. Adopted EDCAQMD rules and regulations, as well as the thresholds of significance, have been developed consistent with the applicable air quality plan with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment. As such, the project is located within a jurisdiction that does implement the emissions reduction measures contained in and/or derived from the applicable air quality plan. If a project's operational emissions exceed the EDCAQMD's emission thresholds, a project would be considered to conflict with or obstruct implementation of the EDCAQMD's air quality planning efforts, including emission reduction measures contained in and/or derived from the applicable air quality plan. Similarly, if a project does not comply with the adopted EDCAQMD's rules and regulations, a project would be considered to conflict with or obstruct implementation of the EDCAQMD's air quality planning efforts. As discussed above, the proposed project would not exceed any significance criteria set forth by the EDCAQMD, and project-level impacts would not be significant. In addition, the proposed project would be required to comply with all applicable EDCAQMD rules and regulations.

Based on the above, the project would not conflict with and/or obstruct implementation of the EDCAQMD's air quality planning efforts, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in designated as nonattainment. Therefore, the proposed project's incremental contribution to cumulative regional air quality impacts would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.2-6 Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Based on the analysis below, the impact is *less than cumulatively considerable*.

Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations. The proposed project's short-term construction-related and long-term operational GHG emissions are presented below.

Short-Term Construction GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, the proposed project's construction GHG emissions have been estimated and compared to the threshold of significance. The proposed project's maximum annual construction-related GHG emissions are presented

in Table 4.2-9. The construction modeling assumptions are described in the Method of Analysis section above.

Table 4.2-9 Maximum Unmitigated Project Construction GHG Emissions		
	Annual GHG Emissions (MTCO₂e/yr)	Threshold of Significance (MTCO₂e/yr)
Maximum Annual Construction-related GHG Emissions	553.97	1,100
<i>Source: CalEEMod, October 2015 (see Appendix D).</i>		

As shown in the table, the proposed project’s maximum unmitigated construction-related GHG emissions would be below the applicable threshold of significance. Accordingly, the proposed project would not be expected to have a cumulatively considerable contribution to a significant cumulative GHG impact during construction.

Long-Term Operational GHG Emissions

The modeling assumptions for operational GHG emissions are discussed in the Method of Analysis section above. The proposed project’s estimated operational GHG emissions at full buildout (2018) are presented in Table 4.2-10.

Table 4.2-10 Unmitigated Project Operational GHG Emissions (2018 Buildout)		
Emission Source	Annual GHG Emissions (MTCO₂e/yr)	Threshold of Significance (MTCO₂e/yr)
Area	0.01	-
Energy	257.17	-
Mobile	320.54	-
Off-road Equipment ¹	0.43	-
Solid Waste	275.72	-
Water	69.10	-
TOTAL ANNUAL GHG EMISSIONS	922.96	1,100
¹ Refers to the on-site emergency backup diesel generator.		
<i>Source: CalEEMod, October 2015 (see Appendix D).</i>		

As shown in the table, the proposed project would result in operational GHG emissions below the applicable threshold of significance. Accordingly, the proposed project would not be expected to have a cumulatively considerable contribution to a significant cumulative GHG impact during operations. Because the proposed project would not exceed the 1,100 MTCO₂e per year threshold of significance during operations, a further detailed analysis showing whether the project’s operational GHG emissions would meet a 21.7 percent reduction from a No Action Taken scenario by the year 2020 is not required.

It should be noted that the various divisions of the El Dorado County Sheriff's Office are currently spread geographically throughout the County and are currently operating out of seven different facilities. The proposed Public Safety Facility would consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office. Many of the existing off-site facilities are outdated and inefficient. Due to the current building standards, the proposed Public Safety Facility buildings would likely involve a more efficient design (related to energy, water, etc.) than the buildings currently being leased for operations. In addition, the proposed project includes a solar farm that would supply energy towards the operation of the proposed Public Safety Facility. As such, the proposed project would likely result in fewer overall GHG emissions than what is currently occurring within the region associated with the existing off-site facilities. In addition, the proposed project would not necessarily result in substantially "new" vehicle trips, but would result in the redirection and consolidation of existing trips to one location rather than many. Thus, implementation of the proposed project could potentially reduce the overall GHG emissions associated with mobile sources from what is currently occurring within the region associated with the existing off-site facilities. Overall, the proposed project would not necessarily result in substantial "new" emissions of GHGs, but would rather primarily result in shifting the location of existing GHG emissions sources.

In addition, should the County receive the grant funding for the solar farm and the solar farm becomes constructed, the electricity generated by the solar farm would result in an overall positive impact related to operational GHG emissions and global climate change due to the production of renewable energy. The electricity generated by the solar farm would likely be used to fulfill the remainder of the electricity consumption for the Public Safety Facility, as well as to offset other County power costs through "Virtual Net Metering". As such, the operational GHG emissions associated with buildout of the proposed project, should the solar farm be completed, would be less than what is presented in Table 4.2-10 above, and, thus, even further below the applicable threshold of significance.

Conclusion

Because the proposed project would result in GHG emissions below the applicable threshold of significance during both construction and operation, the proposed project would not be considered to conflict with AB 32, and further analysis to determine whether a 21.7 percent reduction from operational GHG emissions under a No Action Taken level by 2020 would occur is not required. Therefore, the proposed project's GHG emissions would not be considered to have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.3. BIOLOGICAL RESOURCES

4.3

BIOLOGICAL RESOURCES

4.3.1 INTRODUCTION

The Biological Resources chapter of the EIR evaluates the biological resources that occur in the Public Safety Facility project area. Existing plant communities, wetlands, wildlife habitats, and potential for special-status species and communities are discussed. The information contained in this analysis is primarily based on the *Biological & Wetland Resources Assessment*¹ prepared for the project by Barnett Environmental Consulting (see Appendix E), California Natural Diversity Database,² the U.S. Fish and Wildlife Service (USFWS) Species List Generator,³ the California Native Plant Society (CNPS) On-Line Inventory,⁴ and the *2004 El Dorado County General Plan*.⁵

4.3.2 EXISTING ENVIRONMENTAL SETTING

The following sections describe the existing environmental setting and biological resources occurring, or potentially occurring, in the proposed project area.

Regional Setting

The project site is located within the Diamond Springs area of El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately 4.6 miles southwest of Smithflat. Located in the foothills of the northern Sierra Nevada, El Dorado County lies east of the Central Valley and west of the state of Nevada. The project site is in the western section of the County, on the southern side of U.S. Highway 50 (US 50) and on the western side of State Route 49 (SR 49). Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single-family residences.

¹ Barnett Environmental Consulting. *Biological & Wetlands Resource Assessment of the El Dorado County Sheriff's headquarters in Diamond Springs (El Dorado County), California*. September 15, 2015.

² California Department of Fish and Wildlife. *California Natural Diversity Database (CNDDDB) RareFind 5*. Commercial Version, Version 3.0.5. Accessed September 2015.

³ U.S. Fish and Wildlife Service. *Species List Generators*. Available at: http://www.fws.gov/sacramento/es_species/Lists/es_species_lists-overview.htm. Accessed September 2015.

⁴ California Native Plant Society. *On-Line Inventory of Rare and Endangered Vascular Plants of California 7th Edition*. Available at: <http://cnps.web.aplus.net/cgi-bin/inv/inventory.cgi>. Accessed September 2015.

⁵ El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

Project Setting

The 30.34-acre proposed project site, historically used for lumber storage and Sacramento Municipal Utility District (SMUD) equipment storage, is currently vacant and disturbed. The project site is designated in the County General Plan as Industrial (I). In addition, the zoning designation for the project site is Industrial. The 30.34-acre site steadily increases in elevation from south to north, with elevations ranging from 1,750 feet above mean sea level (amsl) at the southern end to 1,840 feet amsl at the northern end. Generally, the project site is separated into three elevations and areas based on past disturbance and existing topography. The 6.16-acre portion of the project site, north of Industrial Drive, which is not proposed for development as part of this project, is generally sloped and contains trees, shrubs, and evidence of past disturbance, including off-road vehicle use.

On-Site Vegetation

The majority of the site consists of highly-modified and disturbed blue oak (*Quercus douglassii*) and foothill pine (*Pinus sabiniana*) plant community. The habitat is typically diverse in structure both vertically and horizontally, with a mix of hardwoods, conifers, and shrubs, but has been severely degraded within the study area due to the recent history of disturbance. Where oak and pine trees typically comprise the habitat's overstory, with oak usually making up most of the canopy at the relatively lower elevation, the understory primarily consists of annual grasses, forbs, and occasional shrubs.

Overstory species within the study area are blue oak and foothill pine, with an occasional valley oak (*Quercus lobata*), California black walnut (*Juglans californica*), and/or interior live oak (*Quercus wislizenii*). Shrub species on or around the site include: whiteleaf manzanita (*Arctostaphylos viscida*), greenleaf manzanita (*A. patula*), toyon (*Heteromeles arbutifolia*), buckbrush (*Ceanothus cuneatus*), California coffeeberry (*Rhamnus californica*), coyotebrush (*Baccharis pilularis*), bitter cherry (*Prunus emarginata*) and Himalayan blackberry (*Rubus discolor*). Understory grasses and forbs include: narrowleaf plantain (*Plantago lanceolata*), yellow star thistle (*Centaurea solstitialis*), clover (*Trifolium* sp.), tall annual willowherb (*Epilobium brachycarpum*), California grape (*Vitis californica*), dogtail grass (*Cynosurus echinatus*), mugwort (*Artemisia douglasiana*), St. John's wort (*Hypericum perforatum*), prickly lettuce (*Lactuca serriola*), tall wheatgrass (*Elytrigia pontica*), Queen Anne's lace (*Daucus carota*), and hairypink (*Petrorhagia dubia*).

A narrow and rather degraded Valley foothill riparian corridor occurs along the western drainage area and trail, with an overstory of Fremont cottonwood (*Populus fremontii*), valley oak, foothill pine, and arroyo willow (*Salix lasiolepis*) and an understory of coyotebrush and Himalayan blackberry, sweetpea (*Lathyrus latifolius*), white sweetclover (*Melilotus alba*), St. John's wort, rabbitfoot grass (*Polypogon monspeliensis*), dogtail grass, soft chess (*Bromus hordeaceus*), and Queen Anne's lace.

On-Site Wildlife

The following wildlife species (or signs of their presence) were observed during the various field visits to the study area: western fence lizard (*Sceloporus occidentalis*), black-tailed jackrabbit (*Lepus californicus*), coyote (*Canis latrans*), vole (*Microtus* sp.), turkey vulture (*Cathartes aura*), mockingbird (*Mimus polyglottis*), scrub jay (*Aphelocoma coerulescens*), house finch (*Carpodacus mexicanus*), white-crowned sparrow (*Zonotrichia leucophrys*), American goldfinch (*Carduelis tristis*), dark-eyed junco (*Junco hyemalis*), chipping sparrow (*Spizella passerina*), spotted towhee (*Pipilo erythrophthalmus*), and mourning dove (*Zenaida macroura*).

Special-Status Species

Special-status species are defined as plants and wildlife that may meet one or more of the following criteria:

- Legally protected under the Federal Endangered Species Act (FESA) and/or California Endangered Species Act (CESA) or under other regulations;
- Considered sufficiently rare by the scientific community to qualify for such listing; or,
- Considered sensitive because they are unique, declining regionally or locally, or at the extent of their natural range.

Special-status plant species may meet one or more of the following criteria:

- Plants listed or proposed for listing as threatened or endangered under the FESA (50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species);
- Plants that are candidates for possible future listing as threatened or endangered under the FESA (64 FR 205, October 25, 1999; 57533-57547);
- Plants that meet the definitions of rare or endangered species under the California Environmental Quality Act (CEQA) (CEQA Guidelines, Section 15380);
- Plants considered by the CNPS to be “rare, threatened, or endangered” in California (Lists 1B and 2 species in CNPS [2001]);
- Locally important occurrences of plants listed by CNPS as plants for which more information is needed and plants of limited distribution (Lists 3 and 4, respectively, species in CNPS [2001]);
- Plants listed or proposed for listing by the State of California as threatened or endangered under the CESA (14 CCR 670.5);
- Plants listed under the California Native Plant Protection Act (California Fish and Wildlife Code 1900 et seq.). Plants considered sensitive by other federal agencies (i.e., U.S. Forest Service, Bureau of Land Management) or state and local agencies or jurisdictions; or,
- Plants considered sensitive or unique by the scientific community or occurring at the limits of its natural range.

Special-status wildlife species may meet one or more of the following criteria:

- Wildlife listed or proposed for listing as threatened or endangered under the FESA (50 CFR 17.11 for listed wildlife and various notices in the Federal Register for proposed species);
- Wildlife that are candidates for possible future listing as threatened or endangered under the FESA (54 CFR 554);
- Wildlife that meet the definitions of rare or endangered species under the CEQA (CEQA Guidelines, Section 15380);
- Wildlife listed or proposed for listing by the State of California as threatened and endangered under the CESA (14 CCR 670.5);
- Wildlife species of special concern to the California Department of Fish and Wildlife (Remsen [1978] for birds; Williams [1986] for mammals); or,
- Wildlife species that are fully protected in California (California Fish and Wildlife Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

The *Biological & Wetland Resources Assessment* prepared by Barnett Environmental queried the CDFW CNDDDB and the USFWS Special-Status Species Database website. The CNDDDB search included the following U.S. Geological Survey (USGS) 7.5-minute quadrangle maps: Coloma, Garden Valley, Slate Mountain, Shingle Springs, Placerville, Camino, Latrobe, Fiddletown, and Auburn. The queries of the CNDDDB and USFWS species lists show that 22 special-status species have the potential to occur in the vicinity of the project site. The species include seven plants, one insect, one invertebrate, two amphibians, seven birds, and four mammals. In addition, one sensitive habitat is known to occur in the vicinity of the project site. Additional discussion of the species and habitats most likely to be present is provided in the following sections.

Listed and Special-Status Plants

Table 4.3-1 summarizes the seven plant species that appeared on the queries of the CNDDDB and USFWS species list and have the potential to occur in the vicinity of the project site. Information including common and scientific name, protection status, habitat requirements, and an assessment of potential for occurrence within the project area are detailed in the table. The evaluation of the potential for occurrence of each species is based on the distribution of regional occurrences (if any), habitat suitability of the site, and field observations.

Table 4.3-1 Special-Status Plants with Potential to Occur within Project Site			
Common and Scientific Name	Fed / State / CNPS Status¹	Habitat Requirements	Potential for Occurrence
Brandegee's clarkia <i>Clarkia biloba</i> ssp. <i>Brandegeae</i>	-- / -- / 1B	Chaparral, cismontane woodland. Often in road cuts. Occurs at 295 to 885 meters in elevation.	Low: Blue oak-foothill pine habitat in the study area may be suitable habitat, but the species was not identified during protocol-level surveys and recorded occurrences

(Continued on next page)

**Table 4.3-1
Special-Status Plants with Potential to Occur within Project Site**

Common and Scientific Name	Fed / State / CNPS Status ¹	Habitat Requirements	Potential for Occurrence
			within five miles of the project site do not exist.
Stebbins' morning-glory <i>Calystegia stebbinsii</i>	-- / -- / 1B	Gabbroic or serpentine soils in Chaparral and cismontane woodland.	Likely Absent: Requires red clay gabbroic soils. Majority of the project site consists of placer diggings soils.
Pine Hill Ceanothus <i>Ceanothus roderickii</i>	-- / -- / 1B	Gabbroic or serpentine soils in chaparral and cismontane woodland.	Likely Absent: Requires red clay gabbroic soils. Majority of the project site consists of placer diggings soils.
Pine Hill Flannelbush <i>Fremontodendron decumbens</i>	-- / -- / 1B	Gabbroic or serpentine soils in Chaparral and cismontane woodland.	Likely Absent: Requires red clay gabbroic soils with granite boulders. Recorded occurrences within the study area do not exist.
El Dorado Bedstraw <i>Galium californicum</i>	-- / -- / 1B	Gabbroic or serpentine soils in cismontane woodland, chaparral, and lower montane coniferous forest.	Likely Absent: Lacks potential suitable habitat. Requires gabbroic soils within pine-oaks woodlands. Recorded occurrences within the study area do not exist.
Layne's ragwort <i>Packera layneae</i>	-- / -- / 1B	Gabbroic or serpentine soils in cismontane woodland, chaparral.	Likely Absent: Lacks potential suitable habitat. Requires gabbroic or serpentine soils. Recorded occurrences within the study area do not exist.
Big-scale balsamroot <i>Balsamorhiza macrolepis</i> var. <i>macrolepis</i>	-- / -- / 1B	Valley and foothill grassland, cismontane woodland. Sometimes on serpentine soils. Occurs at 35 to 1,000 meters in elevation.	Low: Blue oak-foothill pine habitat in the study area may be suitable habitat, but the species was not identified during protocol-level surveys and recorded occurrences within five miles of the project site do not exist.

Notes:

¹ FT = Federally Threatened; FE = Federally Endangered

CE = California Endangered; CR = California Rare

CNPS = California Native Plant Society

Rank 1B = Rare, threatened, or endangered in California and elsewhere

Rank 2 = Rare, threatened, or endangered in California, but more common elsewhere

Rank 3 = Plants which more information is needed

Source: Barnett Environmental. September 2015.

As shown in the table, the following seven plant species could potentially occur within the project vicinity, though the project site lacks serpentine and/or gabbroic soils; and protocol-level surveys of the study area during the species' 2015 flowering periods failed to reveal any of the following plant species: Stebbins' morning-glory (*Calystegia stebbinsii*); Pine Hill Ceanothus (*Ceanothus roderickii*); Pine Hill Flannelbush (*Fremontodendron decumbens*); El Dorado Bedstraw (*Galium californicum*); Layne's ragwort (*Packera layneae*); Big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*); and Brandegee's clarkia (*Clarkia biloba* ssp. *Brandegeeae*).

Listed and Special-Status Wildlife

The queries of the CNDDDB and USFWS species lists show that one insect, one invertebrate, two amphibians, seven birds, and four mammals have the potential to occur in the vicinity of the project site. Information including common and scientific name, protection status, habitat requirements, and an assessment of potential for occurrence within the project area are detailed in Table 4.3-2. The evaluation of the potential for occurrence of each species is based on the distribution of regional occurrences (if any), habitat suitability of the site, and field observations.

Table 4.3-2 Special-Status Wildlife with Potential to Occur within Project Site			
Common and Scientific Name	Fed / State Status ¹	Habitat Requirements	Potential for Occurrence
Insects			
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT / --	Riparian and oak woodlands. Requires the presence of blue or Mexican elderberry shrubs.	Likely Absent: Host plant (elderberry) was not observed on or near the study area.
Invertebrates			
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FE / --	Valley and foothill grasslands and vernal pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	Likely Absent: Lacks potential suitable habitat. Requires vernal pool habitat or other ephemeral pools. Recorded occurrences within the study area do not exist.
Amphibians			
California red-legged frog <i>Rana draytonii</i>	FT / --	Prefers lowlands and foothills in or near permanent sources of deep water with dense shrubby or emergent vegetation.	Likely Absent: Project site lacks suitable habitat (i.e., deep water). Requires 11 to 20 weeks of permanent water for larval development. No visible water was observed during field surveys.

(Continued on next page)

Table 4.3-2 Special-Status Wildlife with Potential to Occur within Project Site			
Common and Scientific Name	Fed / State Status¹	Habitat Requirements	Potential for Occurrence
Sierra Nevada Yellow-legged Frog <i>Rana sierrae</i>	FE / CT	Ephemeral stream with small pools within forest of yellow pine and incense cedar.	Likely Absent: Project site lacks suitable habitat (i.e., deep water). Tadpoles may require two to four years to complete their aquatic development. Visible water was not observed during field surveys.
Birds			
Sharp-shinned hawk <i>Accipiter striatus</i>	-- / CSC	Winter resident throughout much of the State; permanent at higher elevations. Breeds in ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers, but is not restricted to, riparian habitats.	Low: Blue oak-foothill pine habitat in the study area may be suitable habitat, but the species was not identified during protocol-level surveys and recorded occurrences within five miles of the project site do not exist.
White-tailed Kite <i>Elanus leucurus</i>	-- / CFP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Moderate: Blue oak-foothill pine habitat in the study area may be suitable habitat, but none identified during protocol-level surveys and recorded occurrences within five miles of the project site do not exist.
Willow Flycatcher <i>Empidonax traillii</i>	-- / CE	Inhabits extensive thickets or low, dense willows on edge of wet meadows, ponds, or backwaters.	Likely Absent: Potential suitable habitat (i.e., wet meadows, ponds, or backwaters) is not located on the project site, and dense willow thickets for nesting/roosting are absent. Project site consists of scattered oak and pine trees.
Bald Eagle <i>Haliaeetus leucocephalus</i>	-- / CE	Ocean shore, lake margins, rivers, and lower montane coniferous forest.	Likely Absent: Bald eagles nest within one mile of water. Rivers or water bodies within one mile of project site do not exist. Prefers trees approximately 150 feet tall with a diameter at breast height (DBH) of 72 inches within coniferous

(Continued on next page)

Table 4.3-2 Special-Status Wildlife with Potential to Occur within Project Site			
Common and Scientific Name	Fed / State Status¹	Habitat Requirements	Potential for Occurrence
			forest. Project site consists of scattered pine and oak trees that are smaller in size.
Loggerhead Shrike <i>Haliaeetus leucocephalus</i>	-- / CSC	Found in a variety of habitats with open areas, available perches, and dense shrubs for nesting.	Moderate: The project study area provides suitable nesting and foraging habitat for the species. CNDDB-recorded occurrences of this species do not exist within five miles of the project study area.
Bank Swallow <i>Riparia riparia</i>	-- / CT	Riparian scrub and woodland. Requires vertical banks/cliffs with fine textured/sandy soils near streams, rivers, lakes, ocean to dig nesting holes.	Likely Absent: Requires open water and vertical banks/cliffs. Lacks suitable nesting substrate (i.e., sandy soils) to dig nesting holes.
Great Gray Owl <i>Strix nebulosa</i>	-- / CE	Resident of mixed conifer or red fir forest habitat.	Likely Absent: Requires large diameter snags in a forest with high canopy closure, which provides a cool sub-canopy microclimate. The project site consists of scattered pine and oak trees; therefore, the site lacks high canopy closure.
Mammals			
Pallid Bat <i>Antrozous pallidus</i>	-- / CSC	Broadly distributed in California from sea level to over 6,000 feet. Roosts in caves, buildings, rock crevices, and tree hollows. Overwinters in summer habitats at lower elevations.	Low: Riparian and blue oak-foothill pine habitats within the project study area may provide suitable maternity roosts for this species. CNDDB-recorded occurrences of this species do not exist within five miles of the project study area.
Ringtail <i>Bassariscus astutus</i>	FP / --	Widely distributed, common to uncommon permanent resident. Occurs in various riparian habitats and in brush stands of most forest and shrub habitats at low to middle elevations. Nests in rock recesses, hollow trees, logs, snags, abandoned	Low: The marginal riparian habitat along the western side of the project study area could be suitable for this species. CNDDB-recorded occurrences of this species do not exist within

(Continued on next page)

Table 4.3-2 Special-Status Wildlife with Potential to Occur within Project Site			
Common and Scientific Name	Fed / State Status ¹	Habitat Requirements	Potential for Occurrence
		burrows, or woodrat nests.	five miles of the project study area.
Sierra Nevada Red Fox <i>Vulpes vulpes nector</i>	-- / CT	Inhabits in a variety of habitats such as alpine, alpine dwarf scrub, broadleaved upland forest, meadows, and seeps.	Likely Absent: Lacks potential suitable habitat. Prefers dense vegetation and rocky areas for cover and den sites. In addition, the species favors forest interspersed with meadows or alpine fell-fields. The species was not observed during the biological assessment.
California Wolverine <i>Gulo gulo</i>	-- / CT	Found in the north coast mountains and the Sierra Nevada. Inhibits in a wide variety of high elevation habitats such as alpine, alpine and montane dwarf scrub, meadows, and seeps.	Likely Absent: Lacks potential suitable habitat. Needs water source. Uses caves, logs, burrows for cover and den areas. Water or California wolverine species were not observed during the biological assessment.
Notes: ¹ FT = Federally Threatened; FE = Federally Endangered; FC = Federal Candidate; FD = Federally Delisted CE = California Endangered; CR = California Rare; SSC = Species of Special Concern; FP = Fully Protected			
Source: Barnett Environmental. September 2015.			

As shown in the table, the study area does not contain appropriate habitat to support the following special-status wildlife species:

1. One insect species, the valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*);
2. One invertebrate species, the vernal pool fairy shrimp (*Branchinecta lynchii*);
3. Two amphibian species, including the California red-legged frog (*Rana draytonii*) and California foothill yellow-legged frog (*Rana sierrae*);
4. Seven bird species, including the sharp-shinned hawk (*Accipiter striatus*), white-tailed kite (*Elanus leucurus*), bald eagle (*Haliaeetus leucocephalus*), great gray owl (*Strix nebulosa*), Loggerhead shrike (*Lanius ludovicianus*), and willow flycatcher (*Empidonax traillii*), or riparian bank swallow (*Riparia riparia*);
5. Two bat species, including the pallid bat (*Antrozous pallidus*) and silver-haired bat (*Lasionycteris noctivagans*); or
6. Three mammal species, including ringtail (*Bassariscus astutus*), Sierra Nevada red fox (*Vulpes vulpes nector*), and wolverine (*Gulo gulo*).

Though the aforementioned species could potentially use the study area vicinity for some portion(s) of their life cycle, repeated field surveys have not found indications of their use of the proposed project area. The historic and ongoing disturbance of the site likely precludes their presence in this area.

Trees

Many oak and pine trees were observed on the project site by the Barnett Environmental biologist during the reconnaissance-level field survey in April and May of 2015. The trees on the site are primarily confined to the southern and western boundaries, as well as in the eastern portion of the site (see Figure 4.3-1). As shown in Figure 4.3-1, approximately 35 pine trees and 40 oak trees are anticipated for removal as a result of development of the project, though the current design is conceptual in nature.

Sensitive Natural Communities

Sensitive natural communities are those that are considered rare in the region, support special-status plant or wildlife species, or receive regulatory protection (i.e., wetlands and other waters under Sections 404 and 401 of the Clean Water Act (CWA), Section 1600 *et seq.* of the California Fish and Wildlife Code, and/or the Porter-Cologne Act).

Critical Habitat

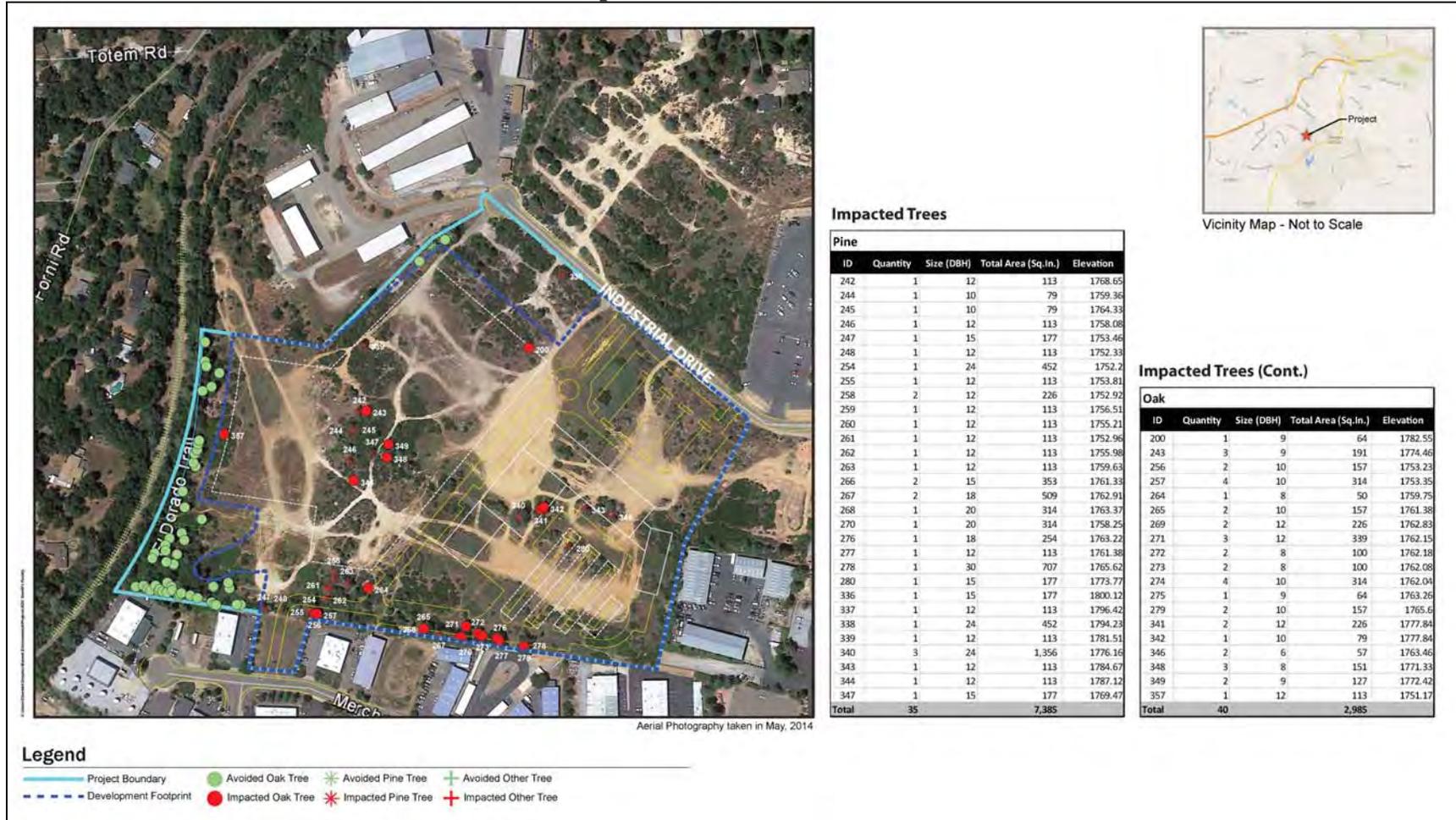
The Federal Endangered Species Act (FESA) requires the federal government to designate critical habitat for any listed species. Critical habitat is defined as: (1) specific areas within the geographical area occupied by the species at the time of listing, if they contain physical or biological features essential to conservation, and those features may require special management considerations or protection; and (2) specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation. Designated critical habitat does not exist within the study area.

Wetlands and Other Water of the United States

Wetlands include those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.⁶ Waters of the United States (U.S.) include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. See Figure 4.3-2 for the location and amount of wetlands and “other waters” of the U.S. located on the project site.

⁶ U.S. Army Corps of Engineers. *Recognizing Wetlands – An Informational Pamphlet*. Available at: http://www.usace.army.mil/Portals/2/docs/civilworks/regulatory/rw_bro.pdf. Accessed September 2015.

Figure 4.3-1
Impacted and Avoided Trees



Source: Barnett Environmental. September 2015.

**Figure 4.3-2
 Wetlands and “Other Waters” of the U.S.**



Source: Barnett Environmental. September 2015.

A 1,045-foot long (0.10-acre) drainage exists along the project site's western boundary that satisfies the U.S. Army Corps of Engineers' (USACE's) three-parameter definition of wetlands and "other waters of the U.S." In addition, a 102-foot long (0.009-acre) ditch exists in the site's southwest corner, and a 750-foot long (0.07-acre) v-ditch exists along the site's southern boundary.

4.3.3 REGULATORY CONTEXT

A number of Federal, State, and local policies provide the regulatory framework that guides the protection of biological resources. The following discussion summarizes those laws that are most relevant to biological resources in the vicinity of the project site.

Federal Regulations

The following are the Federal environmental laws and policies relevant to biological resources.

Federal Endangered Species Act

The United States Congress passed the FESA in 1973 to protect those species that are endangered or threatened with extinction. The FESA is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend.

The FESA prohibits the "take" of endangered or threatened wildlife species. "Take" is defined as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species, or any attempt to engage in such conduct (16 USC 1532, 50 CFR 17.3). Taking can result in civil or criminal penalties.

The FESA and NEPA Section 404 guidelines prohibit the issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The USACE must consult with the USFWS and National Oceanic Atmospheric Administration (NOAA) when threatened or endangered species may be affected by a proposed project to determine whether issuance of a Section 404 permit would jeopardize the species.

Migratory Bird Treaty Act

Raptors (birds of prey), migratory birds, and other avian species are protected by a number of state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Wildlife Code states, "It is unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."

Clean Water Act

The USACE regulates discharge of dredged or fill material into Waters of the United States under Section 404 of the Clean Water Act (CWA). “Discharge of fill material” is defined as the addition of fill material into Waters of the U.S., including but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; and fill for intake and outfall pipes and sub-aqueous utility lines (33 C.F.R. §328.2[f]). In addition, Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into Waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

Waters of the United States include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Wetlands are defined as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 C.F.R. §328.3[b]).

Furthermore, Jurisdictional Waters of the United States can be defined by exhibiting a defined bed and bank and ordinary high water mark (OHWM). The OHWM is defined by the USACE as “that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas” (33 C.F.R. §328.3[e]).

State Regulations

The following are the State environmental laws and policies relevant to biological resources.

California Endangered Species Act

The State of California enacted the CESA in 1984. The CESA is similar to the FESA but pertains to State-listed endangered and threatened species. CESA requires state agencies to consult with the CDFW when preparing California Environmental Quality Act (CEQA) documents to ensure that the state lead agency actions do not jeopardize the existence of listed species. CESA directs agencies to consult with CDFW on projects or actions that could affect listed species, directs CDFW to determine whether jeopardy would occur, and allows CDFW to identify “reasonable and prudent alternatives” to the project consistent with conserving the species. Agencies can approve a project that affects a listed species if they determine that “overriding considerations” exist; however, the agencies are prohibited from approving projects that would result in the extinction of a listed species.

The CESA prohibits the taking of State-listed endangered or threatened plant and wildlife species. CDFW exercises authority over mitigation projects involving state-listed species, including those resulting from CEQA mitigation requirements. CDFW may authorize taking if an approved habitat management plan or management agreement that avoids or compensates for possible jeopardy is implemented. CDFW requires preparation of mitigation plans in accordance with published guidelines.

The CDFW exercises jurisdiction over wetland and riparian resources associated with rivers, streams, and lakes under California Fish and Game Code Sections 1600 to 1607. The CDFW has the authority to regulate work that will substantially divert, obstruct, or change the natural flow of a river, stream, or lake; substantially change the bed, channel, or bank of a river, stream, or lake; or use material from a streambed.

In addition, CDFW enforces the Fish & Wildlife Code of California, which provides protection for “fully protected birds” (§3511), “fully protected mammals” (§4700), “fully protected reptiles and amphibians” (§5050), and “fully protected fish” (§5515). The California Code of Federal Regulations (Title 14) prohibits the take of Protected amphibians (Chapter 5, §41), Protected reptiles (Chapter 5, §42) and Protected furbearers (Chapter 5, §460). The California Endangered Species Act, which prohibits ‘take’ of state-listed Endangered or Threatened species, is also enforced by CDFW.

For projects resulting in significant impacts to biological resources, mitigation measures are required to minimize adverse environmental effects. Mitigation measures often include, for example, replacement of removed trees and mitigation for impacts to wetlands and/or waters.

CDFW Species of Special Concern

In addition to formal listing under FESA and CESA, plant and wildlife species receive consideration during the CEQA process. Species that may be considered for review are included on a list of “Species of Special Concern” developed by the CDFW. CDFW tracks species in California whose numbers, reproductive success, or habitat may be threatened.

Sections 1600-1607 of the Fish and Game Code

Under Section 1600–1607 of the California Fish and Wildlife Code, CDFW regulates activities that would substantially alter the flow, bed, channel, or bank of streams and lakes. The lateral limits of CDFW’s jurisdiction are defined in the statute as the bed, channel, or bank of any river, stream, or lake designated by CDFW in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit.” In practice, CDFW usually determines its lateral limit of jurisdiction to be the top of bank or the outer edge of the riparian vegetation, whichever is farther from the middle of the water body in question.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) administers Section 401 of the CWA. Section 401 of the CWA requires that an applicant for a Section 404 permit first obtain a

certification, or a waiver thereof, that the project will not violate applicable state water quality standards. In California, the authority to either grant certification or waive the requirement for certification has been delegated by the SWRCB to the nine regional boards, including, in the El Dorado County area, the Central Valley Regional Water Quality Control Board (CVRWQCB). A request for certification or waiver is typically, but not required to be, submitted to the regional board at the same time that the Section 404 application is filed with the USACE. The regional board has 60 days from receipt of a complete application to review and take action on the application. Because no USACE permit is valid under the CWA unless “certified” by the state, the regional boards may effectively veto or add conditions to any USACE permit.

Additionally, implementation of the SWRCB National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (“General Permit”) would reduce impacts associated with erosion and runoff from construction sites. As described in more detail in Chapter 4.7, Hydrology and Water Quality, for any construction that would disturb one or more acres of land, the “discharger” must obtain coverage under the General Permit. In order to obtain coverage under the General Permit, the discharger must undertake a risk assessment, develop a Storm Water Pollution Prevention Plan (SWPPP), implement Best Management Practices (BMPs) in accordance with the SWPPP, and comply with monitoring and reporting requirements and other management practices to prevent or reduce pollution.

California Board of Forestry and Fire Protection

The California Board of Forestry and Fire Protection (BOF) is a government-appointed body within the Department of Forestry and Fire Protection. The BOF is responsible for developing the general forest policy of the State, for determining the guidance policies of the Department, and for representing the State's interest in federal forestland in California. Together, the Board and the Department work to carry out the California Legislature's mandate to protect and enhance the state's unique forest and wildland resources.

The BOF has conveyed to counties and cities that 10 percent canopy cover is the appropriate measure to define significant oak woodlands for CEQA reviews. California and federal agencies have defined "oak woodlands" as a canopy cover of 10 percent or greater, which distinguishes them from oak savannas. Public Resources Code §4793, Fish and Wildlife Code §1361, and Health and Safety Code §42801.1 all recognize the 10 percent canopy standard for the definition of “oak woodlands”. The U.S. Forest Service uses the 10 percent canopy cover standard for their 15 Sierra Nevada and Southern California National Forest inventories and management plans.

Oak woodland is, therefore, defined as land where a majority of living trees are native oaks and with 10 percent or greater oak canopy cover. The 10 percent canopy cover standard applies to an individual stand of oaks and not to an entire project site; consequently, a project site may contain one or more oak woodlands. Registered Professional Foresters and arborists must conform to the BOF canopy cover standard. Confirmation of applicability of the 10 percent oak canopy cover measure may be obtained by contacting the Board of Forestry’s Office of Professional Foresters Registration.

Local Regulations

The following are the local environmental laws and policies relevant to biological resources.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* are applicable to the proposed project.

Conservation and Open Space Element

Goal 7.3 Water Quality and Quantity. Conserve, enhance, and manage water resources and protect their quality from degradation.

Objective 7.3.1 Water Resource Protection. Preserve and protect the supply and quality of the County's water resources including the protection of critical watersheds, riparian zones, and aquifers.

Policy 7.3.1.1 Encourage the use of Best Management Practices, as identified by the Soil Conservation Service, in watershed lands as a means to prevent erosion, siltation, and flooding.

Objective 7.3.3 Wetlands. Protection of natural and man-made wetlands, vernal pools, wet meadows, and riparian areas from impacts related to development for their importance to wildlife habitat, water purification, scenic values, and unique and sensitive plant life.

Goal 7.4 Wildlife and Vegetation Resources. Identify, conserve, and manage wildlife, wildlife habitat, fisheries, and vegetation resources of significant biological, ecological, and recreational value.

Objective 7.4.1 Rare, Threatened, and Endangered Species. The County shall protect State and Federally recognized rare, threatened, or endangered species and their habitats consistent with Federal and State laws.

Policy 7.4.1.1 The County shall continue to provide for the permanent protection of the eight sensitive plant species known as the Pine Hill endemics and their habitat through the establishment and management of ecological preserves consistent with County Code

Chapter 17.71 and the USFWS's *Gabbro Soil Plants for the Central Sierra Nevada Foothills Recovery Plan* (USFWS 2002).

Policy 7.4.1.5 Species, habitat, and natural community preservation/conservation strategies shall be prepared to protect special status plant and animal species and natural communities and habitats when discretionary development is proposed on lands with such resources unless it is determined that those resources exist, and either are or can be protected, on public lands or private Natural Resource lands.

Policy 7.4.1.6 All development projects involving discretionary review shall be designed to avoid disturbance or fragmentation of important habitats to the extent reasonably feasible. Where avoidance is not possible, the development shall be required to fully mitigate the effects of important habitat loss and fragmentation. Mitigation shall be defined in the Integrated Natural Resources Management Plan (INRMP) (see Policy 7.4.2.8 and Implementation Measure CO-M).

The County Agricultural Commission, Plant and Wildlife Technical Advisory Committee, representatives of the agricultural community, academia, and other stakeholders shall be involved and consulted in defining the important habitats of the County and in the creation and implementation of the INRMP.

Objective 7.4.2 Identify and Protect Resources. Identification and protection, where feasible, of critical fish and wildlife habitat including deer winter, summer, and fawning ranges; deer migration routes; stream and river riparian habitat; lake shore habitat; fish spawning areas; wetlands; wildlife corridors; and diverse wildlife habitat.

Policy 7.4.2.1 To the extent feasible in light of other General Plan policies and to the extent

permitted by State law, the County of El Dorado will protect identified critical fish and wildlife habitat, as identified on the Important Biological Resources Map maintained at the Planning Department, through any of the following techniques: utilization of open space, Natural Resource land use designation, clustering, large lot design, setbacks, etc.

Policy 7.4.2.2 Where critical wildlife areas and migration corridors are identified during review of projects, the County shall protect the resources from degradation by requiring all portions of the project site that contain or influence said areas to be retained as non-disturbed natural areas through mandatory clustered development on suitable portions of the project site or other means such as density transfers if clustering cannot be achieved. The setback distance for designated or protected migration corridors shall be determined as part of the project's environmental analysis. The intent and emphasis of the Open Space land use designation and of the non-disturbance policy is to ensure continued viability of contiguous or interdependent habitat areas and the preservation of all movement corridors between related habitats. The intent of mandatory clustering is to provide a mechanism for natural resource protection while allowing appropriate development of private property. Horticultural and grazing projects on agriculturally designated lands are exempt from the restrictions placed on disturbance of natural areas when utilizing "Best Management Practices" (BMPs) recommended by the County Agricultural Commission and adopted by the Board of Supervisors when not subject to Policy 7.1.2.7.

Objective 7.4.4 Forest and Oak Woodland Resources. Protect and conserve forest and woodland resources for their wildlife habitat, recreation, water production, domestic livestock grazing,

production of a sustainable flow of wood products, and aesthetic values.

Policy 7.4.4.2 Through the review of discretionary projects, the County, consistent with any limitations imposed by State law, shall encourage the protection, planting, restoration, and regeneration of native trees in new developments and within existing communities.

Policy 7.4.4.4 For all new development projects (not including agricultural cultivation and actions pursuant to an approved Fire Safe Plan necessary to protect existing structures, both of which are exempt from this policy) that would result in soil disturbance on parcels that (1) are over an acre and have at least 1 percent total canopy cover or (2) are less than an acre and have at least 10 percent total canopy cover by woodlands habitats as defined in this General Plan and determined from base line aerial photography or by site survey performed by a qualified biologist or licensed arborist, the County shall require one of two mitigation options: (1) the project applicant shall adhere to the tree canopy retention and replacement standards described below; or (2) the project applicant shall contribute to the County's Integrated Natural Resources Management Plan (INRMP) conservation fund described in Policy 7.4.2.8.

Option A

The County shall apply the following tree canopy retention standards:

Percent Existing Canopy Cover	Canopy Cover to be Retained
80–100	60% of existing canopy
60–79	70% of existing canopy
40–59	80% of existing canopy
20–39	85% of existing canopy

(Continued on next page)

10-19	90% of existing canopy
1-9 for parcels > 1 acre	90% of existing canopy

Under Option A, the project applicant shall also replace woodland habitat removed at 1:1 ratio. Impacts on woodland habitat and mitigation requirements shall be addressed in a Biological Resources Study and Important Habitat Mitigation Plan as described in Policy 7.4.2.8. Woodland replacement shall be based on a formula, developed by the County, that accounts for the number of trees and acreage affected.

Option B

The project applicant shall provide sufficient funding to the County's INRMP conservation fund, described in Policy 7.4.2.8, to fully compensate for the impact to oak woodland habitat. To compensate for fragmentation as well as habitat loss, the preservation mitigation ratio shall be 2:1 and based on the total woodland acreage onsite directly impacted by habitat loss and indirectly impacted by habitat fragmentation. The costs associated with acquisition, restoration, and management of the habitat protected shall be included in the mitigation fee. Impacts on woodland habitat and mitigation requirements shall be addressed in a Biological Resources Study and Important Habitat Mitigation Plan as described in Policy 7.4.2.8.

Objective 7.4.5 Native Vegetation and Landmark Trees. Protect and maintain native trees including oaks and landmark and heritage trees.

Policy 7.4.5.a A tree survey, preservation, and replacement plan shall be required to be filed with the County prior to issuance of a grading permit for discretionary permits on all high-density residential, multifamily residential,

commercial, and industrial projects. To ensure that proposed replacement trees survive, a mitigation monitoring plan should be incorporated into discretionary projects when applicable and shall include provisions for necessary replacement of trees.

4.3.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to biological resources.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, the County's General Plan, and professional judgment, a significant impact would occur if the proposed project would result in the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to marshes, vernal pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other local, regional, or State habitat conservation plan.

Issues Not Discussed Further

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), the proposed project was determined to have no impact related to adopted HCPs, NCCPs, or other approved local, regional, or State habitat conservation plans. In December 2009, El Dorado County approved a contract with Sierra Ecosystems Associates, Inc. to prepare the first phase of the El Dorado County Integrated Natural Resource Management Plan (INRMP). The INRMP is intended to preserve and enhance native habitats that support endangered and sensitive species.

However, a final INRMP has not yet been adopted. Therefore, impacts related to HCPs, NCCPs, or other local, regional, or State habitat conservation plans are not examined further in this EIR.

Method of Analysis

A *Biological & Wetland Resources Assessment* report was prepared for the proposed project by Barnett Environmental Consulting in September 2015. Barnett Environmental Consulting queried the CDFW CNDDDB, the CNPS *Inventory of Rare and Endangered Vascular Plants of California*, reviewed lists of special-status species in El Dorado County maintained by the USFWS, and examined both the USFWS *National Wetland Inventory* and EcoAtlas.org's *California Aquatic Resources Inventory* of the Study Area. Field visits to and surveys of the project site were conducted on April 1, April 16, and May 20, 2015, during which the entire site was traversed on foot and observations were recorded of: (1) dominant vegetative communities present on the site; (2) plant and animal species (with emphasis on rare and endangered species) observed or their sign (nests, burrows, tracks, scat); and (3) the suitability of habitat types on-site and on immediately adjoining areas to support special-status plant and wildlife species occurring in the surrounding region. The protocol-level plant surveys of the study area were completed during the species' 2015 flowering periods. Drainages and other potentially jurisdictional wetland features were walked and mapped using a Trimble GeoXH with sub-meter accuracy.

Project-Specific Impacts and Mitigation Measures

The following discussion of biological resources impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.3-1 Have a substantial adverse effect, either directly or through habitat modifications, on any plant species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS. Based on the analysis below, the impact is *less than significant*.

According to the *Biological & Wetland Resources Assessment* prepared for the proposed project by Barnett Environmental Consulting, the following seven plant species could potentially occur within the project vicinity: Stebbins' morning-glory (*Calystegia stebbinsii*); Pine Hill Ceanothus (*Ceanothus roderickii*); Pine Hill Flannelbush (*Fremontodendron decumbens*); El Dorado Bedstraw (*Galium californicum*); Layne's ragwort (*Packera layneae*); Big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*); and Brandegee's clarkia (*Clarkia biloba* ssp. *Brandegeae*). However, the study area lacks serpentine and/or gabbroic soils and protocol-level surveys of the study area during the species' 2015 flowering periods failed to reveal any of the aforementioned plant species. In addition, the existing and past disturbance of the site likely precludes the presence of special-status plant species on the site. Therefore, the special-status plant species generated by the CNDDDB and CNPS searches would not be supported on the property in the current condition. As a result, the proposed project would have a *less-than-significant* impact to plant species identified as a candidate,

sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.

Mitigation Measure(s)

None required.

- 4.3-2 Have a substantial adverse effect, either directly or through habitat modifications, on any wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS. Based on the analysis below and with implementation of mitigation, this impact is *less than significant*.**

While the CNDDDB and CNPS queries for the Placerville USGS 7.5-minute Quadrangle revealed several special-status wildlife species recorded in the project vicinity, the absence of vernal pools, emergent marshes, sloughs, and other niche habitats (e.g., elderberry shrubs) preclude the presence on-site of the majority of special-status wildlife species recorded in the CNDDDB (i.e. vernal pool fairy shrimp, VELB, California red-legged frog, Sierra Nevada yellow-legged frog, pallid bat, ringtail, Sierra Nevada red fox, and California wolverine). The following discussion will address nesting birds protected under the federal MBTA.

Special-Status Species

As discussed previously, several special-status bird species may occur on-site. The species with a low to moderate potential to occur on-site include sharp-shinned hawk, white-tailed kite, and loggerhead shrike. Sharp-shinned hawk and white-tailed kite may utilize the blue oak pines in the project area; however the species were not observed on-site during the protocol-level surveys, and recorded occurrences of either species do not exist within five miles of the project site. Similarly, although loggerhead shrike may nest or forage on-site, recorded occurrences of the species does not exist within five miles of the project site. Although the site contains little habitat for the aforementioned special-status bird species, a remote potential exists for the species to nest on-site.

Migratory Birds

Birds and their nests are protected under California Fish and Wildlife Code (Sections 3503, 3503.5, 3513), and the MBTA. Due to the fact that most birds can fly out of harms-way, development of the project site would not be expected to harm adult birds. However, nesting birds are susceptible to take through disturbance that harms eggs or young. While the disturbed site contains marginal habitat for migratory birds, the native oak trees located on the site could provide potentially suitable nesting habitat for several migratory bird species known to occur in the vicinity, including those observed on-site as follows: turkey vulture (*Cathartes aura*), mockingbird (*Mimus polyglottis*), scrub jay (*Aphelocoma coerulescens*), house finch (*Carpodacus mexicanus*), white-crowned sparrow (*Zonotrichia leucophrys*), American goldfinch (*Carduelis tristis*), dark-eyed

junco (*Junco hyemalis*), chipping sparrow (*Spizella passerina*), spotted towhee (*Pipilo erythrophthalmus*), and mourning dove (*Zenaida macroura*). .

Conclusion

While the project site contains little habitat for nesting special-status and migratory birds, a remote potential exists for protected bird species to nest in on-site native oak trees. As a result, with implementation of the following mitigation measure which would require a pre-construction nesting bird survey, impacts to wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS as a result of project development would be *less than significant*.

Mitigation Measure(s)

4.3-2 *Prior to issuance of a grading permit for development, a pre-construction nesting bird survey shall be conducted on-site within 30 days prior to site clearing if site clearing associated with the project would commence between March 1st and August 15th (“the nesting season in northern California”). If disturbance associated with the project would occur outside of the nesting season, no surveys shall be required. The written results of the pre-construction survey shall be submitted to the County Development Services Department. If migratory birds are identified as nesting on the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. If raptors are identified as nesting on the project site, a non-disturbance buffer of 500 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be postponed until a qualified ornithologist has determined that the young have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.*

4.3-3 Riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Based on the analysis below, this impact is *less than significant*.

Riparian habitats are described as the land and vegetation that is situated along the bank of a stream or river. Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year. Wetlands usually must possess hydrophytic vegetation (i.e., plants adapted to inundated or saturated conditions), wetland hydrology (e.g., topographic low areas, exposed water tables, stream channels), and hydric soils (i.e., soils that are periodically or permanently saturated, inundated or flooded). Vernal pools are seasonal depressional wetlands that are covered by shallow water for variable periods from winter to spring, but may be

completely dry for most of the summer and fall. These wetlands range in size from small puddles to shallow lakes and are usually found in a gently sloping plain of grassland.

Wetlands do not occur within the study area beyond the 1,045-foot long (0.10-acre) drainage along the site's western boundary, the 102-foot long (0.009-acre) ditch in the site's southwestern corner, and the 750-foot long (0.07-acre) ditch along the site's southern boundary. However, none of these "other waters of the U.S." would be removed or permanently affected by the proposed project. Therefore, mitigation or involvement of federal or State resource agencies (e.g., CWA permitting) would not be required.

As native plant communities and wildlife habitat within the proposed project area has been previously degraded by historic use of the site, little remaining habitat is available to be adversely affected by the proposed project. Consequently, adverse impacts beyond those to native oak trees described below are not anticipated. As a result, the implementation of the proposed project would have a *less-than-significant* impact to any riparian habitat, or seasonal wetlands.

Mitigation Measure(s)

None required.

4.3-4 Movement of native, resident, or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Based on the analysis below, this impact is *less than significant*.

The project site provides limited opportunities for native, resident, or migratory wildlife to use the site as a movement corridor. The project site is located in a largely developed portion of the El Dorado County General Plan area. However, wildlife may use the Sacramento-Placerville Transportation Corridor and El Dorado Trail area to the west of the site to move through the area. The off-site corridor/trail area would not be impacted by the proposed project. In addition, the 6.16-acre portion of the project site, north of Industrial Drive, would not be developed as part of the project. The area to the north would enable wildlife to move to the corridor/trail area, though the existing industrial development in the project vicinity would impede any further movement to the west.

In conclusion, the proposed project would result in a *less-than-significant* impact with respect to interfering substantially with the movement of native, resident, migratory fish or wildlife species, or established native resident or migratory wildlife corridors.

Mitigation Measure(s)

None required.

4.3-5 Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Based on the analysis below and with implementation of mitigation, this impact is *less than significant*.

Based on the conceptual site plan for the project, development of the solar farm, secure parking lot, and Public Safety Facility would require removal of a total of 35 pine trees and 40 oak trees (see Figure 4.3-1). Most of the pine and oak trees that would be removed as part of the proposed project occur in the western and southern portions of the site, while additional oaks and pines exist in the eastern portion of the site. Because the County regulations are only concerned with the removal of native oak trees and oak woodland habitat, mitigation is not required for the removal of pine trees during project construction.

The El Dorado County Board of Supervisors is currently reviewing changes to the County's *Oak Resources Management Plan* (ORMP), which was originally adopted in May of 2008 under the *El Dorado County General Plan* Policy 7.4.2.8. Proposed ORMP changes relevant to the proposed project include an in-lieu fee payment option for mitigation of impacts to oak woodlands and individual oak trees.

The 30.34 acre project site does not contain oak stands with greater than 10 percent canopy cover that would be adversely affected by project development. The largest intact stand of oak trees occurs along a riparian corridor associated with the drainage located near the site's western border. Development of the proposed project would not impact the aforementioned stand of oak trees along the site's western border. The remaining on-site oak trees occur either individually throughout the site or along the existing drainage on the site's southern border, which does not constitute a stand with average 10 percent canopy cover per acre. Therefore, the proposed project would not result in any impacts to oak woodlands.

However, the proposed project would impact individual oak trees, which would require compliance with the proposed ORMP in-lieu fee payment mitigation. The proposed in-lieu mitigation fee of \$186 per diameter inch of the approximately 40 individual oak trees affected by the project (a combined 385 inches of DBH) would result in a total estimated mitigation cost of \$71,610 for losses of native oaks associated with the proposed project. The aforementioned fee payment would be considered consistent with General Plan Policy 7.4.2.8. In addition, because the site does not contain oak woodland habitat or any other habitat considered by the County as important habitat, an Important Habitat Mitigation Plan would not be required to be prepared for the proposed project. As a result, with implementation of the following mitigation measures which require payment of an in-lieu mitigation fee and protection measures for trees that would not be removed by project development, impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, as a result of project development would be *less than significant*.

Mitigation Measure(s)

4.3-5(a) *To mitigate losses of oak trees within the development footprint, the project shall provide an in-lieu mitigation fee, estimated at \$186 per diameter inch, for the estimated 40 individual oak trees affected by the project (a combined 385 inches of DBH). The mitigation fee is estimated to be \$71,610 for losses of native oaks associated with the proposed project. Any in-lieu payment shall be paid prior to the issuance of a grading permit for the project. Given the conceptual nature of the current Public Safety Facility Project Site Plan, the total number of oak trees that will be impacted by the project, and hence the in-lieu mitigation fee for the project, shall be verified by the El Dorado County Community Development Agency at the time that design-level improvement plans are available for the project. Furthermore, if changes in the project are required during the Grading Plan process that result in changes in the impact area, the amount of oak trees to be mitigated shall be revised accordingly consistent with the County's most recent Oak Resources Management Plan (ORMP).*

4.3-5(b) *Prior to Grading Plan approval, the plans shall include a list of tree protection methods, for review and approval by the County Community Development Agency. The list of tree protection methods shall be implemented during construction of the project. The list of tree protection methods shall include, but not necessarily limited to, the following:*

- *The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans.*
- *The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches DBH (or 10 inches DBH aggregate for multi-trunked trees). The fencing shall delineate an area that is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being moved onsite or any site preparation or construction activities taking place. Development of this site, including grading, shall not be allowed until this condition is satisfied. Any encroachment within the areas listed above,*

including within driplines of trees to be saved, must first be approved by a designated representative of the Community Development Agency. Grading, clearing, or storage of equipment or machinery may not occur until a representative of the Community Development Agency has inspected and approved all temporary construction fencing. Trees shall be preserved where feasible. This may include the use of retaining walls, planter islands, or other techniques commonly associated with tree preservation. The Grading/Improvement Plans shall indicate the location of the fencing and include a note describing the fencing requirements consistent with this mitigation measure.

- *The project applicant shall implement the following guidelines before and during grading and construction for protection of all oak trees to be preserved:*
 - *Plans and specifications shall clearly state protection procedures for oak trees on the project site. The specifications shall also include a provision for remedies if oak trees are damaged;*
 - *Before construction commences, those oak trees within 25 feet of construction sites shall be pruned and the soil aerated and fertilized;*
 - *Vehicles, construction equipment, mobile offices, or materials shall not be parked, stored, or operated within the driplines of oak trees to be preserved;*
 - *Cuts and fills around trees shall be avoided where feasible.*
 - *Soil surface removal greater than one foot shall not occur within the driplines of oak trees to be preserved. Cuts shall not occur within five feet of their trunks;*
 - *Earthen fill greater than one foot deep shall not be placed within the driplines of oak trees to be preserved, and fill shall not be placed within five feet of their trunks;*
 - *Underground utility line trenching shall not be placed within the driplines of oak trees to be preserved where feasible without first obtaining approval from a designated representative of the Community Development Agency. If it is necessary to install underground utilities within the driplines of oak trees, boring or drilling rather than trenching shall be used;*
 - *Paving shall not be placed in the vicinity of oak trees to be preserved (at a minimum, within the dripline of any oak tree) without first obtaining approval from a designated representative of the Community Development Agency; and*
 - *Irrigation lines or sprinklers shall not be allowed within the dripline of native oak trees.*

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.3-6 Cumulative loss of biological resources. Based on the analysis below, the project's incremental contribution to a cumulative impact is *less than cumulatively considerable*.

El Dorado County, like other counties and communities in the region, is experiencing urban growth. Cumulatively, these projects would reduce available habitats for plant and wildlife species. The proposed project site is located within the El Dorado General Plan boundaries; and the proposed project is consistent with the type of development allowed by the project site's current Industrial land use designation. Therefore, impacts to special-status species, including potential impacts from development of the project site, have been previously analyzed in the El Dorado County General Plan EIR, which have been identified as significant and unavoidable. While the project would result in the development of a vacant site, the site has a long history of disturbance, and currently provides only marginal habitat value for special-status species. Although this chapter requires pre-construction nesting bird surveys in order to mitigate for impacts to nesting bird habitat, the development of a disturbed site within a fragmented area, which no longer provides open spaces or agricultural areas, would not significantly contribute toward the cumulative impact in the region concerning loss nesting habitat for several raptor species.

In addition, although development of the proposed project would require removal of some of the on-site trees, including oak trees, Mitigation Measures 4.3-5(a) and 4.3-5(b) would be considered sufficient to reduce associated impacts to a less-than-significant level through providing in-lieu fees for the loss of native oaks and protection of trees that would remain on the site. Mitigation Measures 4.3-5(a) and 4.3-5(b) would be consistent with the recommendations related to loss of oak woodland habitat resulting from buildout of the General Plan EIR.

The project is not anticipated to result in impacts to special-status species; however, out of an abundance of caution, this EIR includes mitigation measures, requiring preconstruction surveys, and if necessary, protection measures, to ensure that protected nesting birds are not impacted as a result of development of the project. Consequently, the project's incremental contribution to the cumulative biological impact related to increasing urbanization would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.4. CULTURAL RESOURCES

4.4

CULTURAL RESOURCES

4.4.1 INTRODUCTION

The Cultural Resources chapter of this EIR addresses known cultural resources, which can be categorized into historic and prehistoric resources, in the project vicinity and the potential for unknown resources to exist. The chapter includes a summary of the existing setting of the project site in relation to cultural resources. In addition, the chapter includes identification of the thresholds of significance for possible impacts associated with the project, and development of mitigation measures that would be necessary to reduce impacts to a less-than-significant level. Information for this chapter was primarily drawn from the *Cultural Resources Record Search* performed for the proposed project by Peak & Associates, Inc. (see Appendix F),¹ as well as the *2004 El Dorado County General Plan*² and associated EIR.³

4.4.2 EXISTING ENVIRONMENTAL SETTING

The following section discusses the regional setting of El Dorado County in relation to cultural resources, the prehistoric, ethnographic, and historic context for the region, the project site setting, and the potential for cultural resources to be located on the project site.

Regional Setting

Elevations within El Dorado County vary between 200 feet in the western portion of the County to more than 10,000 feet in the Sierra Nevada to the east. El Dorado County possesses a varied range of ecological zones that have supported diverse prehistoric and historic peoples for thousands of years. Native American occupation and economic endeavors have left their mark on the landscape and reflect the important role that El Dorado County played in the development of the State of California and of the United States as a whole.

In addition to the ecological diversity, the rich deposits of mineral resources, stands of timber, and lush grasslands made the County an attractive location for the development of various industrial pursuits in historic times.

More than 1,300 prehistoric and historic cultural resources had been documented within the County as of 2002.⁴ Eleven of these resources, including individual buildings, sites, and Historic Districts, are currently listed on the National Register of Historic Places (NRHP) and California Register of Historic Places (CRHP). An additional 79 resources have been determined to be NRHP and CRHP eligible but have not yet been formally listed. In addition to these documented

¹ Peak & Associates, Inc. *Cultural Resources Record Search*. September 15, 2014.

² El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

³ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

⁴ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report* [pg. 5.13-2]. May 2003.

cultural resources, 26 State Historic Landmarks are situated in unincorporated El Dorado County.

Prehistoric Context

Prehistoric resources are those sites, artifacts, or paleontological resources associated with indigenous, non-Euroamerican populations, generally prior to contact with people of European descent. In addition, a prehistoric resource is considered a paleontological resource if the resource constitutes a fragile and non-renewable scientific record of the history of life on earth, and so represent an important and critical component of America's natural heritage.⁵

In California, manifestations of prehistoric cultural material could be categorized according to "patterns" or "horizons" with each incorporating distinctive technological, economic, social, and ideological elements. Early research resulted in the development of the Central California Taxonomic System and a tripartite Horizon classification scheme (Early, Middle, Late). Although the broad temporal and cultural periods have been further subdivided, the periods are also referred to as Windmill, Berkeley, and Augustine patterns and are briefly described below.

Windmill Pattern

Although Native American occupation in El Dorado County may date to as early as 10,000 to 12,000 years ago, the best documented evidence for human occupation in the general region is found among sites exhibiting traits characteristic of the Windmill Pattern or Early Horizon. Such sites date to as early as 4,750 years Before Present (BP) and as late as 2,500 years BP, and frequently contain numerous mortar fragments, indicating that acorns and/or various seeds were relatively important food items. However, the remains of numerous faunal species are often found on Windmill sites, and the presence of angling hooks and pottery artifacts possibly used as net or line sinkers indicates a varied and efficient subsistence system. In addition, Windmill sites show that a great deal of trade was taking place: obsidian, *Haliotis* and *Olivella* shell beads and ornaments, quartz crystals, and other exotic materials are frequently found on Windmill sites. The seasonal migrations may have involved population shifts to higher elevations during the summer with winter occupations being in the valley.

Berkeley Pattern

Sites from the later Berkeley Pattern or Middle Horizon (2,500–1,450 years BP) are often quite similar to Windmill sites. Features such as the use of red ocher in burial contexts, cobble mortars, "charmstones," and lanceolate point styles could be found during both periods. However, a much heavier reliance on acorns as a staple food develops as evidenced by an increased number of mortars and pestles in the archaeological record. Distinctive artifacts and radiocarbon dates from sites associated with the Berkeley Pattern suggest that the cultural manifestations may represent a Proto-Miwok population movement from the San Francisco Bay area to the Central Valley and Sierra foothill environments.

⁵ Bureau of Land Management. *Paleontological Resources*. Available at: <http://www.blm.gov/ca/st/en/fo/hollister/paleo.html>. Accessed September 2015.

Augustine Pattern

First appearing in the archaeological record around 1,400 years BP and extending to proto-historic times, manifestations of the Augustine Pattern or Late Horizon indicate that intensive fishing, hunting, and acorn gathering supported large, dense populations. Highly developed exchange systems had evolved and mortuary practices with elaborate ceremonialism indicate a well-stratified society. Earlier Augustine Pattern sites, however, still bear many similarities to the Berkeley Pattern, suggesting that the Augustine Pattern represents elements of local innovation and a blending of traits with the Middle Horizon.

Early Native American occupation has resulted in sites being distributed throughout the County, and stone tool scatters, midden deposits, and small campsites could be found in many areas, particularly where natural water sources are located. In general, such evidence is comparatively subtle, although more substantial traces of intensive prehistoric occupation and activities could be seen in stone quarries and bedrock mortars and large village sites with house pits. Prehistoric artifacts, features, and sites are found throughout the County, although larger sites and more dense midden and artifact deposits tend to occur at lower elevations in the Sierra foothills.

Ethnographic Context

Before the arrival of large numbers of people of European descent beginning in the mid-19th century, three main groups of Native Americans inhabited El Dorado County. The Nisenan (or “Southern Maidu”) occupied the northern portion of the County in an area stretching from Folsom Reservoir to just west of Lake Tahoe and about as far south as several miles south of present-day U.S. Highway 50 (US 50). Eastern Miwok peoples lived in a region generally south of US 50, stretching from near Latrobe in the west to the vicinity of Strawberry in the east. The higher elevation areas to the west and south of Lake Tahoe were occupied by the Washoe people.

Both the Nisenan and Miwok, at least in the foothill sections of El Dorado County, relied heavily on various species of acorns as a staple food source. Ample evidence for their heavy exploitation of acorns could be found in the bedrock and boulder mortars found throughout the region that were used from prehistoric times until well after extensive European contact in the middle of the 19th century. The Washoe adopted somewhat different economic, subsistence, settlement, and technological systems, largely because they inhabited ecological zones so different from much of the Nisenan and Miwok areas. For example, while the Nisenan and Miwok relied heavily on the acorn as a staple food, the Washoe exploited a wide variety of flora including camas bulbs, bitterroot, tule, cattail, wild rye, and pine nuts. Bedrock mortars are also found in Washoe areas, but they tend to be shallower and far less numerous than at lower elevations in El Dorado County, reflecting less exploitation of food resources requiring extensive processing.

The types of resources associated with ethnographic or early historic periods of Native American occupation in the County differ little from those noted for later prehistoric periods. Sites and activity areas were still located in well-watered level areas and bedrock mortars were used for food processing until fairly recent times. Ethnographic village sites frequently exhibit large subterranean structure remains or house pits and could be more readily visible than the remnants of earlier Native American cultures and periods.

Historic Context

Historic resources include structures, features, artifacts, and sites that date from Euroamerican settlement of the region.

Although earlier Euroamerican explorations and incursions into the El Dorado County area took place before the discovery of gold in Coloma in 1848, intensive immigration to the region began only after the announcement of the find. The first mining camps dating to the first months and years of the Gold Rush were almost exclusively temporary settlements consisting of tents and portable structures. Larger centers such as Placerville, El Dorado, and Diamond Springs soon developed into permanent towns with schools, stores, hotels, mills, substantial homes, and formal roadways and continue to serve as economic and cultural centers in the County. Evidence of more than a century of placer and hard rock mining could include tailing piles, ditches, dams, prospect pits, mine shafts, roads, rail grades, mills, etc., and could be found throughout the County. Apart from the physical remains of the Gold Rush history, County place names such as China Diggins', Irish Creek, Frenchtown, Negro Hill, New York Creek, and Chili Bar reflect the influence of a wide range of ethnic groups and immigrant populations that contributed to the cultural foundations of the region.

Although gold mining may have been the primary economic pursuit in the 1840s and 1850s, many immigrants soon began to engage in logging, farming, and ranching enterprises. As the most easily mined gold deposits played out, ranching, agriculture, and especially the timber industry soon developed into stable and widespread endeavors, forming a diverse regional economy. As timber harvesting became widespread and industrialized in the latter decades of the 19th century, temporary logging camps became familiar features on the landscape, particularly at higher elevations where dense stands of valuable fir and pine existed. The camps moved with the cutting and tent platforms; traces of temporary structures and refuse deposits associated with the camps could be found throughout the County.

Project Site Setting

The approximately 30.34-acre project site was historically used as a lumber storage yard for the Old Caldor Lumber Company, as well as an equipment storage area for Sacramento Municipal Utility District (SMUD). The site has been previously disturbed from past grading of the site, and is currently generally vacant and undeveloped. The terrain is separated into three general elevations and areas based on past disturbance and existing topography. The area to the northwest has been graded to a nearly flat condition, with large localized depressions in the surface of the pad that appear to be due to vehicle use. The north area is elevated above the south area by an existing cut slope and exhibits signs of surficial erosion and human-made damage as a result of off-highway vehicle traffic. The area to the south is elevated above the area to the east by approximately five feet by an over-steepened cut slope trending north/south. The majority of the project site is covered by non-vegetated sand or low seasonal grasses, with some trees near the grade changes.⁶

⁶ Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study Update for El Dorado County Sheriff Headquarters, Industrial Drive, Placerville, California [pg. 2]*. September 2014.

The *Cultural Resources Record Search* performed for the proposed project by Peak & Associates, Inc. included a California Historical Resources Information System (CHRIS) records search of the archives at the North Central California Information Center (NCIC) at California State University, Sacramento (CSUS) in 2014, in order to determine whether historic or prehistoric sites have been identified in the project area. The NCIC record search report indicates that one recorded resource exists within the project area. The recorded resource, a water tank, is located northeast of the project site, at the far edge of the record search area. Other recorded resources do not exist within the 1/8-mile buffer zone around the project area.

4.4.3 REGULATORY CONTEXT

Many agencies have developed laws and regulations designed to protect significant cultural resources. The following discussion contains a summary of regulations pertaining to cultural resources, including federal, State, and local laws and ordinances.

Federal Regulations

The following are the federal environmental laws and policies relevant to cultural resources.

Section 106 for the National Historic Preservation Act of 1966 (NHPA)

Federal regulations for cultural resources are governed primarily by Section 106 of the NHPA of 1966. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 Code of Federal Regulations (CFR) Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 CFR Part 60. Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While federal agencies must follow federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a federal permit or if it uses federal funding.

National Register of Historic Places

NRHP is the nation's master inventory of known historic resources. The NRHP includes listings of resources, including: buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, State, or local level. Resources over 50 years of age can be listed on the NRHP. However, properties under 50 years of age that are of exceptional significance or are contributors to a district can also be included on the NRHP. Four criteria are used to determine if a potential resource may be considered significant and eligible for listing on the NRHP. The criteria include resources that:

- A. Are associated with events that have made a significant contribution to the broad patterns of history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded or may likely yield information important in prehistory or history.

A resource can be individually eligible for listing on the NRHP under any of the above four criteria, or it can be listed as contributing to a group of resources that are listed on the NRHP.

A resource can be considered significant in American history, architecture, archaeology, engineering, or culture. Once a resource has been identified as significant and potentially eligible for the NRHP, the resource's historic integrity must be evaluated. Integrity is a function of seven factors: location, design, setting, materials, workmanship, feeling, and association. The factors closely relate to the resource's significance and must be intact for NRHP eligibility.

1906 Federal Antiquities Act

Paleontological resources are classified as non-renewable scientific resources and are protected by several federal and State statutes, most notably by the 1906 Federal Antiquities Act (PL 59-209; 16 U.S.C. 431 et seq.; 34 Stat. 225), which calls for protection of historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest on federal lands. Because the proposed project does not include any federal lands, this statute does not apply.

American Indian Religious Freedom Act and Native American Graves and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. The Act establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. Additionally, Native American remains on federal lands are protected by the Native American Graves and Repatriation Act of 1990.

State Regulations

The following are the State environmental laws and policies relevant to cultural resources.

California Environmental Quality Act

State historic preservation regulations affecting the project include the statutes and guidelines contained in CEQA (Public Resources Code [PRC] Sections 21083.2 and 21084.1 and Sections 15064.5 and 15126.4 (b) of the CEQA Guidelines). CEQA requires lead agencies to consider the potential effects of a project on historic resources and unique archaeological resources. An

“historic resource” includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript that is historically or archaeologically significant (PRC Section 5020.1). Under Section 15064.5 of the CEQA Guidelines, a resource is considered “historically significant” if it meets one or more of the following CRHP criteria:

1. The resource is associated with events that have made a significant contribution to the broad patterns of California history; or
2. The resource is associated with the lives of important persons from our past; or
3. The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
4. The resource has yielded, or may be likely to yield, important information in prehistory or history.

CEQA requires preparation of an EIR if a proposed project would cause a “substantial adverse change” in the significance of a historical resource. A “substantial adverse change” would occur if a proposed project would result in physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (CEQA Guidelines Section 15064.5(b)(1)).

In addition to historically significant resources, which can include archeological resources that meet the criteria listed above, CEQA also requires consideration of “unique archaeological resources.” If a site meets the definition of a unique archaeological resource, it must be treated in accordance with the provisions of PRC section 21083.2. Under PRC Section 20183.2(g), an archaeological resource is considered “unique” if it:

1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC 21083.2(g)).

CEQA also includes specific guidance regarding the accidental discovery of human remains. Specifically, CEQA Guidelines Section 15064.5(e) requires that if human remains are uncovered, excavation activities must be stopped and that the county coroner be contacted. If the county coroner determines that the remains are Native American, the coroner must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC identifies the most likely descendent, and that individual or individuals can make recommendations for treatment of the human remains under the procedures set forth in Section 15064.5 of the CEQA Guidelines.

California Register of Historic Places

The State Historic Preservation Office (SHPO) also maintains the CRHP. Properties that are listed on the NRHP are automatically listed on the CRHP, along with State Landmarks and

Points of Interest. The CRHP can also include properties designated under local ordinances or identified through local historical resource surveys.

Senate Bill 297

SB 297 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction; and establishes the NAHC to resolve disputes regarding the disposition of such remains. SB 297 has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

Tribal Consultation Guidelines (SB 18)

SB 18, signed into law in September 2004, requires local (city and county) governments to consult with California Native American tribes, when amending or adopting a general plan or specific plan, or designating land as open space, in order to aid in the protection of traditional tribal cultural places (“cultural places”). SB 18 also requires the Governor’s Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.).

Because the proposed project does not include a General Plan or Specific Plan Amendment, NAHC tribal consultation is not required.

Assembly Bill 52

Assembly Bill (AB) 52 adds tribal cultural resources to the categories of cultural resources in CEQA, which had formerly been limited to historic, archaeological, and paleontological resources. “Tribal cultural resources” are defined as either:

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR).
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead

agency shall consider the significance of the resource to a California Native American tribe.

As stated in Section 11 of AB 52, this act shall apply only to a project that has a notice of preparation or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. The first Notice of Preparation (NOP) for the Public Safety Facility Project EIR was filed with the State Clearinghouse on June 16, 2015. Therefore, the Public Safety Facility Project is not subject to AB 52, though a revised NOP was issued for the proposed project on July 24, 2015, notifying the same distribution list of the inclusion of a solar farm within the same overall project area.

Public Resources Code Chapter 1.7, Section 5097.5

State requirements for paleontological resource management are found in PRC Chapter 1.7, Section 5097.5, Archaeological, Paleontological, and Historical Sites, and specify that State agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources. PRC Chapter 1.7, Section 5097.5, Archaeological, Paleontological, and Historical Sites, does not apply to the project because none of the property is State owned.

State or local agencies do not have specific jurisdiction over paleontological resources, and do not require a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth moving on State or private land in a project site.

Local Regulations

The following are the local environmental laws and policies relevant to cultural resources.

County Cultural Resource Management

Numerous County and private organizations and commissions have endeavored to heighten public awareness of El Dorado County's prehistoric and historic cultural heritage and to preserve and manage numerous cultural resource sites in the area. The organizations include the County Historical Museum, County Historical Society, and County Pioneer Cemetery Commission. The organizations and commissions serve in an advisory capacity to the County and contributed to some of the policies discussed in the County's General Plan document. The County Cultural Resource Preservation Commission, also involved in the formulation of the General Plan policies, was recently disbanded by the County. The County Board of Supervisors has formed a subcommittee to work on development of a new ordinance dealing with cultural resources.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* related to cultural resources are applicable to the proposed project.

Conservation and Open Space Element

Goal 7.5 Cultural Resources. Ensure the preservation of the County's important cultural resources.

Objective 7.5.1 Protection of Cultural Heritage. Creation of an identification and preservation program for the County's cultural resources.

Policy 7.5.1.3 Cultural resource studies (historic, prehistoric, and paleontological resources) shall be conducted prior to approval of discretionary projects. Studies may include, but are not limited to, record searches through the North Central Information Center at California State University, Sacramento, the Museum of Paleontology, University of California, Berkeley, field surveys, subsurface testing, and/or salvage excavations. The avoidance and protection of sites shall be encouraged.

Policy 7.5.1.6 The County shall treat any significant cultural resources (i.e., those determined California Register of Historical Resources/National Register of Historic Places eligible and unique paleontological resources), documented as a result of a conformity review for ministerial development, in accordance with CEQA standards.

4.4.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to cultural resources. A discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines and the County's General Plan, a significant impact would occur if the proposed project would result in the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;

- Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource on site or unique geologic features; or
- Disturb any human remains, including those interred outside of formal cemeteries.

Method of Analysis

The project area was not surveyed as part of the *Cultural Resources Record Search*. The section below evaluates the proposed project's potential to impact cultural resources. Determinations of impacts to cultural resources were based on information from the *Cultural Resources Record Search* performed for the proposed project by Peak & Associates, Inc. (see Appendix F), as well as the *2004 El Dorado County General Plan* and associated EIR. Mitigation measures are identified, as necessary.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.4-1 Cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource as defined in Section 15064.5, directly or indirectly destroy a unique paleontological resource on site or unique geologic features, or disturb any human remains, including those interred outside of formal cemeteries. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.

A CHRIS records search of the archives at the NCIC at CSUS determined that prehistoric and historic resources, including buildings, structures, or objects, have not been previously recorded within the proposed project site. One resource, a water tank, is located approximately 0.10-mile (approximately 510 feet) to the northeast of the project site. The proposed project, including the installation of subsurface utilities and related infrastructure, which may require trenching, grading, or jacking and boring, would not impact the water tank to the northeast of the project site.

According to the El Dorado County General Plan, any level of ground disturbance within the County, regardless of intensity, has the potential to significantly affect cultural resources. Although the *El Dorado County General Plan EIR* determined that buildout of the General Plan would result in potentially significant impacts to cultural resources, with implementation of mitigation and General Plan policies, the impact would be reduced to less than significant. In addition, the General Plan provides that prehistoric and historic cultural resources could occur anywhere on the landscape regardless of topography, but areas with various floral, faunal, and mineral resources, areas located near surface water, areas with low degrees of slope occurring in the immediate vicinity of perennial, natural water sources are most likely to contain cultural resources. The project site is not identified by the County as a site containing

locally-important mineral resources that would be of local, regional, or statewide importance. The site is not near any surface water or other aquatic resources, with the exception of the drainage channel along the site's western boundary. However, the site contains some trees, shrubs, and ruderal grasses.

Furthermore, the project site has been previously graded and the topography of the site has been altered by the creation of earthen benches throughout the parcel and by heavy off-road vehicle use; therefore, any unidentified resources as of yet are unlikely to be found on-site during construction. Although unlikely, the possibility exists for previously unknown cultural resources to be discovered during ground-disturbing activities. With implementation of the following mitigation measures, impacts related to historical resources, archaeological resources, paleontological resources, and human remains would be considered *less than significant*.

Mitigation Measures(s)

4.4-1(a) *If buried archeological resources, such as chipped or ground stone, historic debris, building foundations, or buried paleontological resources are discovered during ground disturbing activities, work shall stop in that area, and within 100 feet of the find, until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the County and other appropriate agencies. Possible management recommendations for historical or unique archaeological resources could include resource avoidance (i.e., preservation in place) or data recovery excavations where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects. These recommendations shall be included on the project grading plans prior to their approval.*

4.4-1(b) *If human remains of Native American origin are discovered during project construction, State laws relating to the disposition of Native American remains in coordination with the NAHC (PRC 5097.98) must be complied with. If any human remains are discovered or recognized in any location other than a dedicated cemetery, work shall stop in that area and within 100 feet of the find until:*

- *The County coroner has been informed and has determined that investigation of the cause of death is not required; and*
- *If the remains are of Native American origin, the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98;*

Or

- *The NAHC was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the Commission.*

These recommendations shall be included on the project grading plans prior to their approval.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.4-2 Cumulative loss of cultural resources. Based on the analysis below, impact is *less than cumulatively considerable*.

The effect of implementation of the proposed project on cultural resources is analyzed in Impact 4.4-1. While some cultural resources may have regional significance, the resources themselves are site-specific, and impacts to them are project-specific. For example, impacts to a subsurface archeological find at one project site are generally not made worse by impacts from another project to a cultural resource at another site. Rather the resources and the effects upon them are generally independent. A possible exception to this would be a cultural resource that represents the last known example of its kind or is part of larger cultural resources such as a single building along an intact historic Main Street. For such a resource, cumulative impacts, and the contribution of the proposed project to them, may be cumulatively significant. Such is not the case for the proposed project. Site-specific cultural resources have not been identified at the site.

With respect to unknown archeological resources, Mitigation Measures 4.4-1(a) and (b) require protection of archaeological resources should any be found during construction.

Because the proposed project would implement site-specific mitigation consistent with the California Health and Safety Code and the California Public Resources Code, and impacts to any historic or archaeological resources associated with the site would be site-specific, the project's incremental contribution towards the cumulative impact to cultural resources would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.5. GEOLOGY AND SOILS

4.5

GEOLOGY AND SOILS

4.5.1 INTRODUCTION

The Geology and Soils chapter of this EIR describes the geologic and soil characteristics of the proposed project site and evaluates the extent to which implementation of the project could be affected by geologic and seismic hazards. Information in this chapter is primarily drawn from the *Geotechnical Engineering Study Update* prepared for the project site by Youngdahl Consulting Group, Inc. (see Appendix G),¹ as well as the *2004 El Dorado County General Plan*² and associated and EIR.³

4.5.2 EXISTING ENVIRONMENTAL SETTING

Background setting information on the regional geology, project site geology, including project site soils, is provided below.

Regional Geology

El Dorado County is located in the Sierra Nevada geomorphic province of California, which is east of the Great Valley province and west of the Range and Basin province. The Sierra Nevada province is characterized by steep-sided hills and narrow, rocky stream channels. The province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciation and additional volcanic activity are factors that led to the east-west orientation of stream channels.

The southwestern foothills of El Dorado County are composed of rocks of the Mariposa Formation that include amphibolite, serpentine, and pyroxenite. The northwestern areas of the County consist of the Calaveras Formation, which includes metamorphic rock such as chert, slate, quartzite, and mica schist. In addition, limited serpentine formations are located in the northwestern area of the County. The higher peaks in the County consist primarily of igneous and metamorphic rocks with granite intrusions, a main soil parent material at the higher elevations.

Regional Seismicity

Based on historical seismic activity and fault and seismic hazards mapping, El Dorado County is considered to have relatively low potential for seismic activity, and is located beyond the highly

¹ Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study Update for El Dorado County Sheriff Headquarters, Industrial Drive, Placerville, California*. September 2014.

² El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

³ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

active fault zones of the coastal areas of California. The County's fault systems and associated seismic hazards are described below.

Regional Fault Systems

The distribution of known faults is concentrated in the western portion of the County, with several isolated faults in the central County area and the Lake Tahoe Basin. Fault systems mapped in western El Dorado County include the West Bear Mountains Fault; the East Bear Mountains Fault; the Maidu Fault Zone; the El Dorado Fault; the Melones Fault Zone of the Clark, Gillis Hill Fault; and the Calaveras–Shoo Fly Thrust.

Active faults have not been identified in El Dorado County. One fault, part of the Rescue Lineament–Bear Mountains fault zone, is classified as a well-located, late-Quaternary fault; therefore, the fault represents the only potentially active fault in the County. The fault is part of the Foothill Fault Suture Zone system, which was considered inactive until a Richter scale magnitude 5.7 earthquake occurred near Oroville on August 1, 1975. All other faults located in El Dorado County are classified as pre-Quaternary (inactive).

Seismic Ground Shaking and Fault Rupture

Potential ground shaking intensities are depicted in probabilistic seismic hazard maps. The potential intensity of seismic events varies across El Dorado County, generally increasing from west to east, with the highest potential ground shaking intensity located in the Lake Tahoe Basin.

The probability of fault rupture in El Dorado County is based on Earthquake Fault Zone maps prepared by the California Geological Survey (CGS) pursuant to the Alquist-Priolo Fault Zoning Act. Earthquake Fault Zones are regulatory zones around active faults. The zones vary in width, but average about one-quarter mile wide. The entire County is not located within an Alquist-Priolo Earthquake Fault Zone.

Liquefaction and Lateral Spreading

The entire County is not located in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by CGS. Therefore, El Dorado County is not considered to be at risk from liquefaction hazards.

Lateral spreading is typically associated with areas experiencing liquefaction; because liquefaction hazards are not present in El Dorado County, the County is not at risk from lateral spreading.

Landslides

Seismic activity may trigger landslides. As indicated above, El Dorado County does not contain any Seismic Hazard Zones. Therefore, the County is not considered to be at risk from seismically-induced landslides. However, El Dorado County has been subject to landslide

hazards in the past. The most notable recent landslide event occurred in 1997 along U.S. Highway 50 (US 50), east of Placerville. The since-named Mill Creek landslide resulted in the closure of US 50 and significant direct and indirect economic losses. Since the landslide, the U.S. Geological Survey (USGS), in cooperation with the El Dorado National Forest, has actively monitored landslide activity along this stretch of US 50. Other landslides have occurred along US 50 in the American River Canyon and along State Route (SR) 89 in the Emerald Bay area.

Currently, a statewide mapping program for landslide hazards does not exist in California. Landslide hazard identification maps were produced from 1986 through 1995, but were discontinued when the Landslide Hazard Mapping Act was repealed. However, historical mapping efforts indicate that landslides may be expected to occur in the western third of the County, along the Foothills Fault Zone, because of the planes of weakness associated with faulting in the area, and on the eastern slope of the Sierra Nevada, west of Emerald Bay.

Regional Soils

Soils located on the west slope of El Dorado County consist of well-drained silt and gravelly loams divided into two physiographic regions, the Lower and Middle Foothills and the Mountainous Uplands. A total of eight soil associations exist in western El Dorado County, only five of which are associated with the Lower and Middle Foothills region. The remaining three soil associations exist in Mountainous Uplands. Because the project site is located in the lower foothill area of western El Dorado County, the three mountainous upland soil associations do not apply to the proposed project site. The five soil associations that occur in the Lower and Middle Foothills region include the following:

- Auberry-Ahwahnee-Sierra: Well-drained, coarse sandy loams and sandy loams formed in material weathered from granitic rocks.
- Auburn-Argonaut: Well-drained, silt loams and gravelly loams formed in material weathered from basic rocks and metasedimentary rocks.
- Boomer-Auburn: Well-drained, silt loams and gravelly loams formed in material weathered from basic igneous rocks or metasedimentary rocks.
- Rescue: Well-drained, sandy loams formed in material weathered from basic rocks.
- Serpentine Rock Land-Delpiedra: Excessively drained to somewhat excessively drained rock land and loams formed in material weathered from ultra-basic rocks.

Potential soil hazards within the County are described below.

Erosion

Because much of El Dorado County is characterized as having steep slopes, many areas are subject to erosion. Development on slopes greater than 25 percent tends to require engineering applications that act to reduce erosion potential due to development. More than half (53 percent) of the County's land area has a slope greater than 25 percent. Of this area, nearly half (49 percent) is located in the American River area. Several areas are characterized by predominantly steep slopes (i.e., greater than 50 percent of land area), including Pollock Pines, Pleasant Valley, Georgetown/Garden Valley, Lake Tahoe Basin, American River, and Mosquito.

Expansive Soils

Generally, soils in western El Dorado County have a low to moderate shrink-swell potential. Data from the digital soil survey indicate that 68 percent of soils in western El Dorado County have a low or moderate shrink-swell rating, but only 0.01 percent have a high rating; the remaining areas are typically rock formations and are not rated.

Project Site Geology

The proposed project site is located in western El Dorado County. The majority of the project site is covered by non-vegetated sand or low seasonal grasses with some trees near the grade changes. The terrain is separated into three general elevations and areas. The area to the northwest has been graded to a nearly flat condition, with large localized depressions in the surface of the pad that appear to be due to vehicle use. The north area is elevated above the south area by an existing cut slope ranging up to about 20 feet in height. The cut slope trends east/west, is over-steepened, and exhibits signs of surficial erosion and human-made damage as a result of off-highway vehicle traffic. Industrial Drive traverses the site and separates the north area from the area to the south. The area to the south is elevated above the area to the east by approximately five feet by an over-steepened cut slope trending north/south. Bedrock is exposed at some of the cut areas.

Although the proposed project site consists of approximately 30.34 acres, only approximately 18 acres are proposed to be developed as part of the project. The geologic conditions on the project site are discussed below in further detail, including descriptions of current soil conditions, underlying groundwater conditions, seismic conditions, potential for earthquake-induced liquefaction, surface rupture, settlement, expansive soils, and soil corrosion potential.

Project Site Soil Conditions

According to a previous field study, including site reconnaissance and exploratory test pits conducted by Youngdahl Consulting Group, Inc. on January 29, 2008, a variety of fill materials were encountered on the site. According to the test pits, the following fill materials were found throughout the site:

- Fill materials consisting of sand with gravel in a loose to medium dense and slightly moist to moist condition, to a maximum depth of seven feet below the current site grades.
- Fill materials consisting of silty sand with gravel in a medium dense and slightly moist to moist condition, to a maximum depth of 1½ feet below the current site grades.
- Fill materials consisting of silty sand in a loose and moist to wet condition, to a depth of four feet below the current site grade. The fill materials are underlain by a two-foot layer of moist organics, and silty sand with clay in a loose and moist condition.
- Fill materials consisting of sand with gravel in a loose and moist condition, to a depth of one foot below the current site grades. A one-foot layer of sandy silt in a soft and slightly moist condition is situated between two, one-foot layers of silty sand in a medium dense and slightly moist condition were encountered to a depth of four feet below the current site grade. Below this one-foot layer, soft and wet organics/debris was encountered to a

depth of eight feet below the current site grades, underlain by silty sand/clayey sand (fill) in a loose and wet condition to a depth of 13 feet.

Weathered metavolcanic bedrock was encountered beneath the surface fills and native soils to the maximum depth explored in each pit. Effective refusal was encountered with the equipment used for the geotechnical study. The bedrock is generally highly weathered at the bottom of each pit. In addition, the project site soils are classified as Site Class C, very dense soil and soft rock, in accordance with the 2013 California Building Standards Code (CBC).⁴

According to the U.S. Department of Agriculture (USDA) Web Soil Survey, the project site is made up of the following soils:⁵

- Boomer very rocky loam, three to 30 percent slopes (map symbol BkD);
- Diamond Springs very fine sandy loam, three to nine percent slopes (DfB);
- Diamond Springs very fine sandy loam, nine to 15 percent slopes (DfC); and
- Placer diggings (PrD).

Boomer very rocky loam, three to 30 percent slopes (BkD) is well drained and is located in the transition zone between areas of grass and oak trees and coniferous forest. Permeability of this boomer very rocky loam is moderately slow. Surface runoff is medium, and the erosion hazard is slight to moderate.

Diamond Springs very fine sandy loam, three to nine percent slopes (DfB), as well as Diamond Springs very fine sandy loam, nine to 15 percent slopes (DfC), is moderately sloping, well drained, and is formed on mountainous uplands. Permeability of Diamond Springs very fine sandy loam is moderately slow. Surface runoff is medium, and the erosion hazard is slight to moderate. The available water capacity is four to nine inches.

Placer diggings (PrD) consists of areas of stony, cobbly, and gravelly material, commonly in beds of creeks and other streams. The depth of the soil material is variable, ranging from six inches to more than five feet. Areas in streambeds frequently are flooded during the rainy season.

Underlying Groundwater Conditions

Groundwater on the project site was encountered at a depth of 1½, four, and eight feet below the surface grades. Generally, subsurface water conditions vary in the foothill regions because of many factors, such as the proximity to bedrock, fractures in the bedrock, topographic elevations, and proximity to surface water. Some evidence of past repeated exposure to subsurface water may include black staining on fractures, clay deposits, and surface markings indicating previous seepage. At varying times of the year, water may be perched on less weathered rock and/or present in the fractures and seams of the weathered rock found beneath the site.

⁴ International Code Council. *Section 1616.5.2 Site Class Definitions*. Available at: http://publicecodes.cyberregs.com/icod/ibc/2009/icod_ibc_2009_16_par164.htm. Accessed September 2015.

⁵ U.S. Department of Agriculture, Soil Conservation Service. *Web Soil Survey*. 2013. Available at: <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed September 2015.

Seismic Conditions

According to the Fault Activity Map of California and Adjacent Areas and the Peak Acceleration from Maximum Credible Earthquakes in California, active faults or Earthquake Fault Zones (Special Studies Zones) are not located on the project site. In addition, evidence of recent or active faulting was not observed during the field study conducted on the project site as part of the *Geotechnical Engineering Study Update*.

Earthquake-Induced Liquefaction, Surface Rupture, and Settlement

Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, typically as a result of an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent, and located within the top 40 feet, are most susceptible to liquefaction and surface rupture/lateral spreading.⁶

The depth to rock beneath the surface is shallow and the underlying groundwater table is not permanently elevated. In addition, the project site is in an area of relatively low seismicity. Accordingly, liquefaction, surface rupture, and settlement of soils beneath the site during strong earthquake ground shaking are highly unlikely to occur.

Expansive Soils

The materials encountered on-site during soil explorations were generally non-plastic (rock, sand, and non-plastic silt). The non-plastic materials are generally considered to be non-expansive and are not considered capable of exerting significant expansion pressures upon building foundations and concrete slabs.

Soil Corrosion Potential

Soil samples from the project site were utilized to determine resistivity, pH, chloride, and sulfate concentrations to help evaluate the potential for corrosive attack upon reinforced concrete and buried metal. According to the *Geotechnical Engineering Study Update*, the corrosivity test results do not indicate that the on-site soils are significantly corrosive.

Naturally Occurring Asbestos

Asbestos is classified by the U.S. Environmental Protection Agency (USEPA) as a known human carcinogen. Naturally occurring asbestos (NOA) has been identified as a potential health hazard. The California Geological Survey published a map in 2000 (Open File Report 2000-02) that qualitatively indicates the likelihood for NOA in western El Dorado County. The project site is identified as not being in a NOA review zone based on the published map.⁷

⁶ Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study Update for El Dorado County Sheriff Headquarters, Industrial Drive, Placerville, California* [pg. 4]. September 2014.

⁷ Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study Update for El Dorado County Sheriff Headquarters, Industrial Drive, Placerville, California* [pg. 5]. September 2014.

4.5.3 REGULATORY CONTEXT

The following section includes a brief summary of the regulatory context under which soils and geologic hazards are managed at the federal, State, and local levels.

Federal Regulations

The following are the federal environmental laws and policies relevant to geology and soils.

Federal Earthquake Hazards Reduction Act

Passed by Congress in 1977, the Federal Earthquake Hazards Reduction Act is intended to reduce the risks to life and property from future earthquakes. The Act established the National Earthquake Hazards Reduction Program (NEHRP). The goals of NEHRP are to educate and improve the knowledge base for predicting seismic hazards, improve land use practices and building codes, and to reduce earthquake hazards through improved design and construction techniques.

Uniform Building Code

The Uniform Building Code (UBC) was first published in 1927 by the International Council of Building Officials and is intended to promote public safety and provide standardized requirements for safe construction. The UBC was replaced in 2000 by the new International Building Code (IBC), published by the International Code Council (ICC), which is a merger of the International Council of Building Officials' UBC, Building Officials and Code Administrators International's National Building Code, and the Southern Building Code Congress International's Standard Building Code. The intention of the IBC is to provide more consistent standards for safe construction and eliminate any differences between the three preceding codes. All State building standard codes are based on the federal building codes.

State Regulations

The following are the State environmental laws and policies relevant to geology and soils.

Alquist-Priolo Earthquake Fault Zoning Act

The 1972 Alquist-Priolo Earthquake Fault Zoning Act (AP Zone Act) was passed to prevent the new development of buildings and structures for human occupancy on the surface of active faults. The Act is directed at the hazards of surface fault rupture and does not address other forms of earthquake hazards. The locations of active faults are established into fault zones by the AP Zone Act. Local agencies regulate any new developments within the appropriate zones in their jurisdiction.

The AP Zone Act regulates development near active faults so as to mitigate the hazard of surface fault rupture. The AP Zone Act requires that the State Geologist (Chief of the CDMG) delineate "special study zones" along known active faults in California. Cities and counties affected by

these zones must regulate certain development projects within these zones. The AP Zone Act prohibits the development of structures for human occupancy across the traces of active faults. According to the AP Zone Act, active faults have experienced surface displacement during the last 11,000 years. Potentially active faults are those that show evidence of surface displacement during the last 1.6 million years. A fault may be presumed to be inactive based on satisfactory geologic evidence; however, the evidence necessary to prove inactivity sometimes is difficult to obtain and locally may not exist.

California Building Standards Code

The State of California regulates development within the State through a variety of tools that reduce or mitigate potential hazards from earthquakes or other geologic hazards. The 2013 CBC (California Code of Regulations [CCR], Title 24) governs the design and construction of all building occupancies and associated facilities and equipment throughout California. In addition, the CBC governs development in potentially seismically active areas and contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The California building standards include building standards in the national building code, building standards adapted from national codes to meet California conditions, and building standards adopted to address particular California concerns.

Seismic Hazards Mapping Act

The California Seismic Hazards Mapping Act of 1990 (California Public Resources Code Section 1690-2699.6) addresses non-surface rupture earthquake hazards, including liquefaction, induced landslides, and subsidence. A mapping program is also established by this Act, which identifies areas within California that have the potential to be affected by such non-surface rupture hazards. The Seismic Hazards Mapping Act specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

Local Regulations

The following are the local environmental laws and policies relevant to geology and soils.

El Dorado County Building Permit Process

The existing County building permit process varies depending on the type of development proposed. All structural developments, including construction of a single-family residence, must obtain a building permit from the County Building Department. As part of the permit application process, the project applicant must, at a minimum, submit a site and building plan.

The site plan must show existing topography, proposed grading, and storm water control measures, including erosion and sediment control measures that are applicable to all residential and commercial projects. As described in the County Grading Ordinance, the erosion and sediment control measures are based on the time of year construction occurs, with different

requirements for the periods October 15–May 15 (the rainy season) and May 15–October 15. The building plans must demonstrate compliance with all adopted building codes.

The Building Department is responsible for the review of permit applications for structures. The Building Department reviews site and design requirements for conformance with the appropriate County Building Code. A building permit is issued once all requirements and standards have been met. A grading permit is only required if a project meets certain criteria as detailed in the County Grading Ordinance.

All discretionary development must conduct a soils/geotechnical study. Discretionary projects must further comply with all provisions in the *El Dorado County Design and Improvements Standards Manual*.

El Dorado County Building Code

The County Building Code consists of provisions included in Title 110 (Building and Construction) of the County Code. As the Code pertains to seismicity, Chapter 110.16 (Uniform Building Code) and Chapter 110.36 (Uniform Code for the Abatement of Dangerous Buildings) of the County Building Code are based on State codes that have been adopted by the County, as required by law. As noted above, the Building Department reviews site and design requirements for conformance with the appropriate El Dorado County Building Code

County Grading, Erosion, and Sediment Control Ordinance

The County Grading, Erosion, and Sediment Control Ordinance (Grading Ordinance, Chapter 110.14 of the County Code) establishes provisions for public safety and environmental protection associated with grading activities on private property. The ordinance does all of the following:

- Sets forth rules and regulations to control excavation, grading, and earthwork construction, including fills and embankments;
- Establishes the administrative procedures for issuance of permits; and
- Provides for approval of plans and inspection of grading construction and all grading specific to single-parcel site improvements, except single-family residence construction, unless exceeding prescriptive standards as defined in the *El Dorado County Design and Improvements Standards Manual*.

Where the grading or earthwork involves multiple parcels, parcel maps, subdivisions, land divisions or roads, the *Design and Improvement Standards Manual* must be used for design purposes. The ordinance requires grading permits for any grading activity that has the potential to:

- Involve more than 250 cubic yards of grading material, or cuts and fills greater than five feet in vertical depth;
- Create unstable or erodible slopes;

- Denude more than 10,000 square feet of surface on a 10 percent or steeper grade;
- Encroach into a perennial or seasonal watercourse that either has a watershed larger than 50 acres or is designated by a solid or dashed blue line on a USGS 7.5-minute quadrangle map; or
- Occur within the Lake Tahoe Basin Special Restrictions and Exemptions area.

The grading permit applies to all projects with certain exemptions. The most significant exemption is for grading pursuant to a subdivision map and an approved subdivision improvement plan.

Design and Improvement Standards Manual

The *El Dorado County Design and Improvement Standards Manual* was adopted in 1986 with the purpose of regulating building standards for discretionary projects. The manual requires a Land Capability Report for tentative maps that “shall define the suitability for a tract with regard to waste discharge, building foundations, grading and drainage, traffic circulation, and passive solar opportunities.” The soils and geology component of the report is required to include the following information:

- Groundwater effects on slope stability;
- Seismic risks;
- Earth movement unrelated to seismicity (e.g., landslides); and
- Expansive soils.

Resource Conservation Districts

Resource Conservation Districts (RCDs) were created to address erosion issues. RCDs are independent special districts organized under Public Resources Code (PRC) Division 9. The Districts work closely with the Natural Resource Conservation Service (NRCS) in acting as a liaison between the federal government and landowners. In addition to soil erosion, RCDs address other conservation issues such as forest fuel management, water and air quality, and wildlife habitat restoration.

Three RCDs serve El Dorado County: (1) El Dorado County RCD; (2) Georgetown Divide RCD; and (3) Tahoe RCD. The RCDs are responsible for reviewing and providing recommendations on Erosion Control Plans submitted as part of subdivision applications and other discretionary projects.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* related to geology and soils are applicable to the proposed project.

Public Health, Safety, and Noise Element

Goal 6.3 Geologic and Seismic Hazards. Minimize the threat to life and property from seismic and geologic hazards.

Objective 6.3.1 Building and Site Standards. Adopt and enforce development regulations, including building and site standards, to protect against seismic and geologic hazards.

Policy 6.3.1.1 The County shall require that all discretionary projects and all projects requiring a grading permit, or a building permit that would result in earth disturbance, that are located in areas likely to contain naturally occurring asbestos (based on mapping developed by the California Department of Conservation [DOC]) have a California-registered geologist knowledgeable about asbestos-containing formations inspect the project area for the presence of asbestos using appropriate test methods. The County shall amend the Erosion and Sediment Control Ordinance to include a section that addresses the reduction of thresholds to an appropriate level for grading permits in areas likely to contain naturally occurring asbestos (based on mapping developed by the DOC). The Department of Transportation and the County Air Quality Management District shall consider the requirement of posting a warning sign at the work site in areas likely to contain naturally occurring asbestos based on the mapping developed by the DOC.

Objective 6.3.2 County-Wide Seismic Hazards. Continue to evaluate seismic related hazards such as liquefaction, landslides, and avalanche, particularly in the Tahoe Basin.

4.5.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to geology and soils. A discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Impacts related to geology and soils are considered significant if the proposed project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault;
 - Strong seismic ground shaking;
 - Seismic-related ground failure, including liquefaction;
 - Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Issues Not Discussed Further

The proposed project would not utilize septic tanks or other alternative wastewater disposal systems. Therefore, according to the analysis in the Initial Study prepared for the proposed project (see Appendix C), the project was determined to have no impact related to soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems. Accordingly, impacts related to such are not examined further in this EIR.

Method of Analysis

The analysis of the proposed project's impacts related to geology and soils is primarily based on the *Geotechnical Engineering Study Update* prepared by Youngdahl Consulting Group, Inc., as well as the *2004 El Dorado County General Plan* and associated EIR. The *Geotechnical Engineering Study Update* prepared for the project site is comprised of a number of analytical tasks, including the following:

- A review of geotechnical and geologic data available at the time of the study;
- Engineering analysis of the data and information obtained from a previous field study, laboratory testing, and literature review;
- Development of geotechnical recommendations regarding earthwork construction, including site preparation and grading, excavation characteristics, soil moisture conditions, compaction equipment, engineered fill criteria, slope configuration and grading, underground improvements, and drainage; and

- Development of geotechnical design criteria for seismic conditions, shallow foundations, differential support conditions, retaining walls, slabs on grade, and pavements.

A Geotechnical Engineering Study was prepared by Youngdahl Consulting Group, Inc. in 2008, which included site reconnaissance and exploratory test pits conducted by Youngdahl Consulting Group, Inc. on January 29, 2008. The exploratory test pits consisted of excavation of 11 test pits across the site, with eight on the west side of the site and three on the east side of the site. The study area for the *Geotechnical Engineering Study Update* included the entire 30.34-acre project site, though only approximately 18 acres of the project site are proposed for development.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.5-1 Exposure of people and structures to potential substantial adverse effects involving seismic activity, including fault rupture, ground shaking, ground failure, such as liquefaction, and landslides. Based on the analysis below, the impact is *less than significant*.

As discussed above, the project site is not underlain by any active or potentially active faults based on published records and geological maps. In addition, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, and surface evidence of faulting was not observed by Youngdahl Consulting Group during site reconnaissance. Although all of California is typically regarded as seismically active, the El Dorado County region does not commonly experience strong ground shaking resulting from earthquakes along known and previously unknown active faults. Based upon the aforementioned factors, Youngdahl Consulting Group has concluded that fault rupture at the project site resulting from seismic activity is unlikely. Accordingly, effects associated with such, including ground shaking and ground failure, would not be expected to occur at the project site. Due to the absence of a permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to rock, the potential for seismically-induced damage due to liquefaction, surface ruptures, and settlement would be considered negligible at the site. Furthermore, because the project site is not located at or near any active or potentially active faults, the risk of landsliding during an earthquake would be considered low.

Notwithstanding the fact that damage to structures and risks to people from ground rupture and ground failure, including liquefaction, is highly unlikely at the project site, the design of all project structures would be required to adhere to the provisions of the 2013 CBC. The 2013 CBC contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. As noted above, the Building Department would review the proposed project's site and design for conformance with all applicable standards, codes, and regulations.

As a result of the above considerations, exposure of people and structures to potential substantial adverse effects involving seismic activity, including fault rupture, ground shaking, ground failure, such as liquefaction and landslides, would not occur with implementation of the project. Therefore, the impact would be considered *less than significant*.

Mitigation Measure(s)

None required.

4.5-2 Substantial erosion or the loss of topsoil. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

Buildout of the proposed project would involve construction-related activities, including utility excavation, grading, and leveling of the site. During such early stages of construction, topsoil would be exposed. After grading and leveling and prior to overlaying the ground surface with structures, while topsoil would be exposed, the potential exists for wind erosion to occur, which could affect the project area and potentially inadvertently transport eroded soils to downstream drainage facilities. However, topsoil exposure would be temporary during site preparation and would cease once development of buildings and structures occurs. Development of buildings and structures would reduce the amount of exposed soil that may be lost or displaced due to wind. In addition, landscaping on the project site would reduce the amount of exposed soil during operation of the project.

According to the *Geotechnical Engineering Study Update*, the existing slopes on the project site are generally in an over-steepened condition with existing erosion and manmade surficial damage. Such conditions are not suitable for construction and the on-site slopes must be cut back and reconstructed in accordance with the recommendations in the *Geotechnical Engineering Study Update* in order to avoid slope instability and continued erosion. To further reduce the potential for continued erosion, the proposed project design would split the elevation difference between Industrial Drive and Merchandise Way, as necessary, to maintain a balanced site. Any over/under material requirements are intended to be managed using the remaining site acreage either as a borrow source or stockpile area. Compliance with the recommendations in the *Geotechnical Engineering Study Update* and the design of the project site would minimize the future potential for erosion or loss of topsoil at the site.

Due to the existing topography on the site and the exposure of topsoil on the proposed project site during construction activities, implementation of the proposed project could result in substantial erosion or the loss of topsoil. With implementation of the following mitigation measure, a *less-than-significant* impact would occur.

Mitigation Measure(s)

4.5-2 *Prior to issuance of a grading permit, the project applicant shall submit, for the review and approval by the El Dorado County Resource*

Conservation District, an erosion and sediment control plan that will utilize standard construction practices to limit the erosion effects during construction of the proposed project. The general requirements of the erosion and sediment control plan shall comply with the general requirements defined in the County Design and Improvement Standards Manual. The requirements include:

- 1. Erosion and sediment control plans shall be designed to prevent increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion and shall be consistent with all local, state, and federal rules and regulations.*
- 2. Plans shall be designed with long-term erosion and sediment control as a primary consideration. Every feasible effort shall be made to ensure that site stabilization is permanent.*
- 3. Plans shall indicate the timing of each erosion control measure proposed relative to the stage of construction.*
- 4. Short-term and long-term erosion control measures must be included in all plans. Implementation of short-term measures, however, may not be necessary based on the timing of completion of grading operations.*
- 5. Runoff shall not be discharged from the site in quantities or at velocities substantially above those which occurred before grading except into drainage facilities found by the Director to be adequate to convey the estimated increase in runoff.*

Measures to comply with the above requirements could include, but are not limited to:

- Hydro-seeding;*
- Placement of erosion control measures within drainageways and ahead of drop inlets;*
- The temporary lining (during construction activities) of drop inlets with “filter fabric” (a specific type of geotextile fabric);*
- The placement of straw wattles along slope contours;*
- Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);*
- The use of silt fences; and*
- The use of sediment basins and dust palliatives.*

4.5-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or, be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

The proposed project includes development of approximately 18 acres of land for industrial uses, including a training building with indoor firing range, a Sheriff Administration building, a County Morgue, and a SWAT, Search and Rescue, and Radio Shop. The site has been previously disturbed, but is currently vacant and undeveloped.

As discussed above, the potential for landslides, liquefaction, settlement, or other seismically-induced hazards at the project site would be low. Expansive soils shrink and swell as a result of moisture changes, causing heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. As stated above, the materials encountered on-site during soil explorations were generally non-plastic (rock, sand, and non-plastic silt). The non-plastic materials are generally considered to be non-expansive and are not considered capable of exerting significant expansion pressures upon building foundations and concrete slabs. Therefore, according to the *Geotechnical Engineering Study Update*, special design considerations for expansive soils would not be required for the design or construction of the proposed project. Similarly, according to the corrosivity test results for the on-site soils, the soils appear to be non-corrosive and have a negligible potential for sulfide attack of concrete. Accordingly, special design considerations or cement for corrosive soils would not be required for the concrete construction of the project.

As described above, a variety of fill materials were encountered on the site. Underlying the surface fill soil and native soils, weathered metavolcanic bedrock was encountered. Because the conditions of the fill material, as well as the native soil and underlying bedrock, on the site is unknown, the materials cannot be considered engineered fill and are not appropriate for construction of the proposed project improvements. As such, overexcavation and recompaction of the soils in accordance with the recommendations of the *Geotechnical Engineering Study Update* would be required in order for the soils to be considered engineered fill and appropriate for development of the site. Therefore, with implementation of the following mitigation measure, impacts related to unstable or expansive soils would be *less than significant*.

Mitigation Measure(s)

- 4.5-3 *Prior to the approval of improvement plans, the plans shall be designed to incorporate the recommendations of the Geotechnical Engineering Investigation prepared for the proposed Public Safety Facility Project by Youngdahl Consulting Group, Inc. Recommendations are set forth in Section 4 of the Geotechnical Report and provide engineering practices for the undocumented fill encountered on-site to ensure that these soils do not result in adverse impacts to structures. Engineering practices include*

but are not limited to removal and recompaction of moisture-sensitive soils,

All building plans shall be reviewed and approved by the Building Department prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.5-4 Cumulative increase in the potential for geological related impacts and hazards. Based on the analysis below, the impact is *less than cumulatively considerable*.

Potentially adverse environmental effects associated with geologic or soils constraints, topographic alteration, and erosion, are usually site-specific and generally would not combine with similar effects that could occur with other projects in El Dorado County. For example, impacts resulting from development on expansive soils or undocumented fill at one project site are not worsened by impacts from development on expansive soils or undocumented fill at another project site. Rather, the soil conditions, and the implications of those conditions for each project, are independent.

Furthermore, similar to the proposed project, all projects within the County would be required to comply with the CBC, the El Dorado County General Plan, and other applicable regulations, which would ensure that potential geologic-related impacts and hazards are avoided or minimized. Consequently, the proposed project would generally not be affected by, nor would the project affect, other development approved by El Dorado County. Therefore, the proposed project's incremental contribution to cumulative geologic-related impacts and hazards would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.6. HAZARDS AND HAZARDOUS MATERIALS

4.6

HAZARDS AND HAZARDOUS MATERIALS

4.6.1 INTRODUCTION

The Hazards and Hazardous Materials chapter of this EIR describes existing and potentially occurring hazards and hazardous materials within the proposed project area. This chapter discusses potential impacts posed by these hazards to the environment, as well as to workers, visitors, and residents within and/or adjacent to the project area. The Hazards and Hazardous Materials chapter is primarily based on information drawn from the *Phase I Environmental Site Assessment* (ESA) prepared for the project site by Youngdahl Consulting Group, Inc. (see Appendix H),¹ the *Polychlorinated Biphenyls (PCBs) Soil Sampling Report* prepared for the project site by Youngdahl Consulting Group, Inc. (see Appendix I),² the *2004 El Dorado County General Plan*,³ and the *El Dorado County General Plan EIR*.⁴

4.6.2 EXISTING ENVIRONMENTAL SETTING

The term hazardous substance refers to both hazardous materials and hazardous wastes. A material is defined as hazardous if the material appears on a list of hazardous materials prepared by a federal, State, or local regulatory agency, or if the material has characteristics defined as hazardous by such an agency. The California Department of Toxic Substance Control (DTSC) defines hazardous waste, as found in the California Health and Safety Code, Section 25141(b), as follows:

[...] its quantity, concentration, or physical, chemical, or infectious characteristics: (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; (2) pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bioaccumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of, or otherwise managed.

Recognized environmental conditions (RECs) are defined in the American Society for Testing and Materials (ASTM) Phase I Standards to mean “the presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under

¹ Youngdahl Consulting Group, Inc. *Phase I Environmental Site Assessment, Industrial Drive and Merchandise Way APN 329-240-55 (Industrial Drive) and APN 329-391-10 (6625 Merchandise Way), Placerville, El Dorado County, California*. December 2014.

² Youngdahl Consulting Group, Inc. *Polychlorinated Biphenyls (PCBs) Soil Sampling Report, El Dorado County Sheriff's Headquarters Project Plan, Site "C", Option 2 (11 Acres) Industrial Drive, El Dorado County APN 329-240-55, California*. January 2015.

³ El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

⁴ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

conditions indicative of a release to the environment; or (3) under conditions that post a material threat of a future release to the environment.” Historic recognized environmental conditions (HRECs) is a term used to state that the property only includes a resolved or closed out REC that has been completely resolved (“clean closure”) without any restrictions. The term controlled REC (CREC) describes closed RECs that are managed under an activity and use limitation.

Regional Setting

Hazardous materials and hazardous waste pose potential risks to the health, safety, and welfare of residents and workers, if handled inappropriately. Over 90 percent of the hazardous waste stream in El Dorado County consists of waste oil, paint, and lead acid car batteries. Much of the hazardous waste generated can be attributed to small business and industrial uses within the County. El Dorado County has three permanent hazardous waste collectors, the South Lake Tahoe Materials Recovery Facility (MRF), the Diamond Springs MRF, and the El Dorado Hills Fire Department. All hazardous waste must be disposed of properly at a Class I landfill under the federal Resource Conservation and Recovery Act (RCRA).

The three aforementioned facilities are not permitted to treat or dispose of the hazardous waste collected. Because a licensed hazardous waste treatment, storage, and/or disposal (TSD) facility does not exist within El Dorado County, hazardous waste is collected and then transported outside of the County for disposal. According to the Department of Toxic Substances Control (DTSC), five active hazardous waste transporters are based in El Dorado County. Registered transporters are allowed to use all County roadways to transport hazardous materials outside of the County.

Although incidents could happen almost anywhere, certain areas are at higher risk for inadvertent release of hazardous materials. Locations near roadways that are frequently used for transporting hazardous materials and locations near industrial facilities that use, store, or dispose of hazardous materials have an increased potential for a release incident, as do locations along freight railways. El Dorado County does not contain confirmed, classified hazardous material sites. Although three sites have been classified as potentially hazardous material sites, further reevaluation is required before a final classification is made.

Radon is a naturally-occurring, cancer-causing radioactive gas that is produced by the normal decay of uranium, an element found in nearly all soils. Radon gas is colorless, odorless, and tasteless, making detection impossible without a test. Elevated radon gas levels in indoor air are a result of moving into buildings from the soil, either by diffusion or flow due to air pressure differences. The ultimate source of radon gas in buildings is the uranium naturally present in rock, water, and soil. Some rock types are known to contain more uranium than others. In California, most uranium deposits are relatively small in aerial extent and are located in rural areas. Consequently, the chance of severe radon levels occurring in buildings in California should be very low. The following rock units in California contain uranium in concentrations above average: the Monterey Formation, asphaltic rocks, marine phosphatic rocks, granitic rocks, felsic volcanic rocks, and certain metamorphic rocks. According to Environmental Protection Agency (EPA) publication 402-R-93-025, entitled EPA’s Map of Radon Zones, California, dated September 1993, El Dorado County is shown to be in Zone 2. Zone 2 has a

predicted average radon screening level of greater than 2 Pico Curies per Liter (pCi/l) but less than 4 (pCi/l), which is considered to be a moderate or variable value of geologic radon potential.

The California Department of Health Services, California Indoor Radon Levels Sorted by Zip Code was last updated May 4, 2010. The California Department of Health Services recommends that action be taken to reduce radon levels in homes if found to be 4 pCi/L or greater. Of the 11 tests conducted for the Diamond Springs area, 10 tests were greater than 4 pCi/L/.

Project Site Conditions

The project site consists of approximately 30.34 acres of land that has been largely disturbed due to the former on-site uses, which included a lumber storage yard for the Old Caldor Lumber Company and a transformer storage area for the Sacramento Municipal Utility District (SMUD). The site is generally vacant and undeveloped. The 30.34-acre site steadily increases in elevation from south to north, with elevations ranging from 1,750 feet above means sea level (amsl) at the southern end to 1,840 feet amsl at the northern end. Generally, the project site is separated into three elevations and areas based on past disturbance and existing topography. The 6.16-acre portion of the project site, north of Industrial Drive, which is not proposed for development as part of this project, is generally sloped and contains evidence of past disturbance, including off-road vehicle use. South of Industrial Drive, the project site is largely disturbed with ample evidence of off-road vehicle use and previous grading activities. Trash piles are also scattered throughout the project site, south of Industrial Drive. The 24.18-acre portion of the project site located south of Industrial Drive steps down in elevation at an existing cut slope, approximately 10 feet in height. Signs of surficial erosion are present in many areas that have been previously graded, but remain unvegetated.

Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single-family residences.

Review of Aerial Photographs

As part of the Phase I ESA, aerial photographs and topographic maps were reviewed. The 1893 topographic map did not reveal specific details about the project site or adjacent properties, but did display features such as the Sacramento and Placerville Railroad line to the west, State Route 49 (SR 49) to the east, and Diamond Springs to the southeast. Between 1900 and 1952, when the Caldor Mill was shut down, the proposed project site was used as a lumber storage yard by the Old Caldor Lumber Company, with on-site earthen benches potentially related to lumber storage areas. To the east of the project site was the Old Caldor Lumber Company facility, with several structures, railroad spurs, and a large pond at the approximate location of Merchandise Way. The surrounding properties were residential to the north and west, and industrial to the south. In

1973, the Old Caldor Lumber Company buildings were not present to the east. By 2005, the property was not in use but was crisscrossed with unpaved paths and bare areas. Adjacent to the property were industrial buildings to the northwest, east, northeast, and south.

Review of County Records

The Phase I ESA prepared for the proposed project also included a review of local government records in addition to the review of aerial photographs and topographic maps. The El Dorado County Environmental Management Department (EDCEMD) provided information regarding the Old Caldor Lumber Company.

The EDCEMD file for the Old Caldor Lumber Company stated that the facility started as a lumber mill and box factory in early 1900. In 1904, the Diamond-Caldor railway was completed to provide transport of the timber from Caldor to Diamond Springs. Fire destroyed the Caldor mill in 1923. A new sawmill was constructed in Diamond Springs and included oil storage, engine house, machine shop, and service areas for the locomotives. The mill operated at full scale from 1935 until it was shut down in 1952. Sometime after closure of the Caldor Mill, the project site was used by SMUD as a storage area for their equipment. In 1966 a fire broke out on the project site, damaging SMUD equipment, including a large transformer. In 1974, Pacific Southeast Forest Products bought much of the Caldor site and constructed new buildings on the old foundations.

Review of Regulatory Databases

Records of the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources web site were reviewed for information regarding mineral exploration on or in the vicinity of the site and wells were not identified on or adjacent to the site. Additionally, the State of California Water Resources Control Board database, Geotracker, was researched to identify if groundwater contamination exists within the vicinity of the project site. The project site was not identified within the Geotracker database. However, the file for the SBC (Pacific Bell) facility, located at 281 Industrial Drive, northeast and up-gradient of the site, was identified. Research shows that in 1986, a 1,000-gallon waste oil underground storage tank (UST) was removed after failing a tightness test. Petroleum hydrocarbons were detected at 2,900 parts per million (ppm) beneath the tank and subsequently, 15 monitoring wells were installed at the facility. Remediation attempts have included the use of oxygen releasing compounds to enhance natural biodegradation. Groundwater elevation studies of the facility show groundwater to be traveling in a southwesterly direction towards the project site. Sparge wells were installed in 2006 and a soil vapor extraction system was installed in 2007. Four quarters of groundwater monitoring were performed after the air sparging system was turned off in November 2009. Only low concentrations of volatile hydrocarbons remained in the site groundwater and residual diesel is not expected to pose a threat for vapor migration/intrusion. The Regional Water Quality Control Board (RWQCB) issued a case closure and a letter in 2011 stating further action would not be necessary.

Three businesses involving the heavy use of petroleum products were identified near the project site. The three business identified were the Allied Auto Repair Club, Inc., Quicksand

Motorsports, and the Sierra Auto Center. If leakage of any petroleum products has occurred at the nearby businesses, the potential exists for soil and/or groundwater contamination to be present, which has the potential to result in vapor intrusion. A vapor encroachment screening (VES) analyzes vapor intrusion, which is the migration of volatile organic compounds (VOCs) via soil vapor from the sub-surface soil and/or from groundwater upward into buildings, potentially causing unacceptable chemical exposure for building occupants. The Phase I ESA prepared for the proposed project included a VES for the site. According to the VES, the three businesses mentioned above were found to be non-operational. After additional review of each site's specific characteristics, the sites were determined not to have the potential to create a vapor encroachment condition (VEC) at the project site.

According to the Phase I ESA, above ground storage tanks, evidence of existing underground storage tanks, existing wells, pools of potentially hazardous liquid, stained soil or pavement, or other indicators of hazardous substances were not observed on the project site during the site reconnaissance. In addition, RECs as defined by American Society for Testing and Materials (ASTM) Standard 1527-13, were not identified at the project site.

Soil Sampling

Reportedly, approximately 8,000 gallons of oil possibly containing Polychlorinated Biphenyls (PCBs) from a damaged transformer was used for dust control on the Old Caldor Lumber Company property and nearby roads. PCBs are made of a mixture of chemicals that are typically oily liquids, and were commonly used as lubricants and coolants in transformers and other electrical equipment because of the materials' resistance to heat. The use of PCBs was banned by the U.S. Environmental Protection Agency (USEPA) in 1979 due to their harmful effects on the environment and to humans. However, PCBs continue to have the potential to occur where aged and leaking transformers exist.

Due to the potential for PCBs to be on the site, the California Department of Health Services (DOHS) conducted soil testing in December 1986 to determine the presence of PCBs or pesticide contamination. The DOHS recommended that a medium-priority site inspection be conducted, which consisted of the collection of 15 soil samples in and around the site, including both roads, and analysis of the collected samples for PCBs and pesticides. Lab results did not indicate detectable levels of any compounds. Detection limits ranged from 15-300 parts per billion. As such, soil testing conducted by the DOHS did not reveal evidence of PCBs or pesticide contamination. Subsequently, the USEPA signed off on the site in February 1988, per a no further action letter, indicating that further action was not necessary under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA).⁵

Nonetheless, at the request of the El Dorado County Facilities Division, Youngdahl Consulting Group Inc. performed further soil sampling on the site in order to evaluate if the near-surface soils contain PCBs from the reported application of oil from a damaged transformer for dust control on the site. Similar to the results of the DOHS soil sampling in 1986, detectable concentrations at or above the reporting limit for PCBs were not found in any of the soil samples

⁵ Daniel Hafley, Ecology and Environmental, Inc. *U.S.EPA No Further Action Letter*. June 1988.

analyzed by Youngdahl Consulting Group Inc. As such, further investigation was not recommended.

Wildfire Hazards

According to the United States Forest Service's (USFS) Wildland Fire Assessment System, the County of El Dorado, including the project site, is within an area designated as low to moderate for fire danger.⁶ According to the California Department of Forestry and Fire Protection (Cal Fire), the project site is located in a community within the County that is at risk from wildfire on federal lands.

4.6.3 REGULATORY CONTEXT

Many agencies regulate hazardous substances. The following discussion contains a summary of the regulatory controls pertaining to hazardous substances, including federal, State, and local laws and ordinances.

Federal Regulations

Federal agencies that regulate hazardous materials include the USEPA, the Occupational Safety and Health Administration (OSHA), the Department of Transportation (DOT), and the National Institute of Health (NIH). The following federal laws and guidelines govern hazardous materials:

- Federal Water Pollution Control Act;
- Clean Air Act;
- Occupational Safety and Health Act;
- Federal Insecticide, Fungicide, and Rodenticide Act;
- Comprehensive Environmental Response, Compensation, and Liability Act;
- Guidelines for Carcinogens and Biohazards;
- Superfund Amendments and Reauthorization Act Title III;
- Resource Conservation and Recovery Act;
- Safe Drinking Water Act; and
- Toxic Substances Control Act.

Prior to August 1992, the principal agency at the federal level regulating the generation, transport, and disposal of hazardous waste was the USEPA under the authority of RCRA. As of August 1, 1992, however, the DTSC was authorized to implement the State's hazardous waste management program for the USEPA. The USEPA continues to regulate hazardous substances under the CERCLA.

⁶ United States Forest Service. *Wildlife Fire Assessment System*. 2015. Available at: <http://www.wfas.net/index.php/fire-danger-rating-fire-potential--danger-32/fire-danger-rating-fire-potential--danger-32>. Accessed September 2015.

State Regulations

The California EPA (Cal-EPA) and the California State Water Resources Control Board (SWRCB) establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable State laws include the following:

- Public Safety/Fire Regulations/Building Codes;
- Hazardous Waste Control Law;
- Hazardous Substances Information and Training Act;
- Air Toxics Hot Spots and Emissions Inventory Law;
- Underground Storage of Hazardous Substances Act; and
- Porter-Cologne Water Quality Control Act.

Within Cal-EPA, DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the State agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law (HWCL).

Local Regulations

The following are the local government's environmental policies relevant to hazards and hazardous materials.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* related to hazards and hazardous materials are applicable to the proposed project.

Public Health, Safety, and Noise Element

Goal 6.2 Minimize fire hazards and risks in both wildland and developed areas.

Objective 6.2.1 All new development and structures shall meet “defensible space” requirements and adhere to fire code building requirements to minimize wildland fire hazards.

Policy 6.2.1.1 Implement Fire Safe ordinance to attain and maintain defensible space through conditioning of tentative maps and in new development at the final map and/or building permit stage.

Objective 6.2.2 Regulate development in areas of high and very high fire hazard as designated by the California Department of

Forestry and Fire Prevention Fire Hazard Severity Zone Maps.

Policy 6.2.2.1 Fire Hazard Severity Zone Maps shall be consulted in the review of all projects so that standards and mitigation measures appropriate to each hazard classification can be applied. Land use densities and intensities shall be determined by mitigation measures in areas designated as high or very high fire hazard.

Policy 6.2.2.2 The County shall preclude development in areas of high and very high wildland fire hazard or in areas identified as “urban wildland interface communities within the vicinity of Federal lands that are a high risk for wildfire,” as listed in the Federal Register of August 17, 2001, unless such development can be adequately protected from wildland fire hazard, as demonstrated in a Fire Safe Plan prepared by a Registered Professional Forester (RPF) and approved by the local Fire Protection District and/or California Department of Forestry and Fire Protection.

Objective 6.2.3 Application of uniform fire protection standards to development projects by fire districts.

Policy 6.2.3.2 As a requirement of new development, the applicant must demonstrate that adequate access exists, or can be provided to ensure that emergency vehicles can access the site and private vehicles can evacuate the area.

Policy 6.2.3.4 All new development and public works projects shall be consistent with applicable State Wildland Fire Standards and other relevant State and federal fire requirements.

Goal 6.6 Recognize and reduce the threats to public health and the environment posed by the use, storage, manufacture, transport, release, and disposal of hazardous materials.

Objective 6.6.1 Regulate the use, storage, manufacture, transport and disposal of hazardous materials in accordance with State and Federal regulations.

Policy 6.6.1.1 The Hazardous Waste Management Plan shall serve as the implementation program for management of hazardous waste in order to protect the health, safety, property of residents and visitors, and to minimize environmental degradation while maintaining economic viability.

Policy 6.6.1.2 Prior to the approval of any subdivision of land or issuing of a permit involving ground disturbance, a site investigation, performed by a Registered Environmental Assessor or other person experienced in identifying potential hazardous wastes, shall be submitted to the County for any subdivision or parcel that is located on a known or suspected contaminated site included in a list on file with the Environmental Management Department as provided by the State of California and federal agencies. If contamination is found to exist by the site investigations, it shall be corrected and remediated in compliance with applicable laws, regulations, and standards prior to the issuance of a new land use entitlement or building permit.

4.6.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to hazards and hazardous materials. A discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

In accordance with Appendix G of CEQA Guidelines, an impact is considered significant if the proposed project would result in the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Issues Not Discussed Further

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), because the nearest school is located approximately 0.30-mile away from the project site, the Initial Study determined that no impact would occur regarding emitting hazardous materials within one-quarter mile of a school. Thus, impacts associated with such are not examined further in this EIR. The Initial Study analysis recognized that the project site is not identified as a hazardous materials site and is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Phase I ESA prepared for the proposed project site further confirms such. Therefore, the site would not create a significant hazard to the public or environment related to such, and associated impacts are not addressed further in this EIR. The proposed project is not located within two miles of a public use airport or in the vicinity of a private airstrip. Accordingly, the project would not result in any safety hazards for people residing or working in the project area associated with such, and related impacts are not discussed further in this EIR. Additionally, the Initial Study determined that impacts related to impairment of implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant. Thus, such impacts are not examined further in this EIR.

Method of Analysis

Site conditions and impact analysis for this chapter are based primarily on the Phase I ESA prepared for the project site and the PCBs Soil Sampling Report. As part of the Phase I ESA, Youngdahl Consulting Group, Inc. conducted a reconnaissance of the project site on September 18, 2014. The project site was surveyed for hazardous materials storage, superficial staining or discoloration, debris, stressed vegetation, or other conditions that may be indicative of potential

sources of soil or groundwater contamination. Environmental Data Resources, Inc. (EDR) provided a report that identified sites listed on the regulatory agency databases near the project site with potential of existing environmental problems. Interviews with past and present owners was conducted in addition to a records regulatory review.

The Phase I ESA also included a historical records review, which was used to develop a history of the previous uses or occupancies of the project site and surrounding area. Historical USGS topographic maps were reviewed to determine if discernible changes in topography or improvements pertaining to the project site had been recorded. Aerial photographs ranging in date from 1935 to 2012 were reviewed for information regarding past conditions and land use at the project site and in the immediate vicinity. Additionally, an environmental records search of federal, tribal, State, and local databases regarding the project site and nearby properties was conducted.

As discussed above, per the request of the El Dorado County Facilities, Youngdahl Consulting Group, Inc. prepared a PCB Soil Sampling Report for the project site due to the historical uses of the site. Soil sampling was performed in January 2015 in order to evaluate if the near-surface soil contained PCBs. Soil samples were collected semi-randomly, one sample per acre and one duplicate sample for quality assurance/quality control, at approximately zero to one foot below ground surface. Each soil sample was placed into pre-cleaned four-ounce jars, labeled, placed into a re-sealable plastic bag, placed on ice, and transported to California Laboratory Services, Inc. by courier under chain-of-custody procedures. The samples were analyzed for PCBs by the USEPA Test Method 8080. See Appendix I for further details regarding the PCB soil sampling.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison with the standards of significance identified above.

4.6-1 Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Based on the analysis below, the impact is *less than significant*.

A significant hazard to the public or the environment could result from the routine transport, use, or disposal of hazardous materials. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. The proposed project is anticipated to include the development of four buildings, totaling 106,331 sf, for a public safety facility. The facility includes a Training Building with an indoor firing range, a Sheriff Administration Building, a County Morgue, a Search and Rescue, and Radio Shop. A solar farm would also be included as part of the proposed project. These proposed uses would be consistent with the industrial zoning for the site.

Construction activities associated with the site would involve the use of heavy equipment, which would include the use of fuels and oils, and various other products such as concrete, paints, and adhesives. However, the project contractor would be required to comply with all California Health and Safety Codes and local ordinances

regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the Cal-EPA and DTSC.

Public Safety Facility Uses

Potential hazards associated with the Public Safety Facility uses related to the routine transport, use, or disposal of hazardous materials are discussed in further detail below.

Indoor Firing Range

Operations associated with the public safety facility would not involve the routine use or disposal of hazardous materials, with a few limited exceptions, including the indoor firing range and morgue facility. The ammunition used at the firing range would contain lead, which could subsequently produce lead contamination on the site if not properly handled. The design of the new firearms training facility would include an effective lead management program that is protective of the training site and surrounding area from lead contamination by implementing a five-step approach to lead management. The following Best Management Practices (BMPs) summarize the approach to an effective lead management program for the firearms training facility:

1. Create design concepts to limit environmental and personnel impact with lead recovery;
2. Control and contain lead bullets and bullet fragments;
3. Prevent migration of lead to air, subsurface groundwater and surrounding surface water bodies;
4. Periodically remove and recycle the lead from the range using an automatic bullet recovery system; and
5. Document activities and keep records.

The automatic bullet recovery system used for the proposed project would be similar to a Savage Range System, which would allow for the easy collection of bullets. The Savage Range System would include a ramp at the end of the range, which would direct bullets into a collection chamber. As bullets decelerate and lose energy, they fall to the bottom of the chamber and exit through a bottom slot. The bullets are then carried along a conveyor to a collection drum. Once the drums are filled with spent bullets, the drums would be collected and hauled off-site for disposal at an approved facility. The proposed lead management program for the project would ensure that lead from the firing range operations would not result in contamination.

Additionally, range operators and staff would be required to adhere to the duties outlined below in order to prevent occupational exposures to lead in the indoor firing ranges:

Operators Duties

- Provide workers and shooters with information regarding hazards and appropriate training to prevent hazard exposures;

- Establish effective engineering and administrative controls;
- Provide workers and shooters with personal protective equipment and other protective measures; and
- Provide workers with health and medical monitoring.

Staff Duties

- Stay informed regarding the safety issues and health hazards associated with lead exposures;
- Use adequate protective gear;
- Use good work practices and personal hygiene; and
- Know and report symptoms of lead poisoning.

County Morgue

The proposed County morgue building is anticipated to include, but not necessarily be limited to, the following uses: waiting area, viewing area, evidence storage, laboratory, dark room, autopsy spaces, and refrigeration storage for bodies. Biohazardous waste resulting from autopsies will be temporarily stored, as necessary, in red bags. Full “red-bag” containment would be required for all biohazardous waste. Disposal of this biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, will be disposed of pursuant to California Health and Safety Code Section 7054.4. For this facility, it is anticipated that human waste byproducts from autopsies will be collected by a private, registered biohazardous waste hauler and delivered for disposal at an appropriate hazardous waste facility.

After examination, all bodies are removed from the morgue by a third party and taken to the mortuary requested by the family, after which the bodies are interned or cremated.

Solar Farm

Operations at the proposed solar farm would not involve the routine transport, use, or disposal of hazardous materials with the exception of the use of transformer and lubricating oils. Operation and maintenance of the proposed project would involve periodic transport, use, and disposal of minor amounts of hazardous materials, primarily associated with transformer oil. Transformer oil would not be stored on the project site, except in the transformers. Generator step-up transformers and other oil-filled transformers will be contained and provided with a deluge system. The only risk of fire associated with this material would be during the unlikely event of a catastrophic transformer failure. Such an event would require an emergency response from the El Dorado County Fire Department, Hazardous Materials (HazMat) Team. The potential impacts associated with the use of transformer oil at the project site would not be significant because of the small amounts being used. Lubricating oil would be used inside rotating equipment. The potential impacts associated with the use of lubricating oil at the project site would not be significant because of the small amounts being used.

Conclusion

Because the project would incorporate a lead management program and appropriate safety design features for the indoor firing range, and would abide by California Health and Safety Codes, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be considered *less than significant*.

Mitigation Measure(s)

None required.

4.6-2 Creation of a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Based on the analysis below and with implementation of mitigation, the impact would be *less than significant*.

The Phase I ESA concluded that the project site does not contain aboveground storage tanks, evidence of existing underground storage tanks, existing wells, pools of potentially hazardous liquid, stained soil or pavement, or other indicators of hazardous substances. Known environmental issues or concerns such as leaks, spills, or soil contamination, do not exist associated with the project site. RECs, HRECS, and CRECs were not identified at the project site. In addition, as existing structures do not occur on the project site, demolition of such structures would not occur. As such, asbestos-containing building materials are not present on the site and impacts related to such would not occur. Impacts associated with naturally occurring asbestos are addressed in Chapter 4.2, Air Quality and Greenhouse Gas Emissions, of this EIR.

As mentioned previously, the Phase I ESA identified reports that approximately 8,000 gallons of possible PCBs-containing oil from a damaged transformer was used for dust control on the project site and roads nearby. Soil testing conducted in 1986 by the California Department of Health and Services concluded that PCBs were not on-site. The EPA declared that no further action under CERCLA would be necessary. Nonetheless, Youngdahl Consulting Group Inc. performed soil sampling on the site as part of the Phase I ESA in order to evaluate the potential for PCBs. A total of 12 soil samples from the project site were analyzed in December of 2014. Detectable concentrations of PCBs at or above the reporting limit of 20 µg/kg were not present in any of the soil samples. Therefore, further investigation was not recommended.

In addition, as discussed above, a 1,000-gallon waste oil UST was removed from the nearby SBC facility, located northeast and up-gradient of the site, after failing a tightness test in 1986. Petroleum hydrocarbons were detected beneath the tank and ground elevation studies showed that the groundwater from the SBC facility travels towards the project site. However, in 2011, after remediation of the site, the RWQCB issued a case closure after groundwater monitoring results determined that the low concentrations of volatile hydrocarbons found at the site would not pose a threat for vapor migration or intrusion. Furthermore, according to the VES prepared for the proposed project as part of

the Phase I ESA, the project site would not be subject to vapor encroachment associated with any nearby uses.

Although hazardous materials were not observed or identified on the site or immediate vicinity, given the historical uses of the site, the potential exists for previously unidentified hazards or hazardous materials to occur on the site. Therefore, the site should be observed for the potential indication of hazardous material releases or disposal areas during construction activities involving ground disturbance. With implementation of the following mitigation, the release of such materials would be *less than significant*.

Mitigation Measure(s)

4.6-2 *If indicators of potential hazardous materials releases or disposal areas (e.g soil staining, odors, debris fill material, etc.) are encountered at the project site during construction activities, the impacted area(s) shall be isolated from surrounding, non-impacted areas. A qualified environmental professional shall obtain samples of the identified areas for analysis of contaminants of concern in comparison with applicable regulatory screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the contaminant concentrations exceed the applicable regulatory screening levels, construction safety measures for excavation, storage, and disposal of the contaminated materials shall be incorporated in the project grading plans for impacted areas. All contaminated materials shall be sent off-site to a licensed landfill facility to the satisfaction of the El Dorado County Environmental Management Division.*

4.6-3 Exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Based on the analysis below, the impact is *less than significant*.

The project site is currently undeveloped and is adjacent to existing development to the north, east, and south. However, west of the project site is the Sacramento-Placerville Transportation Corridor and El Dorado Trail, which consists of primarily trees and shrubs. As such, the western border of the site could be considered a wildland-urban interface area. The proposed solar farm would be located adjacent to the El Dorado Trail area. As such, the buildings proposed for the project would not be located immediately adjacent to the potential interface area and would be approximately 400 feet away. Due to the setback of the proposed buildings from the potential wildland-urban interface area, the proposed project would not be expected to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

In addition, according to the USFS Wildland Fire Assessment System, the project site is within an area designated as low to moderate for fire danger. The El Dorado County Fire Protection District (EDCFD) provides fire protection for the immediate vicinity of the

proposed project site. To prevent and minimize fire wildland fire hazards, the EDCFD requires all new development and structures to adhere to fire code building requirements. Furthermore, the County's General Plan contains fire protection policies (i.e.; Policy 6.2.1.1, 6.2.2.1, 6.2.2.2, 6.2.3.2, 6.2.3.4, as listed in the regulatory context of this chapter) to ensure cooperation with the EDCFD's fire requirements and preventive measures. According to the City's General Plan EIR, impacts related to wildland fire hazards resulting from buildout of the General Plan would be less than significant with implementation of the fire protection policies in the General Plan. The proposed project would be required to comply with all applicable General Plan policies, including the fire protection policies.

Because the project would comply with all applicable General Plan policies, including the fire protection policies, and the EDCFD's fire requirements and preventative measures, in accordance with the General Plan EIR, the proposed project would not be expected to result in exposure of people or structures to wildland fire hazards. In addition, the proposed project would incorporate two new access roads, providing adequate emergency access to the site in the unlikely event of a wildland fire. Therefore, the proposed project's impacts related to wildland fires would be *less than significant*.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the El Dorado County General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.6-4 Cumulative increase in the number of people who could be exposed to potential hazards associated with potentially contaminated soil and groundwater and an increase in the transport, storage, and use of hazardous materials from development of the proposed project in combination with other reasonable foreseeable projects in the region. Based on the analysis below, the impact is *less than cumulatively considerable*.

Impacts associated with hazardous materials are site-specific and generally do not affect, or are not affected by, cumulative development. Cumulative effects could be considered if the project was, for example, part of a larger development in which industrial processes that would use hazardous materials are proposed, which would not be the case with the proposed project. In addition, as discussed above, project-specific impacts were found to be less than significant or less than significant with the implementation of the recommended mitigation measures. Furthermore, any future proposed development projects would be subject to the same environmental review, as well as the same federal, State, and local hazardous materials management requirements as the proposed project,

which would minimize potential risks associated with increased hazardous materials use in the community, including potential effects, if any, on the proposed project. Therefore, the proposed project's contribution to cumulative impacts associated with hazards and hazardous materials would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.7. HYDROLOGY AND WATER QUALITY

4.7

HYDROLOGY AND WATER QUALITY

4.7.1 INTRODUCTION

The Hydrology and Water Quality chapter of the EIR describes the existing drainage and water resources for the proposed project, and evaluates the potential impacts of the proposed project with respect to drainage, flooding, surface water resources, groundwater resources, and water quality. Information for the Hydrology and Water Quality chapter is primarily based on the *Preliminary Drainage Report* prepared for the proposed project by Lebeck • Young Engineering, Inc. (see Appendix J),¹ the *2004 El Dorado County General Plan*² and associated and EIR,³ and the *El Dorado Irrigation District Urban Water Management Plan 2010 Update*.⁴

4.7.2 EXISTING ENVIRONMENTAL SETTING

The section below describes the existing hydrological features of the project site and the surrounding region, as well as the water quality of the existing resources in and around the project site.

Regional Climate

El Dorado County is located in a region of sunshine in the summer, moderate to heavy precipitation in the winter, and wide temperature ranges. Strong flows of marine air from the Pacific Ocean result in heavy precipitation, including snow fall, during the winter. Precipitation in the summer is generally limited to a few scattered thunderstorms during July. According to the Western Regional Climate Center Placerville station, the historical annual average precipitation is approximately 38 inches, with an average monthly precipitation during winter months of about six inches.⁵ Temperatures in the area range from warm in the summer to cold in the winter, with average monthly temperatures of 75° F in July to 42° F in January.

Evapotranspiration records, which measure the loss of water from the soil both by evaporation and by transpiration from the plants growing thereon, indicate average values ranging from 1.4 inches in the wet December to 9.0 inches in much drier July. Low humidity usually occurs in the summer months from May through September. The combination of hot and dry weather results in high water demands during the summer months.

¹ Lebeck Young Engineering, Inc. *Preliminary Drainage Report for EDC – Sheriff Headquarters*. July 14, 2015.

² El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

³ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

⁴ El Dorado Irrigation District *El Dorado Irrigation District Urban Water Management Plan 2010 Update*. July 2011.

⁵ El Dorado Irrigation District *El Dorado Irrigation District Urban Water Management Plan 2010 Update* [pg. 2-7]. July 2011.

The amount and timing of rainfall, snowfall, and snowmelt in the County is a major variable in determining water supply and makes water storage facilities especially important in El Dorado County. In addition, water supply availability is a function of natural conditions, such as climate (precipitation and evaporation), soil permeability, topography, and hydrogeology (including the capacity, location, and quality of aquifers), as well as management activities such as the construction and operation of distribution, storage, and treatment facilities. Furthermore, El Dorado County has limited storage reservoirs at higher elevations, requiring water to be pumped from lower elevations, such as Folsom Reservoir, to service the residential population on the west slope of the County.

Regional Drainage

The major water supply source in El Dorado County is surface water diverted from streams and reservoirs, and conveyed to water users via canals and pipelines after water is treated at treatment plants. Access to groundwater is relatively limited (compared to surface water) as a result of geologic conditions and the related fragmented/fractured rock groundwater system found in the County, although groundwater remains the primary source of water in rural areas.

The west slope of El Dorado County contains three major watersheds, each of which drains into one of these major rivers: the Middle Fork American River, the South Fork American River, and the Cosumnes River. The project site is located on the west slope of El Dorado County within the South Fork American River watershed. The watersheds are further divided into smaller drainage basins that feed the tributaries of these three major rivers.

South Fork American River

The South Fork American River watershed encompasses the central region of the County and extends from the headwaters at Echo Summit, west to the terminus at Folsom Reservoir. The major tributaries contributing flow directly into the South Fork American River are Silver Fork American River, Silver Creek, Slab Creek, Rock Creek, and Weber Creek. Upstream tributaries are Caples Creek, South Fork Silver Creek, and Jones Fork Silver Creek. Other water features within the watershed are Caples Lake, Silver Lake, Lake Aloha, Weber Reservoir (all managed by the El Dorado Irrigation District [EID]), Ice House Reservoir, Union Valley Reservoir, Junction Reservoir, Camino Reservoir, Brush Creek Reservoir, Slab Creek Reservoir (all managed by Sacramento Municipal Utility District [SMUD]), and Chili Bar Reservoir (managed by PG&E).

The peak runoff from the South Fork American River watershed is typically from March through June. Precipitation occurs primarily as snowfall in the upper elevations of the watershed and rainfall in the lower elevations.

Regional Water Quality

Surface water quality on the west slope is generally very good. None of the County's water bodies are on the State's list of "impaired water bodies" under Section 303(d) of the Federal Clean Water Act. Water quality concerns in the area include grading and other construction

activities, agricultural uses, confined animals, urban runoff, sewage and other wastewater from treatment plants, industrial sources, and recreational activities.

In accordance with California Department of Health Services regulations, the EID prepares annual Consumer Confidence Reports which include the water quality testing results for the previous year. As of 2011, known or potential water quality issues that could impact water supplies either by natural or human-induced activities did not exist.⁶

El Dorado County is taking steps to combat urban runoff pollution to keep local waterways clean. The County, as well as Placer County and the City of South Lake Tahoe, is a co-permittee to the West Slope Phase II National Pollutant Discharge Elimination System (NPDES) Small Municipal Separate Storm Sewer System (MS4) Permit. The latest permit was adopted on February 5, 2013 (NPDES Permit No. CAG616001, WDR Order No. R6T-2011-101A1). The County requires new development projects to integrate stormwater quality treatment controls into project designs to ensure that pollutants in site runoff are reduced to the maximum extent practicable.

As part of the Phase II NPDES MS4 Permit, all projects which propose to create more than 5,000 square feet of new impervious surface are required to retain, infiltrate, or treat the 85th percentile storm (about 1.15-inches of rain). Certain larger projects are required to perform hydromodification analysis and implement mitigation measures to ensure that post-development peak flows and volumes of runoff do not exceed pre-development peak flows and volumes. The County has adopted a new storm water ordinance (Ord. No. 5022) to address these State requirements.

Project Site Drainage

The 30.34-acre site steadily increases in elevation from south to north, with elevations ranging from 1,750 feet above means sea level (amsl) at the southern end to 1,840 feet amsl at the northern end. The drainage for the site currently flows from the northeast to the southwest. An existing v-ditch and 10-foot-wide drainage easement exists along the adjacent lots to the south. The v-ditch flows into an existing 24-inch culvert near the southwestern property corner. The 24-inch culvert drains into an existing 48-inch diameter open channel pipe (OCP) within the drainage easement at the southwest corner. An existing 48-inch storm drain pipe drains the water from the OCP to the south, which is also in an existing drainage easement. In addition, a swale drains down east of the railroad tracks (along the westerly boundary of the site) into the OCP. Based upon the amount of thick vegetation, the swale appears to pond up in the southwest corner of the site.

Groundwater

The geology of El Dorado County complicates the identification of groundwater recharge areas. The southwestern foothills of El Dorado County are composed of rocks of the Mariposa

⁶ El Dorado Irrigation District *El Dorado Irrigation District Urban Water Management Plan 2010 Update* [pg. 5-4]. July 2011.

Formation including amphibolite, serpentinite, and pyroxenite. The Calaveras Formation occurs in northwestern areas of the County, and includes metamorphic rocks such as chert, slate, quartzite, and mica schist. In addition, limited serpentinite formations are located in this area. Although groundwater does not penetrate the hard rock mass, groundwater can be found flowing in fractures below the ground surface. The characteristics of a fractured hard rock system that affect the ability of water users to develop groundwater resources include the size and location of fractures, the interconnection between fractures, and the amount of material deposited within fractures. In addition, fracture width generally decreases with depth. Therefore, recharge, movement, and storage of water in fractures of hard rock are limited. As such, the long-term reliability of groundwater cannot be estimated with the same level of confidence as a porous or alluvial aquifer, which is common to the Central Valley of California.

Generally, subsurface water conditions vary in the foothill regions because of many factors, such as proximity to bedrock, fractures in bedrock, topographic elevations, and proximity to surface water. Groundwater at the proposed project site was encountered at a depth of 1½, four, and eight feet below the surface grades.⁷ At varying times of the year, water may be perched on less weathered rock and/or present in the fractures and seams of the weathered rock found beneath the project site.

Flooding

The proposed project site is located within Flood Hazard Zone X. Flood Hazard Zone X is described by the Federal Emergency Management Agency (FEMA) as an area of minimal flood hazard, usually above the 500-year (or 0.2 percent annual chance) flood level. Areas within Flood Hazard Zone X are outside of a Special Flood Hazard Area, which is defined as the area that would be inundated by the flood event having a one percent chance of being equaled or exceeded in any given year.⁸

4.7.3 REGULATORY CONTEXT

The following is a description of federal, State, and local environmental laws and policies that are relevant to the review of hydrology and water quality under the CEQA process.

Federal Regulations

The following are the federal environmental laws and policies relevant to hydrology and water quality.

⁷ Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study Update for El Dorado County Sheriff Headquarters, Industrial Drive, Placerville, California* [pg. 3]. September 2014.

⁸ Federal Emergency Management Agency. *Flood Zones*. Available at: <http://www.fema.gov/flood-zones>. Accessed September 2015.

Clean Water Act (CWA)

The CWA establishes the basic structure for regulating discharges of pollutants into surface waters of the U.S., and sets water quality standards for all contaminants in surface waters. Water quality standards are intended to protect public health, enhance the quality of water, and serve the purposes of the CWA. The Act defines water quality standards as federal or state provisions or laws that designate the beneficial uses of water and establish water quality criteria to protect those designated uses.

National Pollutant Discharge Elimination System (NPDES)

The NPDES permit system was established in the CWA to regulate municipal and industrial discharges to surface waters of the U.S. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

Nonpoint sources are diffuse and originate over a wide area rather than from a definable point. Nonpoint pollution often enters receiving water in the form of surface runoff, but is not conveyed by way of pipelines or discrete conveyances. As defined in the federal regulations, such nonpoint sources are generally exempt from federal NPDES permit program requirements. However, two types of nonpoint source discharges are controlled by the NPDES program – nonpoint source discharge caused by general construction activities, and the general quality of stormwater in municipal stormwater systems. The 1987 amendments to the CWA directed the federal EPA to implement the stormwater program in two phases. Phase I addresses discharges from large (population 250,000 or above) and medium (population 100,000 to 250,000) municipalities and certain industrial activities. Phase II addresses all other discharges defined by EPA that are not included in Phase I.

Section 402 of the CWA mandates that certain types of construction activities comply with the requirements of the NPDES stormwater program. The Phase II Rule, issued in 1999, requires that construction activities that disturb land equal to or greater than one acre require permitting under the NPDES program. In California, permitting occurs under the General Permit for Stormwater Discharges Associated with Construction Activity, issued to the State Water Resources Control Board (SWRCB), implemented and enforced by the nine Regional Water Quality Control Boards (RWQCBs).

As of July 1, 2010, all dischargers with projects that include clearing, grading or stockpiling activities expected to disturb one or more acres of soil are required to obtain compliance under the NPDES Construction General Permit Order 2009-0009-DWQ. This General Permit requires all dischargers, where construction activity disturbs one or more acres, to take the following measures:

1. Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to include a site map(s) of existing and proposed building and roadway footprints, drainage patterns and storm water collection and discharge points, and pre- and post- project topography;
2. Describe types and placement of Best Management Practices (BMPs) in the SWPPP that will be used to protect storm water quality;
3. Provide a visual and chemical (if non-visible pollutants are expected) monitoring program for implementation upon BMP failure; and
4. Provide a sediment monitoring plan if the area discharges directly to a water body listed on the 303(d) list for sediment.

To obtain coverage, a SWPPP must be submitted to the RWQCB electronically and a copy of the SWPPP must be submitted to El Dorado County. When project construction is completed, the landowner must file a Notice of Termination (NOT).

Federal Emergency Management Agency (FEMA)

The FEMA is responsible for determining flood elevations and floodplain boundaries based on USACE studies. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography and modeling during predicted rainstorms. Areas designated as flood zones are shown on published FIRMs, which FEMA is also responsible for distributing, that are used in the NFIP. These maps identify the locations of special flood hazard areas, including the 100-year floodplains. The NFIP requires owners of property within designated flood zones to purchase flood insurance.

FEMA allows non-residential development in the floodplain; however, construction activities are restricted within the flood hazard areas, depending upon the potential for flooding within each area. Federal regulations governing development in a floodplain are set forth in Title 44, Part 60 of the Code of Federal Regulations (CFR). These standards are implemented at the State level through construction codes and local ordinances; however, these regulations only apply to residential and non-residential structure improvements. Although roadway construction or modification is not explicitly addressed in the FEMA regulations, the California Department of Transportation (Caltrans) has also adopted criteria and standards for roadway drainage systems and projects situated within designated floodplains. Standards that apply to floodplain issues are based on federal regulations (Title 23, Part 650 of the CFR). At the State level, roadway design must comply with drainage standards included in Chapters 800-890 of the Caltrans Highway Design Manual.

CFR Section 60.3(c)(10) restricts cumulative development from increasing the water surface elevation of the base flood by more than one foot within the floodplain.

Safe Drinking Water Act

Under the Safe Drinking Water Act (SDWA) (Public Law 93-523), passed in 1974, the United States Environmental Protection Agency (U.S. EPA) regulates contaminants of concern to domestic water supply. Contaminants of concern relevant to domestic water supply are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. The

contaminants of concern are regulated by the U.S. EPA primary and secondary Maximum Containment Level (MCLs). MCLs and the process for setting these standards are reviewed triennially. Amendments to the SDWA enacted in 1986 established an accelerated schedule for setting drinking water MCLs.

State Regulations

The following are the State environmental laws and policies relevant to hydrology and water quality.

State Water Resources Control Board (SWRCB)

The SWRCB and the RWQCB are responsible for ensuring implementation and compliance with the provisions of the CWA and California's Porter-Cologne Water Quality Control Act. The project site is situated within the jurisdiction of the Central Valley Region of the RWQCB (Region 5). The CVRWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within the CVRWQCB's jurisdiction.

State Nondegradation Policy

In 1968, as required under the federal antidegradation policy described previously, the SWRCB adopted a nondegradation policy aimed at maintaining high quality for waters in California. The nondegradation policy states that the disposal of wastes into state waters shall be regulated to achieve the highest water quality consistent with maximum benefit to the people of the state and to promote the peace, health, safety, and welfare of the people of the state. The policy provides as follows:

- a) Where the existing quality of water is better than required under existing water quality control plans, such quality would be maintained until it has been demonstrated that any change would be consistent with maximum benefit to the people of the state and would not unreasonably affect present and anticipated beneficial uses of such water.
- b) Any activity which produces waste or increases the volume or concentration of waste and which discharges to existing high-quality waters would be required to meet waste discharge requirements which would ensure (1) pollution or nuisance would not occur and (2) the highest water quality consistent with the maximum benefit to the people of the state would be maintained.

California Toxics Rule

In May 2000, the SWRCB adopted and California Environmental Protection Agency approved the California Toxics Rule (CTR), which establishes numeric water quality criteria for approximately 130 priority pollutant trace metals and organic compounds. The SWRCB subsequently adopted its State Implementation Policy (SIP) of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries. The SIP outlines procedures for NPDES permitting for toxic pollutant objectives that have been adopted in Basin Plans and in the CTR.

Construction Runoff Management

On September 2, 2009, the SWRCB adopted Order 2009 0009-DWQ, NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (“General Permit”), superseding Order 99-08-DWQ and establishing new requirements for stormwater discharges from construction activities. The new General Permit took effect on July 1, 2010, and applies to site disturbance as small as 1 acre, as described below.

Under the General Permit, any construction activity affecting 1 or more acres of land, or any activity that is part of a common plan of development or sale that disturbs 1 acre or more, as well as construction activities for linear overhead/underground utility projects that result in disturbance of 1 acre or more, must obtain a General Construction Activity Stormwater Permit Waste Discharge Identification Number. The September 2009 General Permit implements substantial changes from the prior permitting system, including risk-based assessments and numeric effluent limitations for projects covered under the General Permit. The General Permit also imposes effluent monitoring and reporting requirements.

Pursuant to Section 402 of the CWA and the Porter-Cologne Water Quality Control Act, municipal stormwater discharges in El Dorado County are regulated under SWRCB Order No. 2013-0001-DWQ, NPDES General Permit No. CAS000004, Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), adopted February 5, 2013 (Phase II General Permit).

The Phase II General Permit went into effect on July 1, 2013 and replaces the previous Phase II General Permit (Water Quality Order No. 2003-0005-DWQ, General Permit No. CAS000004), which had been in effect since April 30, 2003. Both the current and previous Phase II General Permits require permittees to develop a Construction Site Storm Water Runoff Control Program and a Post Construction Storm Water Management Program. The previous Phase II General Permit required permittees, including El Dorado County, to implement these programs through a Storm Water Management Plan (SWMP), and permittees are instructed to implement the programs established in their SWMP until the development of corresponding programs that comply with the current Phase II General Permit.

Local Regulations

The following are the local environmental laws and policies relevant to hydrology and water quality.

Western El Dorado County Storm Water Management Plan (SWMP)

The purpose of the Construction Site Runoff Control Program of the SWMP is to control the discharge of pollutants from all construction sites greater than or equal to 1 acre. The SWMP requires full compliance with the Construction General Permit and El Dorado County’s Grading, Erosion and Sediment Control Ordinance, Design and Improvement Standards Manual, and Drainage Manual. The Construction Site Runoff Control Program also describes the typical construction site practices expected to be implemented for common construction activities, as

well as the minimum construction site practices required to protect water quality. The minimum measures include scheduling, preservation of existing vegetation, stockpile management, non-stormwater management, and disturbed soil area management.

The purpose of the Post Construction Runoff Control Program of the SWMP is to protect water quality and control runoff from all development or redevelopment projects greater than or equal to one acre during the operation period of the developments. Compliance with the SWMP is achieved through the construction, implementation, and long-term operation and maintenance of BMPs. The SWMP requires full compliance with El Dorado County's Grading, Erosion and Sediment Control Ordinance, Design and Improvement Standards Manual, and Drainage Manual. The SWMP states that a site specific Storm Water Mitigation Report (SWMR) documenting permanent stormwater quality mitigation measures must be developed during the planning/design stage of a proposed project; however, for practical purposes, the documentation of these measures is included in the project drainage study, rather than in the SWMR.

El Dorado County Building Permit Process

The existing County building permit process varies depending on the type of development proposed. All structural developments, including construction of a single-family residence, must obtain a building permit from the County Building Department. As part of the permit application process, the project applicant must, at a minimum, submit a site and building plan.

The site plan must show existing topography, proposed grading, and storm water control measures, including erosion and sediment control measures that are applicable to all residential and commercial projects. As described in the County Grading Ordinance, the erosion and sediment control measures are based on the time of year construction occurs, with different requirements for the periods October 15–May 15 (the rainy season) and May 15–October 15. The building plans must demonstrate compliance with all adopted building codes.

The Building Department is responsible for the review of permit applications for structures. The Building Department reviews site and design requirements for conformance with the appropriate County Building Code. A building permit is issued once all requirements and standards have been met. A grading permit is only required if a project meets certain criteria as detailed in the County Grading Ordinance.

All discretionary development must conduct a soils/geotechnical study. Discretionary projects must further comply with all provisions in the *El Dorado County Design and Improvements Standards Manual*.

County of El Dorado Drainage Manual

The *County of El Dorado Drainage Manual* provides standard procedures for future designs of drainage improvements. The Drainage Manual supercedes the stormwater drainage system design standards in the County's *Design Improvements Standards Manual*. The Drainage Manual requires that a hydrologic and hydraulic analysis be submitted for all proposed drainage facilities. The analysis must include an introduction/background, location map/description,

catchment description/delineation, hydrologic analysis, hydraulic and structural analysis, risk assessment/impacts discussion, unusual or special conditions, conclusions, and technical appendices. The analysis is usually required on projects undergoing discretionary review. However, under the Building Code and Grading Ordinance, the County also reviews ministerial development, including required drainage plans, to ensure that appropriate runoff design and controls are in place.

Resource Conservation Districts

Resource Conservation Districts (RCDs) were created to address erosion issues. RCDs are independent special districts organized under Public Resources Code (PRC) Division 9. The Districts work closely with the Natural Resource Conservation Service (NRCS) in acting as a liaison between the federal government and landowners. In addition to soil erosion, RCDs address other conservation issues such as forest fuel management, water and air quality, and wildlife habitat restoration.

Three RCDs serve El Dorado County: (1) El Dorado County RCD; (2) Georgetown Divide RCD; and (3) Tahoe RCD. The RCDs are responsible for reviewing and providing recommendations on Erosion Control Plans submitted as part of subdivision applications and other discretionary projects.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* related to hydrology and water quality are applicable to the proposed project.

Conservation and Open Space Element

Goal 7.3 Water Quality and Quantity. Conserve, enhance, and manage water resources and protect their quality from degradation.

Objective 7.3.1 Water Resource Protection. Preserve and protect the supply and quality of the County's water resources including the protection of critical watersheds, riparian zones, and aquifers.

Policy 7.3.1.1 Encourage the use of Best Management Practices, as identified by the Soil Conservation Service, in watershed lands as a means to prevent erosion, siltation, and flooding.

Policy 7.3.1.2 Establish water conservation programs that include both drought tolerant landscaping and efficient building design requirements

as well as incentives for the conservation and wise use of water.

Policy 7.3.1.3 The County shall develop the criteria and draft an ordinance to allow and encourage the use of domestic gray water for landscape irrigation purposes. (See Title 22 of the State Water Code and the Graywater Regulations of the Uniform Plumbing Code).

Objective 7.3.2 Water Quality. Maintenance of and, where possible, improvement of the quality of underground and surface water.

Policy 7.3.2.2 Projects requiring a grading permit shall have an erosion control program approved, where necessary.

Policy 7.3.2.3 Where practical and when warranted by the size of the project, parking lot storm drainage shall include facilities to separate oils and salts from storm water in accordance with the recommendations of the Storm Water Quality Task Force's California Storm Water Best Management Practices Handbooks (1993).

Objective 7.3.3 Wetlands. Protection of natural and man-made wetlands, vernal pools, wet meadows, and riparian areas from impacts related to development for their importance to wildlife habitat, water purification, scenic values, and unique and sensitive plant life.

Policy 7.3.3.1 For projects that would result in the discharge of material to or that may affect the function and value of river, stream, lake, pond, or wetland features, the application shall include a delineation of all such features. For wetlands, the delineation shall be conducted using the U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual.

Policy 7.3.3.4 The Zoning Ordinance shall be amended to provide buffers and special setbacks for the protection of riparian areas and wetlands.

The County shall encourage the incorporation of protected areas into conservation easements or natural resource protection areas.

Exceptions to riparian and wetland buffer and setback requirements shall be provided to permit necessary road and bridge repair and construction, trail construction, and other recreational access structures such as docks and piers, or where such buffers deny reasonable use of the property, but only when appropriate mitigation measures and Best Management Practices are incorporated into the project. Exceptions shall also be provided for horticultural and grazing activities on agriculturally zoned lands that utilize “best management practices (BMPs)” as recommended by the County Agricultural Commission and adopted by the Board of Supervisors.

Until standards for buffers and special setbacks are established in the Zoning Ordinance, the County shall apply a minimum setback of 100 feet from all perennial streams, rivers, lakes, and 50 feet from intermittent streams and wetlands. These interim standards may be modified in a particular instance if more detailed information relating to slope, soil stability, vegetation, habitat, or other site- or project-specific conditions supplied as part of the review for a specific project demonstrates that a different setback is necessary or would be sufficient to protect the particular riparian area at issue.

For projects where the County allows an exception to wetland and riparian buffers, development in or immediately adjacent to such features shall be planned so that impacts on the resources are minimized. If avoidance and minimization are not feasible, the County shall make findings, based on documentation provided by the project

proponent, that avoidance and minimization are infeasible.

Policy 7.3.3.5 Rivers, streams, lakes and ponds, and wetlands shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site while disturbance to the resource is avoided or minimized and fragmentation is limited.

Objective 7.3.4 Drainage. Protection and utilization of natural drainage patterns.

Policy 7.3.4.1 Natural watercourses shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site without disturbance.

Policy 7.3.4.2 Modification of natural stream beds and flow shall be regulated to ensure that adequate mitigation measures are utilized.

Objective 7.3.5 Water Conservation. Conservation of water resources, encouragement of water conservation, and construction of wastewater disposal systems designed to reclaim and re-use treated wastewater on agricultural crops and for other irrigation and wildlife enhancement projects.

Policy 7.3.5.1 Drought-tolerant plant species, where feasible, shall be used for landscaping of commercial development. Where the use of drought-tolerant native plant species is feasible, they should be used instead of non-native plant species.

Policy 7.3.5.4 Require efficient water conveyance systems in new construction. Establish a program of ongoing conversion of open ditch systems shall be considered for conversion to closed conduits, reclaimed water supplies, or both, as circumstances permit.

County of El Dorado Ordinance Code

The purpose of the Grading, Erosion and Sediment Control Ordinance (Chapter 110.14) is to regulate grading within the unincorporated areas of El Dorado County, to prevent the pollution of surface water, and to ensure that the intended use of the site is consistent with all applicable local and state plans and standards, including the El Dorado County General Plan, SWMP, California Fire Safe Standards, and El Dorado County ordinances. In addition, the ordinance establishes the procedures for the issuance of permits, approval of plans, and inspection of construction sites. The Grading, Erosion and Sediment Control Ordinance requires that waterways and adjacent properties be protected from erosion, flooding, or sediment deposits that could result from grading activities. The discharge of sediments to any waterway, drainage system, or adjacent property shall remain at or below levels prior to grading activities.

County Grading, Erosion, and Sediment Control Ordinance

The County Grading, Erosion, and Sediment Control Ordinance (Grading Ordinance, Chapter 110.14 of the County Code) establishes provisions for public safety and environmental protection associated with grading activities on private property. The ordinance does all of the following:

- Sets forth rules and regulations to control excavation, grading, and earthwork construction, including fills and embankments;
- Establishes the administrative procedures for issuance of permits; and
- Provides for approval of plans and inspection of grading construction and all grading specific to single-parcel site improvements, except single-family residence construction, unless exceeding prescriptive standards as defined in the *El Dorado County Design and Improvements Standards Manual*.

Where the grading or earthwork involves multiple parcels, parcel maps, subdivisions, land divisions or roads, the *Design and Improvement Standards Manual* must be used for design purposes. The ordinance requires grading permits for any grading activity that has the potential to:

- Involve more than 250 cubic yards of grading material, or cuts and fills greater than five feet in vertical depth;
- Create unstable or erodible slopes;
- Denude more than 10,000 square feet of surface on a 10 percent or steeper grade;
- Encroach into a perennial or seasonal watercourse that either has a watershed larger than 50 acres or is designated by a solid or dashed blue line on a U.S. Geological Survey (USGS) 7.5-minute quadrangle map; or
- Occur within the Lake Tahoe Basin Special Restrictions and Exemptions area.

The grading permit applies to all projects with certain exemptions. The most significant exemption is for grading pursuant to a subdivision map and an approved subdivision improvement plan.

Stormwater Quality Ordinance

Chapter 8.79, Stormwater Quality, of the El Dorado County Ordinance Code applies to all unincorporated areas of the County within the Lake Tahoe Basin under the jurisdiction of the California RWQCB, Lahontan Region. The Stormwater Quality Ordinance includes discharge prohibitions, inspection procedures, details regarding compliance assessments, and requirements for implementing BMPs in order to reduce pollutants in stormwater. In addition, the Ordinance outlines enforcement and violation procedures should stormwater violations occur.

4.7.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to hydrology and water quality.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines and the County's General Plan, a significant impact would occur if the proposed project would result in the following:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows;
- Fail to provide applicable urban level of flood protection (protection from or removal from 200-year floodplain) pursuant to the California Government Code Section 65007;
- Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Result in inundation by seiche, tsunami or mudflow.

Issues Not Discussed Further

The proposed project site is located within Flood Hazard Zone X, which is described by FEMA as an area of minimal flood hazard, usually above the 500-year flood level. Thus, development of the proposed project would not place housing within a 100-year flood hazard zone nor place structures within a 100-year floodplain that would impede or redirect flood flows. Therefore, according to the analysis in the Initial Study prepared for the proposed project (see Appendix C), the project was determined to have a less-than-significant impact related to the 100-year floodplain and flooding. In addition, because the nearest enclosed body of water to the project site is the Indian Creek Reservoir, which is located approximately five miles northwest of the project site, impacts related to seiche, tsunami, or mudflow would be less than significant. Accordingly, impacts related to such are not examined further in this EIR.

The proposed project's impacts associated with water supply and capacity are further addressed in Chapter 4.10, Utilities, of this EIR.

Method of Analysis

The purpose of the project-specific drainage report prepared by Lebeck • Young Engineering, Inc. was to ensure that an increase in runoff from the development of the project site would not occur and to discuss water quality standards that would be implemented as part of the project.

The site was analyzed by Lebeck • Young Engineering, Inc. using peak runoff rates and volumes as determined by the USACE Hydraulic Engineering Circular, HEC-HMS program. The HEC-HMS 4.0 program was used in coordination with the Soil Conservation Service (SCS) Dimensionless Unit Hydrograph Method and the El Dorado County Drainage Manual, adopted March 15, 1995, in order to determine the peak runoff rates for both pre-development and post-development scenarios. The HEC-HMS program is the updated program from HEC-1.

The input data for the HEC-HMS program consists of watershed areas, curve numbers, lag time, channel dimensions, and detention pond data, where applicable. Watershed areas were determined by utilizing Google Earth Pro with USGS map overlays in combination with AutoCAD to determine on-site and off-site watershed areas.

Curve numbers were developed using hydrological soil group data obtained from the 1974 U.S. Department of Agriculture Soils Conservation Service and Forest Service "Soil Survey of El Dorado Area, California" and Exhibit A-1 of the USDA Urban Hydrology for Small Watersheds (Technical Report 55) Manual. Soils are rated as Type A, having high infiltration rates, through Type D, having the lowest infiltration rate. The Soil Survey Map was overlaid onto the watershed maps in order to determine the amounts of each soil type present within each watershed area.

Project-Specific Impacts and Mitigation Measures

The following discussion of hydrology and water quality impacts is based on the implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.7-1 Violate any water quality standards or waste discharge requirements, create or contribute substantial additional sources of polluted runoff, or otherwise substantially degrade water quality during construction of the project. Based on the analysis below, the impact is *less than significant*.

Development of the proposed project would involve the construction of the proposed buildings, parking lots, access roadways, solar farm, and infrastructure. Construction activities such as grading, excavation, and trenching for site improvements would result in the disturbance of on-site soils. The exposed soils have the potential to affect water quality in two ways - suspended soil particles and sediments transported through runoff or sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents.

Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants enters receiving waters in sufficient quantities to exceed water quality objectives. Impacts from construction-related activities would generally be short-term and of limited duration.

The proposed project would be required to comply with the County's requirements for controlling pollution from construction activities, including obtaining a grading permit and compliance with the provisions of the County's Grading Ordinance and SWMP. As part of compliance, the applicant must prepare drainage plans and erosion control plans for both during and after construction of the proposed project to be reviewed and approved by the County. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and/or sediment traps shall be implemented to control siltation, and the potential discharge of pollutants into drainages.

In addition, because the proposed project would require construction activities resulting in a land disturbance of more than one acre, the applicant is required by the State to obtain coverage under the SWRCB's General Construction Stormwater Permit, which pertains to pollution from grading and project construction. The General Construction Stormwater Permit requires filing of a Notice of Intent with the SWRCB and preparation of a detailed SWPPP for the site prior to construction. The SWPPP would incorporate BMPs in order to prevent, or reduce to the greatest feasible extent, adverse impacts to water quality from erosion and sedimentation. BMPs may include scheduling or limiting

activities to certain times of year, prohibitions of practices, maintenance procedures, and other management practices. The General Construction Stormwater Permit also requires regular inspections of BMPs before, after, and during storm events.

Compliance with County and State requirements through preparation of an erosion and sediment control plan and obtaining coverage under the General Construction Stormwater Permit, including preparation and implementation of a SWPPP, would ensure the proposed project would not substantially affect the quality of stormwater runoff. Therefore, the proposed project would have a *less-than-significant* impact related to water quality during construction.

Mitigation Measure(s)

None required.

4.7-2 Violate any water quality standards or waste discharge requirements, create or contribute substantial additional sources of polluted runoff, or otherwise substantially degrade water quality during operation of the project. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

The proposed project does not involve any operations that would be expected to generate substantially polluted wastewater that could result in exceedance of water quality standards. The ammunition used at the firing range, which would contain lead, could subsequently produce lead contamination on the site if not properly handled. The design of the new firearms training facility would include an effective lead management program that is protective of the training site and surrounding area from lead contamination by implementing a five-step approach to lead management. The following Best Management Practices (BMPs) summarize the approach to an effective lead management program for the firearms training facility:

1. Create design concepts to limit environmental and personnel impact with lead recovery;
2. Control and contain lead bullets and bullet fragments;
3. Prevent migration of lead to air, subsurface groundwater and surrounding surface water bodies;
4. Periodically remove and recycle the lead from the range and recycle the lead; and
5. Document activities and keep records.

In addition, the proposed firing range would use an automatic bullet recovery system, or similar, which would allow for easy collection of bullets. The automatic bullet recovery system would be similar to a Savage Range System, which would include a ramp at the end of the range that would direct bullets into a collection chamber. As bullets decelerate and lose energy, they fall to the bottom of the chamber and exit through a bottom slot. The bullets are then carried along a conveyor to a collection drum. Once the drums are filled with spent bullets, the drums would be collected and hauled off-site for disposal at

an approved facility. The proposed lead management program for the project, including the features described above, would ensure that lead from the firing range operations would not result in contamination. Therefore, on-site operations would not be expected to result in any direct water quality impacts.

Runoff from streets, parking lots, and landscaped areas typically contains nonpoint source pollutants such as oil, grease, heavy metals, pesticides, herbicides, fertilizers, and sediment. Concentrations of pollutants carried in urban runoff are extremely variable, depending on factors such as the following:

- Volume of runoff reaching the storm drains;
- Time since the last rainfall;
- Relative mix of land uses and densities; and
- Degree to which street cleaning occurs.

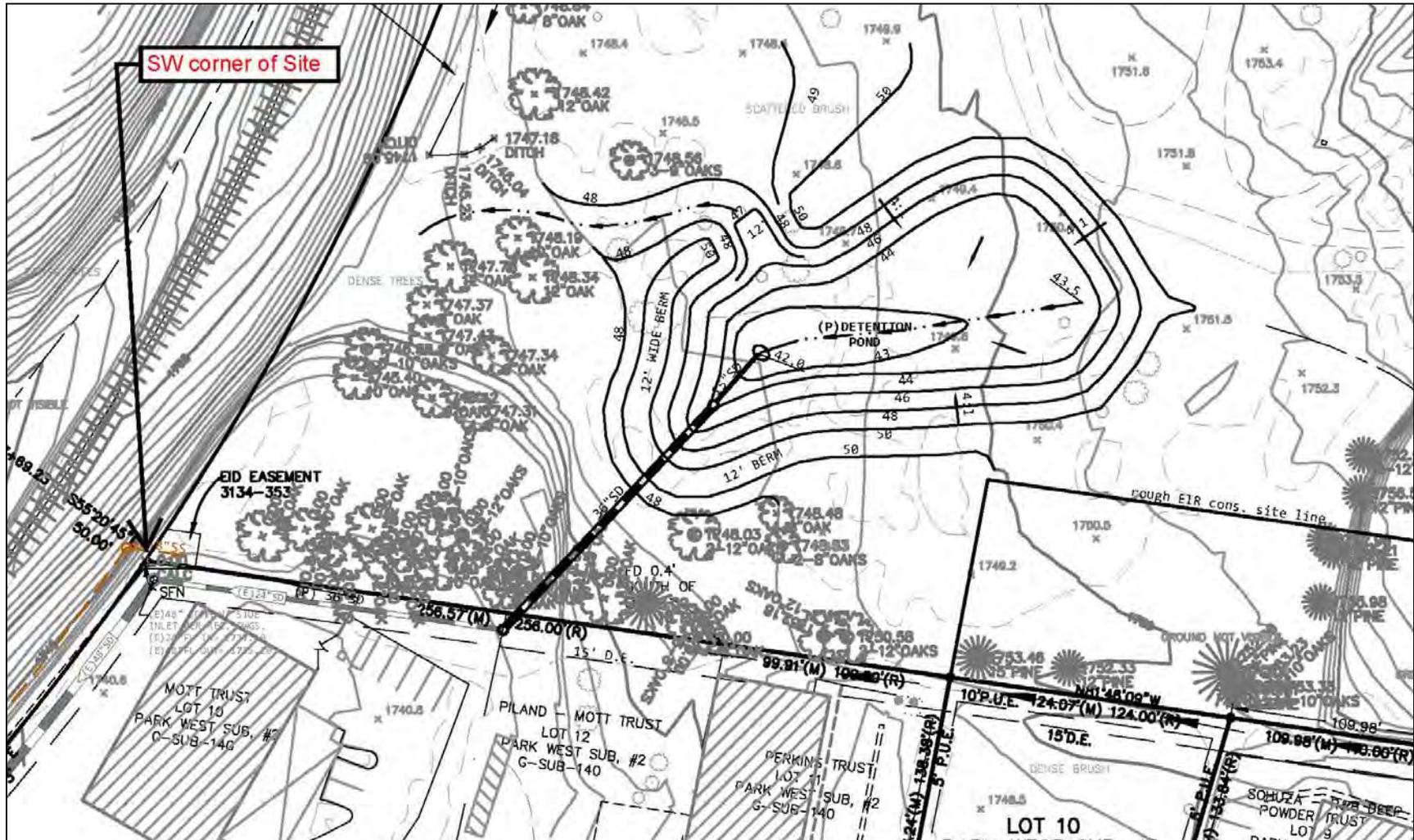
Urban contaminants typically accumulate during the dry season and are transported via runoff to stormwater drainage systems during the initial storm event, or first flush.

The proposed project would result in the conversion of a currently undeveloped site to urban land uses and would increase in impervious surfaces on the site, which would alter the types and quantities of pollutants in site runoff. The increase in impervious surfaces created by the proposed project could increase the amount of surface runoff and discharge of urban contaminants into the stormwater drainage system and receiving waters.

El Dorado County requires projects to integrate stormwater quality treatment controls into project design in order to ensure that pollutants in site runoff are reduced to the maximum extent practicable. The NPDES MS4 Permit requires that new development projects integrate low impact development (LID) principles early in the project planning and design process. In accordance with County and permit requirements, the storm drainage system for the proposed project would incorporate water quality treatment.

Stormwater would be collected throughout the project site via a series of storm drains, and conveyed to the southwestern point of the developed area where the stormwater would be collected in the detention basin. The detention basin would allow for treatment of the stormwater, consistent with the County's Phase II NPDES Permit and the Western El Dorado County Storm Water Management Plan. After treatment, the stormwater would be conveyed to the existing stormwater drainage system (i.e., an existing 24-inch culvert located off-site) via a new 36-inch storm drain connection (see Figure 4.7-1, Detention Pond Exhibit). The on-site stormwater drainage system has been designed to adequately accommodate the anticipated surface runoff associated with the proposed project.

Figure 4.7-1
Detention Pond Exhibit



The project would be designed utilizing water quality standards developed by the State of California and the California Stormwater Quality Association. The aforementioned agencies have developed LID and bio-retention standards. Overall, on-site runoff as a result of small storms would be managed, to the extent possible, by constructing bio-retention areas in planters that would slow and infiltrate the storm water. In addition, special plants and soil materials would be required in various zones within the planters/bio-retention areas.

Solar Farm

Approximately seven acres of the project site, to the west of the proposed Public Safety Facility buildings and parking lots, would be used as a solar farm. The proposed solar farm would only discharge uncontaminated water used to clean the solar panels periodically; and said wash water would be quickly absorbed into the on-site soils. Toxicants, cleaning agents, or other hazardous materials would not be used and erosion and/or sedimentation would be avoided or reduced below a level of significance through conformance with applicable elements of the NPDES Municipal Stormwater General Construction Permit.

Conclusion

Consequently, the proposed project has been designed to include an on-site stormwater drainage system adequate to handle the anticipated site runoff, as well as a treatment system to eliminate urban contaminants in the runoff prior to discharge into the City's stormwater drainage system. However, due to the conceptual nature of the site plan and stormwater system, mitigation would be required to ensure that the final design of the stormwater system complies with the relevant local and State regulations. Therefore, with implementation of mitigation, impacts related to substantial additional sources of polluted runoff, violation of any water quality standards or waste discharge requirements, or other substantial degradation of water quality during operation of the project would be *less than significant*.

Mitigation Measure(s)

- 4.7-2 *The project sponsor shall fully comply with the requirements of the Phase II General Permit, as implemented by El Dorado County through the SWMP, Grading, Erosion and Sediment Control Ordinance (Chapter 15.14), Stormwater Quality Ordinance (Chapter 8.79), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3. Responsibilities include, but are not limited to, designing BMPs into project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff associated with development of the project site. The BMPs shall include Low Impact Development (LID) measures, such as minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source,*

to the maximum extent practicable. It should be noted that because the project site is characterized by shallow bedrock and low permeability soils, some LID measures, such as those that rely on infiltration, are not likely to be feasible at the project site. All post-construction BMPs shall be included on the improvement plans prior to their approval by the County.

Funding for the maintenance of all BMPs for the life of the proposed project shall be specified. The project sponsor shall establish a stormwater system operation and maintenance plan that specifies a regular inspection schedule of stormwater treatment facilities. The plan and subsequent reports documenting the inspections and remedial actions shall be submitted to the County for review and approval.

4.7-3 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Based on the analysis below, the impact is less than significant.

Impacts associated with water supply are further addressed in Chapter 4.10, Utilities, of this EIR. As discussed in Chapter 4.11, Utilities, of the EIR, the EID currently obtains water supplies exclusively from surface water obtained from Jenkinson Lake, the Forebay Reservoir, and the Folsom Reservoir. The County does not currently pump groundwater for use in its service area. The proposed project would connect to the existing County water supply lines. Accordingly, the proposed project would not use groundwater supplies and, thus, would not deplete groundwater supplies in the area.

Development of the proposed project would result in new impervious surfaces that currently do not exist on the site. Thus, an incremental reduction in the amount of natural soil surfaces available for the infiltration of rainfall and runoff to the underlying aquifer would occur. However, as stated previously, targeting areas of groundwater recharge for protection from inappropriate uses is difficult.

As the project is not located on an active stream channel, development of the site would not be expected to substantially modify the groundwater recharge potential in the area from current conditions. In addition, new groundwater wells would not be established as part of the proposed project. It should be noted, however, that temporary dewatering measures may be necessary during construction of the project if groundwater seepage occurs. Dewatering measures could include, but would not be limited to, the installation of submersible pumps and/or point wells on-site. If not properly handled during construction, dewatering waters have the potential to come into contact with construction materials or equipment that may affect the quality of receiving waters upon discharge. Dewatering activities would be subject to the General Construction Activity Stormwater Permit requirements, which would ensure that dewatering activities would not cause any water quality impacts or any impacts related to groundwater.

Overall, development of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and impacts would be *less than significant*.

Mitigation Measure(s)

None required.

4.7-4 Substantially alter the existing drainage pattern of the site or area, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

The proposed project would result in the conversion of a currently undeveloped site to urban land uses and would increase the impervious surfaces on the site, which would increase the amount of surface runoff compared to existing levels. Additional runoff from the site could increase the total volume and peak discharge rate of stormwater runoff into the existing stormwater drainage system, which could exceed the existing system capacity and/or contribute to hydromodification, flood potential, and soil erosion of the natural stream channels downstream and receiving waters.

As noted previously, the drainage for the site currently flows from the northeast to the southwest. An existing v-ditch and 10-foot-wide drainage easement exists along the adjacent lots to the south. The v-ditch flows into an existing 24-inch culvert near the southwestern property corner. The 24-inch culvert drains into an existing 48-inch diameter OCP within the drainage easement at the southwest corner. In addition, a swale drains down east of the railroad tracks (along the westerly boundary of the site) into the OCP. However, based upon the amount of thick vegetation, the swale appears to pond up in the southwest corner of the site.

As shown in Figure 4.7-1, the project would include a detention basin in the southwestern corner of the project site. The southwestern-most corner, where most of the vegetation and oak trees are located, would be avoided. The detention basin would collect runoff from the 11-acre Public Safety Facility, including buildings and parking lots, as well as the sheet flow from portions of the undeveloped areas of the overall 30.34-acre project site. Once stormwater runoff is collected in the detention basin, the stormwater would slowly discharge via pipe to an existing 24-inch culvert located off-site to the southwest in an existing drainage easement. An emergency overflow spillway would also be constructed to allow stormwater to flow overland into the existing open ditch located along the western boundary of the project site should the primary discharge pipe become plugged. The detention basin would be designed and constructed such that sufficient storage would be available to ensure that post-development flows do not exceed pre-development flows from the property.

The detention pond has been sized at approximately 1.3 acre-feet (ac-ft). The detention pond would have a 15-inch diameter low-flow outlet and a 24-inch diameter riser. From the riser, a 36-inch diameter storm drain would be constructed that would tie into the

existing 24-inch culvert in the southerly, off-site drainage easement. Although implementation of the project would reduce flows to below predevelopment levels, as shown in Table 4.7-1, the existing 24-inch culvert is undersized and should be upsized to a 36-inch culvert. Therefore, as part of the proposed project, the approximately 153 lineal feet of 24-inch storm drain culvert would be upsized to a 36-inch diameter culvert.

Table 4.7-1 Pre- and Post-Development Flows				
	Pre-Development		Post-Development	
	10-Year	100-Year	10-Year	100-Year
Discharge Point (SW corner)	40.7	73.2	33.8	68.2
Note: Flows are measured in cubic feet per second.				
<i>Source: Lebeck Young Engineering, Inc., July 14, 2015.</i>				

As shown in the table, with the construction of the detention pond, the proposed project would reduce the 10-year peak discharge by approximately 17 percent and the 100-year peak discharge by seven percent below pre-development levels.

Because the proposed project would reduce the 10-year and 100-year peak discharge below pre-development levels, and the proposed project is consistent with the type of development anticipated for the site, the County’s stormwater drainage system would be adequate to handle the proposed project’s stormwater flow with the proposed improvements to the existing 24-inch storm drain culvert. Additional construction of new stormwater drainage facilities or expansion of existing facilities beyond what is proposed for the project would not be required.

Solar Farm

Minimal concrete would be required to install the PV mounting systems. Vertical steel posts are anticipated to be installed via a pneumatic ramming technique and set in concrete footings (typically two feet in diameter x 3.5 feet in height). Spacing between each row of panels (post to post) could be expected to be approximately 10 to 14 feet. Internal access driveways would be provided by placing and compacting a pervious, non-combustible material such as gravel or decomposed granite. Impermeable structures would be primarily limited to the foundations supporting the inverter pads. Electrical inverters and power conditioning equipment would have utility pads as necessitated by the specific engineering of the system. The project could have two to four utility pads. A typical utility pad is approximately 25 feet by 30 feet.

During storm events, rainwater would flow off of the solar panels to the ground surface. The edge of the panels would be approximately 18 to 24 inches above the ground. Water would fall from the PV panels and infiltrate or gradually migrate into the on-site detention basin.

Given the minimal amount of permanent impervious surface created by the solar farm, the project would not have an adverse impact with respect to substantially altering the existing drainage pattern or increasing the rate or amount of surface runoff in a manner which would result in flooding or erosion on- or off-site.

Conclusion

Overall, implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area and would not contribute runoff water that would exceed the capacity of the existing stormwater drainage system. However, because the Drainage Report prepared for the proposed project includes preliminary analysis based upon a conceptual site plan, a design-level drainage report would be required to ensure that the final project design can control the 100-year, 24-day increased runoff from the project site. Therefore, with implementation of the follow mitigation measure which would ensure that runoff does not increase above pre-development flows, a *less-than-significant* impact would result.

Mitigation Measure(s)

4.7-4 *In conjunction with submittal of improvement plans for the proposed project, a design-level drainage report shall be submitted to the El Dorado County Planning Services Department for review and approval. The drainage report shall identify specific storm drainage design features to control the 100-year, 24-day increased runoff from the project site to ensure that the rate of runoff leaving the developed site does not exceed predevelopment levels, or the design capacity of the nearby stormwater facilities. This may be achieved through: on-site conveyance and detention facilities, off-site detention or retention facilities, channel modification, or equally effective measures to control the rate and volume of runoff.*

Design-level recommendations provided in the drainage report shall be included in the improvements plans prior to their approval by the El Dorado County Planning Services Department.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.7-5 Cumulative impacts to hydrology and water quality. Based on the analysis below, the impact is *less than cumulatively considerable*.

While cumulative development within El Dorado County and surrounding areas would result in additional stormwater runoff and entry of pollutants into receiving waters via construction and operation of future projects, each project is required to comply with the County's regulatory stormwater documents, standards, and requirements. Compliance with such would ensure that each project provides adequate storage capacity and drainage for the additional stormwater runoff generated, as well as incorporates sufficient BMPs to successfully remove pollutants from site runoff during the construction and operational phases. In addition, according to the El Dorado County General Plan EIR, impacts related to an increase in water pollutants from new impervious surfaces and new urban and agricultural uses were determined to be less than significant. According to the El Dorado County General Plan EIR, the County's General Plan policies, the SWMP, and applicable regulations require compliance with NPDES requirements, prohibit development adjacent to certain water bodies, and require erosion and sediment control BMPs or other water-quality protection measures. The proposed project would comply with the aforementioned requirements and regulations. Thus, the cumulative effects on downstream waterways, including the South Fork American River, would be less than significant.

Overall, the cumulative impacts to hydrology and water quality associated with implementation of past, present, and reasonably foreseeable future projects, as well as the proposed project, would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.8. LAND USE AND PLANNING

4.8

LAND USE AND PLANNING

4.8.1 INTRODUCTION

The purpose of the Land Use and Planning chapter of the EIR is to examine the proposed project's compatibility with existing and planned land uses in the area. The Land Use and Planning chapter discussion differs from other sections of this EIR in that, for the Land Use and Planning discussion, plan consistencies are addressed, as opposed to environmental impacts and mitigation measures. Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines states that "[...] the EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The chapter discussions include a description of the existing land use setting of the project site and the adjacent area, including the identification of existing land uses and current General Plan policies and zoning designations.

The Public Safety Facility Project (proposed project) is analyzed in this chapter for compatibility with the 2004 *El Dorado County General Plan*,¹ associated EIR,² and the El Dorado County Code.³

4.8.2 EXISTING ENVIRONMENTAL SETTING

The CEQA Guidelines dictate that an EIR must include a description of the physical environmental conditions in the vicinity of the project at the time the NOP was published (CEQA Guidelines Section 15125, subdivision (a)), as well as any inconsistencies between the proposed project and applicable general plans and regional plans (CEQA Guidelines, § 15125, subd. (d)). The following section describes the existing land uses on the project site, as well as the existing plans and policies that guide the development of the project site.

Project Site and Surroundings

The proposed project would be located in El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs and approximately 4.6 miles southwest of Smith Flat. Access to the project site is provided from Industrial Drive, in the Diamond Springs area (see Figure 4.8-1). The site is identified as El Dorado County Assessor's Parcel Numbers (APNs) 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary secured site access).

¹ El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

² El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

³ El Dorado County. *El Dorado County, California – Code of Ordinances*. Codified through November 17, 2014.

**Figure 4.8-1
Project Vicinity Map**



The project site consists of approximately 30.34 acres of land, which is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for Sacramento Municipal Utility District (SMUD).

Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single family residences.

The Sacramento-Placerville Transportation Corridor used to be owned and operated by Southern Pacific Railroad. However, Southern Pacific discontinued use of their line from Folsom to Placerville in the 1970's, and for more than 30 years the line has been in a state of decay and disuse. The rail line has never been abandoned. The right-of-way is now owned by the Sacramento - Placerville Joint Powers Authority (JPA), a public entity formed in 1991 for the purpose of purchasing 53 miles of the Placerville Branch right-of-way from Southern Pacific. The member agencies of the JPA include: County of El Dorado, City of Folsom, County of Sacramento, and the Sacramento Regional Transit (RT) District. The JPA purchased the right-of-way from Southern Pacific in September 1996. The JPA is an ongoing agency with the purpose of preserving the corridor for transportation uses and overseeing property management.

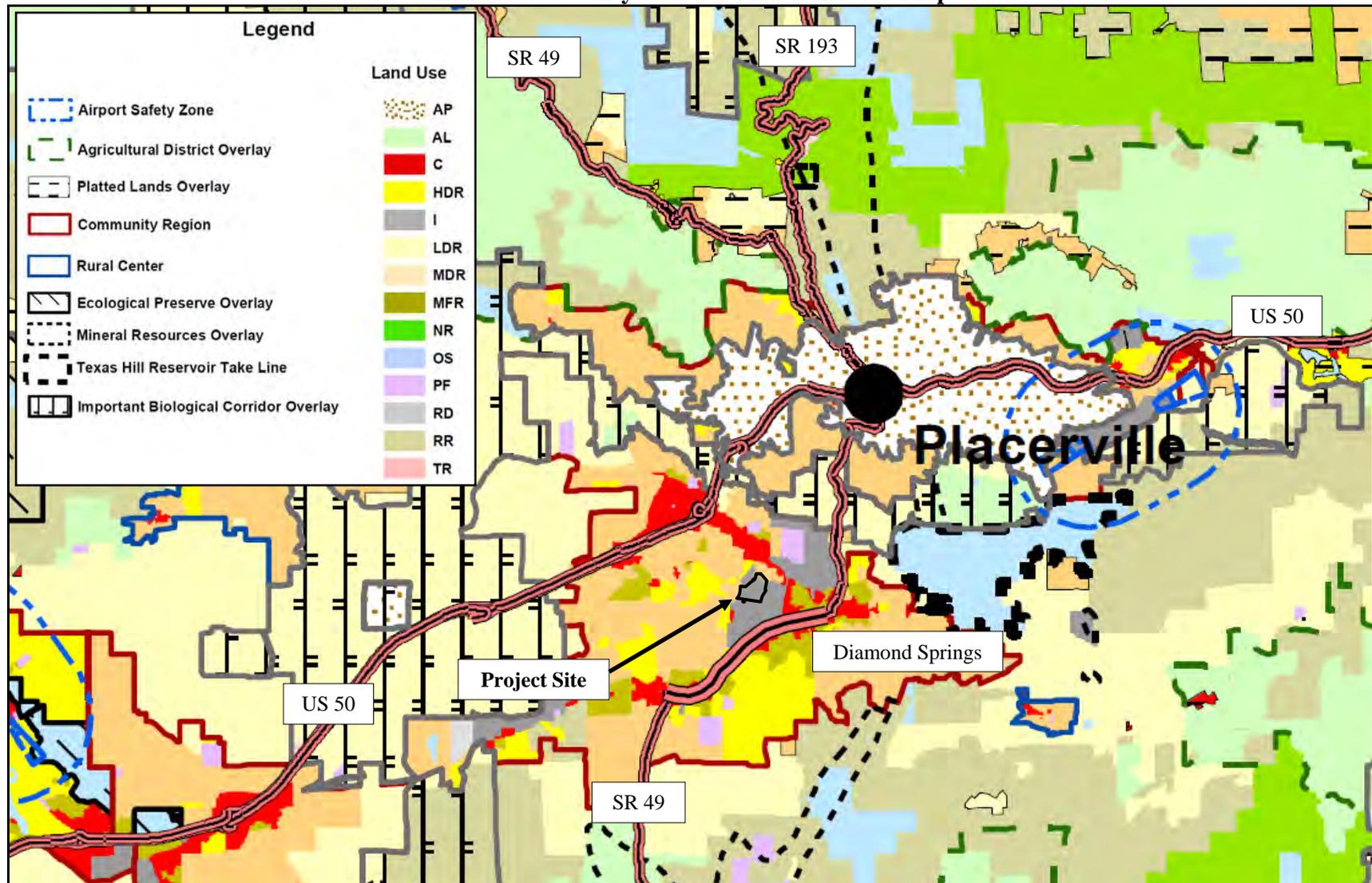
Existing El Dorado County General Plan Land Use Designation

According to the El Dorado County General Plan the 30.34-acre project site is designated as Industrial (I) (see Figure 4.8-2). The El Dorado County General Plan defines the I land use designation as follows:

Industrial

The purpose of the I land use category is to provide for a full range of light and heavy industrial uses. Types of uses that would be permitted include manufacturing, processing, distribution, and storage. Incompatible, non-industrial uses, excluding support services, shall be prohibited. Industrial uses shall be restricted to industrial lands within, or in close proximity to, Community Regions and Rural Centers. Industrial lands in Rural Regions shall be constrained to uses which support on-site agriculture, timber resource production, mineral extraction, or other resource utilization. In the Rural Regions, no additional land shall be designated for industrial uses. This designation is considered appropriate within Community Regions, Rural Centers and, subject to the limitation described above, Rural Regions.

Figure 4.8-2
El Dorado County General Plan Land Use Map



Source: El Dorado County Planning Department, July 19, 2004.

Existing El Dorado County Zoning District

According to the El Dorado County Zoning Ordinance the 30.34-acre project site is zoned as Industrial (I) (see Figure 4.8-3). The El Dorado County Zoning Ordinance defines the I zoning district as follows:

Industrial

The El Dorado County zoning district I is intended to accommodate a broad range of manufacturing and industrial uses, and any use except residential uses allowed by right or special use permit in the El Dorado County commercial district. In addition, the I district permits any industrial use other than automobile wrecking, junking or dismantling yards in which no odor, gas fumes, dust, smoke, noise, vibrations, glare, heat, electrical interference, radioactive or waste material is produced or emitted beyond the confines of the owner's premises to adjacent properties or into the air or watercourses, and which does not constitute a physical hazard to persons or property beyond the confines of the owner's premises by reason of fire, explosion or similar cause. Any structure or use incidental or accessory to any of the foregoing uses is also permitted.

Surrounding General Plan Designations

El Dorado County has adopted the following land use designations for the areas surrounding the project site:

North	Medium-Density Residential (MDR)
Northwest	I
West	MDR
South	I
East	I

The I land use designation has been described above. The El Dorado County General Plan defines the MDR land use designation as follows:

Medium-Density Residential

The MDR land use designation establishes areas suitable for detached single-family residences with larger lot sizes which will enable limited agricultural land management activities. This designation shall be applied where the character of an area is single-family residences; where the absence or reduced level of infrastructure including roads, water lines, and sewer lines does not justify higher densities; where the topography poses a constraint to higher densities; and as a transitional land use between the more highly developed and the more rural areas of the County. The maximum allowable density shall be one dwelling unit per 1.0 acre. Parcel sizes shall range from 1.00 to 5.00 acres. Except as provided in Policy 2.2.2.3, this designation is considered appropriate only within Community Regions and Rural Centers.

Surrounding Zoning Designations

El Dorado County has adopted the following zoning districts for the areas surrounding the project site:

North	One-Acre Residential (TR1A)
Northwest	I
West	TR1A
South	I
East	I

The 'I' zoning district has been described above. The El Dorado County Zoning Ordinance defines the TR1A zoning district as follows:

One-Acre Residential (TR1A)

The El Dorado County zoning district TR1A is intended to accommodate one-family detached dwellings with a minimum parcel area of one acre. The TR1A zoning district permits one-family detached dwellings, one guest house, during the period of construction of a permanent dwelling on the property, but not to exceed a period of one year.

4.8.3 REGULATORY CONTEXT

Specific federal or State regulations do not directly pertain to land use and planning of an area. However, a number of local goals and policies exist that are applicable to the project.

Local Regulations

The following are the local government's environmental policies relevant to land use and planning.

El Dorado County General Plan

The 2004 *El Dorado County General Plan* policies relating to the physical environment that are applicable to the proposed project are presented below in Table 4.8-1.

El Dorado County Code

The County Code sets forth the general and permanent ordinances of El Dorado County. All development, operations, and actions occurring within the County must comply with all applicable provisions and mandatory requirements of the ordinances of the County. Violations of the provisions or failing to comply with any of the mandatory requirements of the ordinances of the County are punishable as a misdemeanor. As the project site is zoned I in the El Dorado County Zoning Ordinance, the proposed project must comply with all applicable standards and

requirements set forth for the I zoning district, as set forth in Chapter 130.31 of the El Dorado County Code.

4.8.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to land use and planning.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines a land use and planning impact may be considered to be significant if any potential effects of the following conditions, or potential thereof, would result with the proposed project's implementation:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Issues Not Discussed Further

It should be noted that the Initial Study prepared for the proposed project (see Appendix C) determined that development of the proposed project would result no impact related to the following:

- Physically divide an established community; and
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Accordingly, impacts related to the above are not further analyzed or discussed in this EIR chapter.

Method of Analysis

The following section analyzes the compatibility of the proposed project with surrounding land uses and compliance of the proposed project with adopted plans and policies, pursuant to Section 15125(d) of the CEQA Guidelines.

The evaluation considers the existing and planned type and intensity of uses in the project vicinity and those proposed for the project site. The analysis assumes the construction and implementation of the proposed project within the existing and planned environment to determine if the project is compatible with those existing and planned uses surrounding the project site. In addition, the proposed project is examined for consistency between the proposed

project and the 2004 El Dorado County General Plan based on the relevant goals and policies of the El Dorado County General Plan. The ultimate determination of consistency rests with the El Dorado County Board of Supervisors.

Project-Specific Impacts and Mitigation Measures

The following discussion of land use and planning impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.8-1 Project compatibility with surrounding land uses. Based on the analysis below, the impact is *less than significant*.

The determination of compatibility of land uses typically relies on a general discussion of the types of adjacent uses to a proposed project and whether any sensitive receptors exist either on the adjacent properties or associated with the proposed project. Incompatibilities typically exist when uses such as residences, parks, churches, and schools are located adjacent to more disruptive uses such as heavy industrial, major transportation corridors, and regional commercial centers where noise and traffic levels may be high. The identification of incompatible uses occurs if one land use is anticipated to be disruptive of the existing or planned use of an adjacent property.

Project Components

As discussed above, the project site consists of approximately 30.34 acres of land, which is largely disturbed due to the former on-site uses. The proposed Public Safety Facility Project includes development of four buildings, totaling approximately 106,331 square feet (sf). It should be noted that, after design-level planning is completed, the actual square footage for the Public Safety Facility, may be less than 106,331 sf. Based on the Sheriff's Operational Assessment and Facility Study completed in 2013, the buildings are anticipated to be used as follows:

1. One-story, 24,000 sf Training Building with indoor firing range;
2. Two-story, 59,331 sf Sheriff Administration building;
3. One-story, 12,000 sf County Morgue; and
4. One-story, 11,000 sf SWAT, Search and Rescue, and Radio Shop.

The proposed uses are consistent with the site's current El Dorado County General Plan land use and zoning designations, both of which are Industrial.

In addition, the proposed project includes solar-generating facilities in the secured parking area, as well as west of the Public Safety Facility buildings. The solar improvements within the secured parking area would be a combination of roof and shade structure mounted systems (0.6-acre area). Additional proposed, ancillary solar-generating facilities would be located at the southwest portion of the site, west of the Public Safety Facility buildings (seven-acre area).

Surrounding Land Uses

When discussing surrounding land uses, it is first important to emphasize that the proposed development area for the Public Safety Facility is approximately 11 acres of the overall 30.34-acre proposed County property. The northern and western sides of the 11-acre Public Safety Facility would be surrounded by undeveloped land, still within the 30.34-acre County property. Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single family residences.

Project Compatibility

Typically, incompatibilities result when different types of land uses are placed in close juxtaposition, such as locating a residential subdivision adjacent to an existing commercial complex or industrial park.

According to the Noise chapter of this EIR, the operation of the proposed project would generate new noise sources that could exceed the County's exterior noise level standards and potentially affect the noise-sensitive receptors located in the project vicinity. The operational noise sources generated from the implementation of the proposed project include the indoor firing range, mechanical equipment, a diesel generator used for emergency power backup, an auto and boat service shop, and solar power inverters. According to the *Noise Impact Study* prepared by AEC, Inc. specifically for the proposed Public Safety Facility Project, operational noise resulting from the proposed vehicle maintenance and solar farm would be less than significant. However, specific design requirements for the proposed indoor firing range, mechanical equipment, and generator would be required to reduce operational noise levels. Therefore, with implementation of the mitigation measures included in the Noise chapter of this EIR, the proposed project would not create incompatibility issues with the uses surrounding the proposed project.

In addition, the Air Quality and Greenhouse Gas Emissions chapter of this EIR analyzed the potential for the proposed project to be incompatible with the existing nearby sensitive receptors, in relation to substantial pollutant concentrations of Toxic Air Contaminants (TACs) and objectionable odors. Based on the analysis within the Air Quality and Greenhouse Gas Emissions chapter of this EIR, the proposed project would not cause any compatibility issues with nearby land uses related to air quality or odors. Similarly, the Transportation and Circulation chapter of this EIR determined that the proposed project would not result in any compatibility issues related to the surrounding transportation network, including alternative transportation systems, such as transit, bicycle, and pedestrian systems. The Initial Study prepared for the proposed project (see

Appendix C to this EIR) determined that an increase in hazards due to incompatible uses would not occur as a result of development of the proposed project.

Conclusion

For the aforementioned reasons, potential incompatibilities would not result with the implementation of the proposed project. As a result, impacts related to compatibility with surrounding uses would be considered *less than significant*.

Mitigation Measure(s)

None required.

4.8-2 Consistency with the El Dorado County General Plan and County Code. Based on the analysis below, the impact is *less than significant*.

The project site is designated as Industrial in the El Dorado County General Plan. In addition, the project site is zoned Industrial. The proposed project includes development of a multi-building public safety facility on approximately 11 acres for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 sf. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the public safety facility buildings. Outdoor training activities would occur at the site, and are expected to involve Emergency Vehicles Operations Course (EVOC) driver training, physical agility testing, employee exercise, SAR training, etc., several times a year. According to Chapter 130.34, Industrial Districts, of the El Dorado County Code, the proposed Public Safety Facility and solar farm would both be allowable uses in the I zoning district.

In addition, as demonstrated in Table 4.8-1, the project design is consistent with the relevant policies of the El Dorado County General Plan. Because the proposed project would be considered consistent with the El Dorado County General Plan and County Code, the proposed project would not be considered to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect. As a result, implementation of the proposed project would result in a *less-than-significant* impact.

Mitigation Measure(s)

None required.

Table 4.8-1 El Dorado County General Plan Policy Discussion		
	Policy	Project Consistency
Land Use Element		
<u>Goal 2.1</u>	Land Use. Protection and conservation of existing communities and rural centers; creation of new sustainable communities; curtailment of urban/suburban sprawl; location and intensity of future development consistent with the availability of adequate infrastructure; and mixed and balanced uses that promote use of alternate transportation systems.	
Policy 2.1.1.7	Development within Community Regions, as with development elsewhere in the County, may proceed only in accordance with all applicable General Plan Policies, including those regarding infrastructure availability as set forth in the Transportation and Circulation and the Public Services and Utilities Elements. Accordingly, development in Community Regions and elsewhere will be limited in some cases until such time as adequate roadways, utilities, and other public service infrastructure become available and wildfire hazards are mitigated as required by an approved Fire Safe Plan.	<p>As illustrated in Figure 4.8-2, the 30.34-acre project site is located within the Community Regions concept area, and is consistent with the applicable General Plan Policies included in the Transportation and Circulation and the Public Services and Utilities Elements.</p> <p>The Transportation and Circulation chapter determined with implementation of mitigation, the study roadway sections level of service (LOS) for the Existing Plus Project Conditions for the year 2014 and 2025 scenarios would be less than significant.</p> <p>The Utilities chapter determined the impact resulting from the development of the proposed project on utilities including water supply, wastewater, and stormwater would be less than significant. In addition, based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), potential impacts related to fire protection, police protection, schools, parks, and other public facilities were determined to be less than significant.</p> <p>The Hazard and Hazardous Materials chapter determined the proposed project's impacts related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant.</p>
<u>Goal 2.2</u>	Rural Centers. A set of land use designations which provide for the maintenance of the rural and open character of the County and maintenance of a high standard of environmental quality.	
Policy 2.2.1.1	The matrix contained in Table 2-1 of the General Plan, provides for the relationship and consistency between the General Plan planning concept areas and the land	As illustrated in Figure 4.8-2, the 30.34-acre project site is located within the Community Regions concept area and is designated as Industrial (I) in the El Dorado County General Plan. In addition,

(Continued on next page)

Table 4.8-1 El Dorado County General Plan Policy Discussion	
Policy	Project Consistency
use designations.	according to the matrix contained in Table 2-1 of the El Dorado County General Plan, development of the I land use designation is consistent with the Community Regions concept areas for the County. Therefore, development of the proposed project would be consistent with Policy 2.2.1.1 of the El Dorado County General Plan.
Policy 2.2.1.5 The General Plan shall provide for the following building intensities in each land use designation as shown in Table 2-3 of the General Plan.	According to Table 2-3 of the El Dorado County General Plan, the I land use designation shall provide a Floor Area Ratio (FAR) of 0.85. FAR is calculated by gross floor area of building(s) divided by the total area of the lot. Based on this method of FAR calculation, the proposed project would result in a 0.08 FAR (106,331 sf/11 acres = 0.22 FAR). Therefore, the proposed project would not exceed the allowable FAR for I development.
Policy 2.2.5.20 All non-residential development, all subdivisions, residential development on existing legal lots involving any structure greater than 4,000 square feet of living area or requiring a grading permit for which land disturbance of an area of 20,000 square feet or more occurs, and all development located on lands identified as Important Biological Corridor (-IBC) on the Land Use Diagram, Figure LU-1 of the General Plan, shall be permitted only upon a finding that the development is consistent with this General Plan and the requirements of all applicable County ordinances, policies, and regulations. For projects that do not require approval of the Planning Commission or Board of Supervisors, this requirement shall be satisfied by information supplied by the applicant demonstrating compliance. All building permits shall be consistent with the land uses described in the land use designation established for the site, as provided in Policy 2.2.1.2 and set forth on Figure LU-1 of the General Plan.	<p>The proposed project consists of the development of a multi-building public safety facility on approximately 11 acres for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 sf. Therefore, according to Policy 2.2.5.20 in the El Dorado County General Plan, the proposed project is required to be consistent with the General Plan and the requirements of all applicable County ordinances, policies, and regulations.</p> <p>This chapter describes the proposed project's consistency with the applicable land use plans, policies, and regulations of the agencies with jurisdiction over the project and has been determined to be a less-than-significant impact.</p>

(Continued on next page)

**Table 4.8-1
El Dorado County General Plan Policy Discussion**

Table 4.8-1 El Dorado County General Plan Policy Discussion	
Policy	Project Consistency
<p>Policy 2.2.5.21 Development projects shall be located and designed in a manner that avoids incompatibility with adjoining land uses that are permitted by the policies in effect at the time the development project is proposed. Development projects that are potentially incompatible with existing adjoining uses shall be designed in a manner that avoids any incompatibility or shall be located on a different site.</p>	<p>As discussed above, the northern and western sides of the 11-acre Public Safety Facility would be surrounded by undeveloped land, still within the 30.34-acre County property, which would be further surrounded by industrial uses to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single family residences. As a result, Impact 4.8-1 determined the proposed project’s impact related to the compatibility with surrounding land uses would be less than significant.</p>
<p>Policy 2.2.5.22 Schools and other public buildings and facilities shall be directed to Community Regions and Rural Centers where feasible and shall be considered compatible outside of Community Regions and Rural Centers when facilities will be located and designed in a manner that avoids any substantial incompatibility with land uses permitted on adjoining lands.</p>	<p>The proposed project consists of the development of a multi-building public safety facility, and as discussed above, the 30.34-acre project site is located within a Community Regions concept area of El Dorado County.</p>

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.8-3 Cumulative land use and planning incompatibilities. Based on the analysis below, the impact is *less than cumulatively considerable*.

Land use conflicts are site-specific and would not result in a cumulative impact. Incompatibility issues are addressed and mitigated on a project-by-project basis. The proposed project has been designed to be consistent with applicable aspects of the El Dorado County General Plan land use designation for the project site, as well as relevant goals and policies within the County's General Plan, and as described in this EIR, the project would not result in incompatibilities with any of the surrounding land uses. Therefore, the project's contribution to cumulative land use impacts related to land incompatibilities would be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

4.9. NOISE

4.9

NOISE

4.9.1 INTRODUCTION

The Noise chapter of the EIR discusses the existing noise environment in the immediate project vicinity and identifies potential noise-related impacts and mitigation measures associated with the proposed project. Specifically, this chapter analyzes potential noise impacts due to development within the project site relative to applicable noise criteria and to the existing ambient noise environment. Information presented in this chapter is primarily drawn from the *Noise Impact Study* prepared specifically for the proposed project by Acoustical Engineering Consultants (AEC), Inc. (see Appendix K),¹ as well as the *2004 El Dorado County General Plan*² and associated EIR.³

4.9.2 EXISTING ENVIRONMENTAL SETTING

The Existing Environmental Setting section provides background information on noise and vibration, a discussion of acoustical terminology and the effects of noise on people, existing sensitive receptors in the project vicinity, existing sources and noise levels in the project vicinity, and groundborne vibration.

Acoustical Terminology

Acoustics is the science of sound. Sound is a mechanical energy of vibration transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough, 20 times per second, they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals or vibrations per second), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to

¹ Acoustical Engineering Consultants, Inc. *Noise Impact Study for the El Dorado County Public Safety Facility Project in Diamond Springs, California*. September 14, 2015.

² El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

³ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. A strong correlation exists between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. Accordingly, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this chapter are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average noise level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, L_{dn} tends to disguise short-term variations in the noise environment.

Table 4.9-1 provides a list of several examples of the noise levels associated with common activities.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; or
- Physiological effects such as hearing loss or sudden startling.

**Table 4.9-1
Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. November, 2009.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. A completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction does not exist. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way the new noise environment compares to the existing environment to which one has adapted (i.e., the ambient noise level). In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise would be judged by those hearing the noise.

With regard to increases in A-weighted noise levels, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived;
- Outside of the laboratory, a 3 dB change is considered a barely perceivable difference;
- A change in level of at least 5 dB is required before any noticeable change in human response would be expected; and
- A 10 dB change is subjectively heard as approximately a doubling in loudness, and would typically cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately six dB per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility

spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

Existing Sensitive Receptors

Certain land uses are more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure time and shielding from noise sources) and the type of activities typically involved. Residences, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks, and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses. Accordingly, such land uses are referred to as sensitive receptors.

The proposed project site is surrounded by the Diamond Springs Business Park to the north, and a few single-family residences atop the bluff, overlooking the site vicinity. Industrial uses are located to the south. Solid Rock Faith Center, and an associated mini-playground area, is located southeast of the proposed project site. East of the project site are an undeveloped lot and industrial uses, including the Western Sign Company facility and El Dorado Truss Company, Inc. To the west of the 30.34-acre property are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single family residences. In the vicinity of the project site, sensitive land uses include existing single-family residences located atop a bluff to the northeast of the project site, north of Industrial Drive and southwest of Missouri Flat Road, along Halyard Court, as well as to the west of the site, across from the Sacramento-Placerville Transportation Corridor and El Dorado Trail.

Existing Ambient Noise Levels

To quantify the existing ambient noise environment in the project vicinity, short-term ambient noise level measurements and continuous (24-hour) noise level measurements were conducted at two locations on the project site and vicinity in August 2015 (see Figure 4.9-1). Continuous (24-hour) testing was conducted at Site 1, while shorter duration (approximately one-hour) measurements were made at Site 2. The ambient noise levels measured are presented in Table 4.9-2. The maximum value (L_{max}) represents the highest noise level measured during an interval. The average value (L_{eq}) represents the energy average of all of the noise measured during an interval.

Figure 4.9-1
Sound Level Measurement Locations



Source: Acoustical Engineering Consultants. September 14, 2015.

**Table 4.9-2
Summary of Existing Background Noise Measurement Data**

Site	Description	L _{dn} (CNEL), dBA	Average Measured Sound Levels, dBA					
			Daytime (7 AM - 7 PM)		Evening (7 PM - 10 PM)		Nighttime (10 PM - 7 AM)	
			Hourly L _{eq}	L _{max}	Hourly L _{eq}	L _{max}	Hourly L _{eq}	L _{max}
Continuous (24-hour) Noise Level Measurements								
1	Residential area north of project site	49 (50)	47 (43 to 51)	69	45 (42 to 49)	65	42 (37 to 47)	59
Short-Term Noise Level Measurements								
2	Near El Dorado Trail and residential area west of project site	N/A	38	53	N/A	N/A	N/A	N/A

Source: Acoustical Engineering Consultants. September 14, 2015.

Existing Roadway Noise Levels

To predict existing noise levels due to traffic, the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used. Traffic volumes on Missouri Flat Road and other local roadways were obtained from Average Daily Traffic (ADT) data provided by the El Dorado County Department of Transportation website, and from the Traffic Impact Analysis report prepared for the proposed project by KD Anderson & Associates. Average traffic speeds were assumed based on posted speed limits. Nighttime percentage of ADT was assumed to be 12 percent for traffic noise modeling purposes based on actual percentages of three percent to 11 percent from published hourly counts.

Table 4.9-3 presents the existing traffic noise levels in terms of L_{dn} at closest sensitive receptors along each roadway segment. The L_{dn} values in the table are for a reference distance of 50 feet from the edge of the roadway and represent worst-case conditions at residential receptors.

Vibration

While vibration is similar to noise, both involving a source, a transmission path, and a receiver, vibration differs from noise because noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

**Table 4.9-3
Existing Traffic Noise Levels**

Roadway	Segment / Location	Exterior Traffic Noise Levels at 50 Feet, dBA L _{dn}
Missouri Flat Road	100 feet north of Plaza Drive	68
	North of Forni Road	70
	South of Forni Road	69
	100 feet south of China Garden Road	69
	200 feet north of SR 49	69
Industrial Drive	West of Missouri Flat Road	54
Forni Road	300 feet west of Missouri Flat Road	64
	North of Enterprise Drive	62
	South of Enterprise Drive	61
	200 feet north of SR 49	59
Enterprise Drive	100 feet east of Forni Road	58
	300 feet west of Missouri Flat Road	57
Pleasant Valley Road	1,000 feet west of SR 49 (W)	64
	East of SR 49 (W)	65
	West of Missouri Flat Road	68
	East of Missouri Flat Road	66
<i>Source: Acoustical Engineering Consultants. September 14, 2015.</i>		

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 4.9-4 indicates that the threshold for damage to structures ranges from two to six peak particle velocity in inches per second (in/sec p.p.v). One-half this minimum threshold or one in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

General vibration criteria for human comfort and potential impacts to buildings are listed in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment document. In contrast to airborne noise, groundborne vibration is not a common environmental problem. Common sources of vibration include trains, heavy trucks or buses on rough roads, and construction activity such as impact pile driving and heavy earth moving equipment. While vibration levels with respect to structural impacts are often quantified using the p.p.v., human response to vibration often uses the root mean square (rms) velocity expressed in “VdB.” The p.p.v. is typically a factor of 1.7 to six times greater than rms vibration velocity.

Ground vibrations from construction activities do not often reach the levels that can damage structures, and audible or otherwise detectable ranges of vibration typically only occur in buildings very close to construction sites as can be the case in an urban setting. Similar to sound, vibration drops off in energy with distance and the rate of propagation is determined primarily by soil conditions. Construction vibration is typically highest during heavy demolition of existing structures and when impact pile driving or similar vibration intensive methods of construction are used. Historic buildings are typically more sensitive to potential building damage due to lack of seismic safety features. Buildings that house sensitive medical equipment (MRI, optical

surgery, etc.) or include micro/nano fabrication (computer chip manufacturing) are the most sensitive to groundborne vibration often at levels well below any detectable threshold. However, the aforementioned facilities typically include features to isolate vibration from all exterior and interior sources.

Table 4.9-4 Effects of Vibration on People and Buildings			
Peak Particle Velocity		Human Reaction	Effect on Buildings
inches/second	mm/second		
0.15 - 0.30	0.006 - 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10 - 15	0.4 - 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

Background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for humans around 65 VdB. The project site and surrounding area have few vibration sources. Possible sources may include traffic (especially heavy trucks) over uneven road surfaces and some industrial sources such as mechanical equipment, material handling, hammering, etc. Baseline vibration measurements were not made at the project site.

4.9.3 REGULATORY CONTEXT

In order to limit exposure to physically and/or psychologically damaging noise levels, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise. The following provides a general overview of the existing federal, State, and local regulations established regarding noise that are relevant to the proposed project.

Federal Regulations

The following are the federal environmental laws and policies relevant to noise.

Federal Interagency Committee on Noise (FICON)

The Federal Interagency Committee on Noise (FICON) provides guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been widely accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn} (see Table 4.9-5).

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

State Regulations

The following are the State environmental laws and policies relevant to noise.

California State Building Codes

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

Local Regulations

The following are the local government's environmental policies relevant to noise.

El Dorado County General Plan

The following goal, objective, and policies of the 2004 *El Dorado County General Plan* related to noise are applicable to the proposed project.

Public Health, Safety, and Noise Element

Goal 6.5 Acceptable Noise Levels. Ensure that County residents are not subjected to noise beyond acceptable levels.

Objective 6.5.1 Protection of Noise-Sensitive Development. Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

Policy 6.5.1.2 Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 6-2 [see Table 4.9-7 of this chapter] at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 6.5.1.3 Where noise mitigation measures are required to achieve the standards of Tables 6-1 [see Table 4.9-6 of this chapter] and 6-2 [see Table 4.9-7 of this chapter], the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project and the noise barriers are not incompatible with the surroundings.

Policy 6.5.1.7 Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6-2 [see Table

4.9-7 of this chapter] for noise-sensitive uses.

Policy 6.5.1.9 Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6-1 [see Table 4.9-6 of this chapter] at existing noise-sensitive land uses.

Policy 6.5.1.10 To provide a comprehensive approach to noise control, the County shall:

- A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.
- B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.
- C. The zoning ordinance shall be amended to provide that noise standards will be applied to ministerial projects with the exception of single-family residential building permits if not in areas governed by the Airport Land Use Compatibility Plan. (See Objective 6.5.2.)

Policy 6.5.1.11 The standards outlined in Tables 6-3 [see Table 4.9-8 of this chapter], 6-4 [N/A for this project], and 6-5 [N/A for this project] shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally-recognized holidays. Exceptions are allowed if it can be shown that construction beyond these

times is necessary to alleviate traffic congestion and safety hazards.

Policy 6.5.1.12 When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration.

- A. Where existing or projected future traffic noise levels are less than 60 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 5 dBA Ldn caused by a new transportation noise source will be considered significant;
- B. Where existing or projected future traffic noise levels range between 60 and 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 3 dBA Ldn caused by a new transportation noise source will be considered significant; and
- C. Where existing or projected future traffic noise levels are greater than 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA Ldn caused by a new transportation noise will be considered significant.

Policy 6.5.1.13 When determining the significance of impacts and appropriate mitigation to reduce those impacts for new development projects, including ministerial development, the following criteria shall be taken into consideration:

- A. In areas in which ambient noise levels are in accordance with the standards in Table 6-2 [see Table 4.9-7 of this chapter], increases in ambient noise levels caused by new non-transportation noise sources that exceed 5 dBA shall be considered significant; and

B. In areas in which ambient noise levels are not in accordance with the standards in Table 6-2 [see Table 4.9-7 of this chapter], increases in ambient noise levels caused by new non-transportation noise sources that exceed 3 dBA shall be considered significant.

Discussion of Transportation Noise Policies

Based on the noise policies in the Noise Element of the General Plan, the County’s maximum allowable noise exposure guidelines for transportation noise sources are shown in Table 4.9-6.

Table 4.9-6 Maximum Allowable Noise Exposure for Transportation Noise Sources			
Land Use	Outdoor Activity Areas¹ (L_{dn}/CNEL, dB)	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}, dB²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60 ³	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

¹ In Communities and Rural Centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area. In Rural Regions, an exterior noise level criterion of 60 dB L_{dn} shall be applied at a 100 foot radius from the residence unless it is within Platted Lands where the underlying land use designation is consistent with Community Region densities in which case the 65 dB L_{dn} may apply. The 100-foot radius applies to properties which are five acres and larger; the balance will fall under the property line requirement.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Table 4.9-6 is more appropriate for evaluating new development of residential property in areas impacted by existing transportation noise instead of using the table to define potential impacts from increases in transportation noise as a result of a development project. Policy 6.5.1.12 applies to the Public Safety Center project or similar developments, as it evaluates the potential increase in transportation noise as a direct result of the project per the wording below:

When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration:

- A. Where existing or projected future traffic noise levels are less than 60 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 5 dBA Ldn caused by a new transportation noise source will be considered significant;
- B. Where existing or projected future traffic noise levels range between 60 and 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 3 dBA Ldn caused by a new transportation noise source will be considered significant;; and
- C. Where existing or projected future traffic noise levels are greater than 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA Ldn caused by a new transportation noise source will be considered significant.

Discussion of Non-Transportation Noise Policies

The County has also established noise level performance standards for non-transportation noise sources, as shown in Table 4.9-7. As shown in the table, in community areas the exterior noise level standard applies to the property line of the receiving property, and in rural areas the exterior noise level standard applies at a point 100 feet away from the residence. The project site is within a community area. El Dorado County Noise Element Performance Standards are more stringent than most, if not all, of the noise element or noise ordinance standards for counties in California. El Dorado County is unique in adding an “Evening” time period and separate “Community” and “Rural” distinctions instead of the typical single set of limits for daytime (7 AM to 10 PM) and nighttime (10 PM to 7 AM) periods. The added categories translate into lower rural and evening/nighttime limits than the general limits found in most California county noise elements.

Discussion of Construction Noise Policies

Per Policy 6.5.1.11, the standards outlined in Table 4.9-8 apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 AM and 7 PM, Monday through Friday, and 8 AM and 5 PM on weekends, and on federally-recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

El Dorado County Zoning Ordinance

The El Dorado County Noise Ordinance is found in Chapter 9.16, Noise, of the County Zoning Ordinance.⁴ The Ordinance states that: “it is unlawful for any person to create a loud or raucous noise to the extent that it carries onto private property or is heard by others using the highway within the unincorporated territory of the County.” Unfortunately, this type of noise regulation is highly subjective and difficult to use for noise impact assessments because the ordinance does not contain objective sound level metrics. Section 9.16.020 lists two exemptions that apply to the project. The Noise Ordinance provisions shall not apply to: “A. Any peace officer while carrying

⁴ El Dorado County Zoning Ordinance. *Chapter 9.16, Noise*. Updated June 26, 2015.

out his or her duties as a peace officer” and “D. The noise produced by a vehicle necessary to propel the vehicle.” The Noise Ordinance would imply that normal daily activities at the Public Safety Facility, including training, would be exempt from the Chapter 9.16 and that vehicles on the property would also be exempt.

Table 4.9-7 Noise Level Performance Protection Standards for Noise Sensitive Land Uses Affected by Non-Transportation Sources						
Noise Level Descriptor	Daytime (7 AM – 7 PM)		Evening (7PM – 10 PM)		Night (10 PM – 7AM)	
	Community	Rural	Community	Rural	Community	Rural
Hourly L_{eq} , dB	55	50	50	45	45	40
Maximum Level, dB	70	60	60	55	55	50

Notes: Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.

In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural areas the exterior noise level standard shall be applied at a point 100-feet away from the residence. The above standard shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all affected property owners and approved by the County.

For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.

Table 4.9-8 Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Community Regions and Adopted Plan Areas – Construction Noise			
Land Use Designation ¹	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
Higher-Density Residential (MFR, HDR, MDR)	7 AM – 7 PM	55	75
	7 PM – 10 PM	50	65
	10 PM – 7 AM	45	60
Commercial and Public Facilities (C, R&D, PF)	7 AM – 7 PM	70	90
	7 PM – 7 AM	65	75
Industrial (I)	Any Time	80	90

¹ Adopted Plan areas should refer to those land use designations that most closely correspond to the similar General Plan land use designations for similar development.

4.9.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to noise and vibration.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, as well as the County's General Plan and associated EIR, a significant impact would occur if the proposed project would result in the following:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Issues Not Discussed Further

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), the proposed project would have no impact related to an airport land use plan or a private airstrip. The proposed project is not located within the vicinity of a private or public airstrip and, therefore, would not expose people residing or working in the project area to excessive noise levels. In addition, the project site is not located within the vicinity of an airport land use plan. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels due to a private or public airstrip. As a result, impacts related to private airstrips and airport land use plans are not examined further in this EIR.

Method of Analysis

Below are descriptions of the methodologies utilized to determine traffic noise, operational noise, as well as construction noise and vibration impacts. Further modeling details and calculations are provided in the *Noise Impact Study* (see Appendix K). The results of the noise and vibration impact analyses were compared to the standards of significance discussed above in order to determine the associated level of impact.

Construction Noise and Vibration

Noise modeling was used to predict sound levels and assess potential noise impacts from construction of the project. The FHWA Roadway Construction Noise Model (RCNM) program was used to predict construction noise based on general equipment sound level assumptions and acoustical usage factors. The RCNM program contains both “Spec” L_{\max} values and “Actual” L_{\max} values averaged from a variety of samples measured at 50 feet from equipment. An acoustical usage factor is included to describe the percent of time the equipment operates at full capacity or loudest sound level during a construction operation. Sound level predictions were made for three different tasks or phases assumed to generate the highest noise levels at nearest noise sensitive receptors: site, foundations, and concrete masonry unit (CMU)/precast concrete installation. A list of equipment, quantity, and estimated usage was assumed based on typical construction tasks and the project description. Site work is expected to include a track excavator, loaders, grader, and various trucks. Foundation and CMU or precast concrete installation is expected to utilize concrete pumps, concrete ready-mix trucks, grout pumps, a generator, a forklift, skid steer loaders, delivery trucks, a boom lift, and a crane. Generalized source to receiver distances were used in prediction due to the varying equipment locations that occurs during real-world construction.

Vibration analysis was conducted based on planned construction equipment and locations using equations and methods outlined in Chapter 12 of the FTA Transit Noise and Vibration Impact Assessment Manual. Similar to prediction of construction noise, vibration modeling assumes fixed distances from source equipment for simplicity and consistency. Vibration analysis was limited to the project phase(s) with the most significant source equipment.

Operational Noise

Transportation Noise

Acoustical modeling was completed for road segments anticipated to be used by vehicles accessing the Public Safety Facility. Calculations of predicted L_{dn} were made using the FHWA Highway Noise Prediction Model. The FHWA model was modified to include the Caltrans noise emission levels and assumes freely flowing traffic. The presence of intersections, with or without stoplights, and general traffic congestion can significantly affect real world values. The ground was assumed to be acoustically soft for automobiles, medium trucks, and heavy trucks. As noted previously, traffic volumes on Missouri Flat Road and other local roadways were obtained from ADT data provided by the El Dorado County Department of Transportation website and from the project Traffic Impact Analysis report provided by KD Anderson & Associates. Average traffic speeds were assumed based on posted speed limits. Nighttime percentage of ADT was assumed to be 12 percent for traffic noise modeling purposes based on actual percentages of three to 11 percent from published hourly counts.

Non-Transportation Noise (Stationary Sources)

Operational noise sources generated from the operation of the proposed project could potentially affect the noise-sensitive receptors located in the project vicinity. Specifically, these noise

sources include indoor firing range operations, Heating, Ventilation, and Air-Conditioning (HVAC) units, backup generator, vehicle maintenance, and the solar farm.

Indoor Firing Range

The proposed Public Safety Facility will have an indoor firing range within the single-story training building. The firing range will be used by the El Dorado County Sheriff Department for weapons training, using a variety of firearms in tactical scenarios and for general target practice. Field sound measurements of the Placer County Sheriff indoor range, a facility that is similar to the planned El Dorado County range, were conducted. The Placer County range features eight lanes, firing distances of up to 25 yards, and a pair of large steel doors on one side of the building to allow a vehicle to be brought in for SWAT or other specialized training. In addition, the facility uses a powerful ventilation system to clean and remove gun smoke and other airborne contaminants, as well as a lead/bullet trap and reclamation system at the end of the range. Mechanical equipment for the range sits in an enclosed outdoor equipment yard at the bullet trap end of the range. The exterior wall for the range is constructed of painted concrete block with corrugated metal siding on the exterior side. Training sessions for the Placer County range typically occur sometime Monday through Friday between 8 AM and 12 PM.

Sound level measurements of the Placer County Sheriff indoor range were made on February 18, 2015, using both positions within the range and at various distances from the exterior. Measurements were made during several handgun training sessions and data was collected for shotgun and semi-automatic rifle bursts. A majority of the training for the Placer County Sheriff Department uses handguns, but shotgun training courses, and occasional training using semi-automatic rifles, are also conducted. Measurements made on the exterior of the building indicated that, as expected, the weak path for sound transmission from the interior to the exterior was through the large metal double doors. The L_{max} at this position was 91 dBA due to shots from the semi-automatic rifle. The second highest L_{max} was recorded when a line of officers fired hand guns simultaneously using several rounds each reaching 80 dBA. L_{eq} averages over an hour were approximately 59 dBA during normal training sessions and 64 dBA when including training plus semi-automatic fire at a distance of 40 feet from the range doors.

Mechanical Equipment and Backup Generator

HVAC systems for the Public Safety Facility would likely consist of either a series of packaged rooftop air conditioners or larger air handlers and chillers. Most modern rooftop air conditioning units produce sound levels of 55 dBA or less at a distance of 50 feet from the unit without shielding. A modern air-cooled chiller could be approximately 70 dBA at 50 feet.

The equipment for the ventilation and bullet reclamation systems for the indoor firing range will likely be in an outdoor mechanical yard at ground level, similar to the Placer County facility. The equipment yard for Placer County was constructed of CMU block at a height of 12 feet above grade, with a four-foot wide gate opening. Measurements were

made of the Placer County range equipment outside of the equipment yard during the tests on February 18, 2015. Sound levels of 69 dBA were measured at the gate to the equipment yard, dropping to 58 dBA at a distance of 40 feet from the gate.

The project will also include a backup power generation system located within a concrete block enclosure on the southeast side of the project. A diesel generator set in a sound attenuating enclosure is likely to be used for emergency power generation, and tested once or twice per month to keep the equipment in working condition. A limit of 80 dBA (or less), at 23 feet from the enclosure, will be specified and any routine testing will occur after 7 AM and before 10 PM, with a typical testing duration of 30 minutes or less.

Vehicle Maintenance

Vehicle maintenance for the Public Safety Facility will be located in the SWAT, Search and Rescue, and radio shop building. Maintenance would be carried out on both automobiles and boats. Although not yet designed, the building is anticipated to include two service bays with doors opening to the southeast. Sound sources within a typical auto repair shop include air compressors, impact wrenches, lifts, tire installation equipment, air releases, and vehicle exhaust. The majority of vehicle service work is anticipated to be for oil and tire changes. The auto service shop is not anticipated to be a full body shop, so only typical auto repair shop sources were included in the analysis. The boat service portion will add the sound of motors tested in a water tank. Outboard motor boat pass-by tests show typical sound levels in the 80 to 82 dBA range at 50 feet, though this includes both water and engine noise. Measurements of an outboard motor tested in a stationary water tank, typical of what would occur maintaining sheriff patrol boats, averaged approximately 65 dBA at 30 feet over a five minute test.

Typical auto service shop source sound levels are published relative to the Occupational Safety and Health Administration (OSHA) requirements as measured on a worker very close to the sound source. Sound levels at distance from the bay openings will be much less than those at a worker's ears. In addition, the vast majority of the time in a given hour is void of major noise sources emanating from the service bay and sound levels averaged over an hour are reduced. Service bay noise is characterized by short bursts of an impact wrench or an air pressure release or a tire/wheel machine removing or installing a tire, all of which lasts only a few seconds or less. Hourly L_{eq} sound levels measured at a distance of 75 feet from an auto repair shop with multiple bays ranged from approximately 55 to 60 dBA including nearby road traffic sources.

Solar Farm

A seven-acre solar farm is planned for the western portion of the project site, approximately 250 feet from the nearest residential property to the west. Solar systems produce low noise levels relative to other forms of power generation. Only the solar inverters, dispersed through the array field, are typically considered as potential noise sources. Solar inverters are used to convert the variable direct current (DC) output of the

solar array to the alternating current (AC) and help to maximize power output and efficiency from each array.

Acoustical Engineering Consultants (AEC) measured several 1.25 MW platforms containing a pair of 625 kW solar inverters on each platform at various load conditions, directions, and distances from each platform. The solar inverters produced average L_{eq} sound levels ranging from 59 to 68 dBA at 10 feet under 80 to 100 percent loads, dropping to 55 to 56 dBA at 10 meters (33 feet). The primary noise source for the inverters is not the inverter itself, but rather the cooling system used within the cabinets. Fan speeds and the number of fans operating will vary depending on internal temperatures. The planned solar farm next to the Public Safety Facility will be capable of producing two to three megawatts (MW) of electricity. Much smaller (and possibly quieter) solar inverters will likely be used for the project than the system previously measured by AEC.

Project-Specific Impacts and Mitigation Measures

The following discussion of potential noise and vibration impacts is based on the implementation of the proposed project in comparison with the standards of significance identified above.

4.9-1 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without project. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

During each stage of construction, a different mix of equipment would be operating. Construction noise levels would vary based on the amount of equipment in operation and location where the equipment is operating. Typical construction noise levels at a distance of 50 feet are shown in Table 4.9-9. According to the Noise Impact Study prepared for the proposed project, construction noise would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

Type of Equipment	Maximum Level, dB at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

Noise analysis was based on typical construction activities with the most significant noise-generating activity occurring within the first six months. Site work will include the use of a track excavator, loaders, a grader, and various trucks. Foundation and shell work will require concrete ready-mix trucks, pumps, cranes, and generators. The closest a grader would get to the property line of the industrial zone, directly east would be approximately 50 feet. Acoustical modeling assumes a static distance between the source and receiver, when in reality, the equipment is constantly moving. The predicted sound level at the nearest industrial property line from the single grader using a reduced usage factor is an L_{eq} of approximately 78 dBA with an L_{max} of 85. Modeling was completed assuming that foundation work would occur at an average distance of 100 feet to the nearest industrial property line using several pieces of equipment operating simultaneously. Predicted L_{eq} sound levels were 78 dBA without shielding. Construction noise levels are anticipated to be below the County's 80 dBA L_{eq} limit at industrial property lines.

Similar analysis was conducted for the nearest residential receptors. The analysis assumed that a grader would be used during site work and could be as close as 800 feet to the nearest west property line for the Public Safety Facility, as close as 250 feet from the nearest west residential property line for the solar farm, and as close as 550 feet to the nearest residential property line to the north. Foundation work will be more concentrated in the center of the project site at the building pad locations at a minimum distance of at 830 feet to the nearest residence in any direction.

Noise levels from the single grader at a normal usage factor are predicted to reach an L_{eq} of 57 dBA at the residential property line to the west of the site, due to construction of the Public Safety Facility. In addition, noise levels are predicted to reach up to an L_{eq} of 67 dBA at the residential property line to the west, due to grading at the solar farm, and 60 dBA at the north residential property line without shielding or mitigation. Noise levels during building foundation work with several pieces of equipment operating simultaneously are predicted to reach 59 dBA at both residential areas without shielding or mitigation. It should be noted, however, that the actual construction noise levels are anticipated to be lower than those predicted in the model.

Many jurisdictions exempt construction noise during normal, daytime hours. However, Policy 6.5.1.11 of the Noise Element of El Dorado County sets daytime noise level limits for construction noise. The predicted noise levels exceed the County's 55 dBA hourly L_{eq} daytime limit for construction noise impacting residential properties (see Table 4.9-8). Because construction of the proposed project would occur during normal daytime hours (7 AM to 7 PM), this would be considered a *significant* impact.

Mitigation Measure(s)

Mitigation, such as temporary acoustical barriers, is not feasible based on site conditions, including line of sight issues, and the fact that construction noise sources are constantly moving. While Mitigation Measure 4.9-1 has been required to help reduce construction noise levels, the impact would remain *significant and unavoidable*.

4.9-1 *The following criteria shall be included in the grading plan submitted by the applicant for review and approval by the El Dorado County Community Development Agency prior to issuance of grading permits:*

- A. *Equipment shall be well maintained with effective exhaust mufflers and intake silencers where applicable. Mufflers shall meet the equipment manufacturer's specifications and be free of rust, holes, and exhaust leaks. Construction contractors should select the quietest equipment possible with included optional noise control measures where feasible.*
- B. *Construction techniques and equipment that minimizes noise and vibration will be implemented into the construction plan.*
- C. *Combine noisy operations to occur during the same period. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.*
- D. *Plan noisiest equipment and activities during daytime hours with the highest background sound levels.*
- E. *To the extent feasible, place the loudest equipment and activities on the construction area as far as possible from noise-sensitive locations.*
- F. *Contractors shall utilize existing site electrical power where possible to avoid operating diesel-powered generators.*
- G. *Avoid excessive engine revving using lower engine speed where possible and turn off idling equipment. Do not use engine braking. Haul trucks should coast by residential properties under as low of engine speed as possible while avoiding heavy braking.*
- H. *The contractor shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem to the satisfaction of the El Dorado County Community Development Agency. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*

The above measures shall be utilized during construction, to the extent feasible, as determined by the El Dorado County Community Development Agency.

4.9-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Based on the analysis below, the impact is less than significant.

Elevated vibration levels are only expected to occur during construction. Normal operation of the Public Safety Center facility will not generate substantial vibration to

any nearby receivers. AEC's vibration analysis was based on typical construction activities, with the most significant vibration-generating activity occurring within the first six months. Site work will include the use of a track excavator, loaders, grader, and various trucks. Foundation and shell work will add concrete ready-mix trucks, pumps, cranes, and generators to the mix of equipment. The closest a grader would get to any occupied buildings in the industrial zone directly south would be approximately 60 feet. Similarly, the closest proposed building for the Public Safety facility (Morgue & Coroner) would be approximately 60 feet from the nearest industrial building to the east. Using a bulldozer source to represent a grader at 0.089 PPV in/sec, vibration levels are anticipated to be below 0.024 in/sec PPV, and well below any potential damage threshold.⁵ Sensitive facilities (such as hospitals or electronics manufacturing) are not in the project vicinity. From an annoyance standpoint, vibration levels are predicted to be less than 76 VdB, and below the potential office annoyance thresholds of 78 (daytime) and 84 VdB at the nearest residential and office spaces, respectively.

Because construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors, implementation of the proposed project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Therefore, potential impacts related to construction vibration would be considered *less than significant*.

Mitigation Measure(s)

None required.

4.9-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project related to transportation. Based on the analysis below, the impact is *less-than-significant*.

Vehicle trips associated with operation of the proposed project would result in changes to traffic on the existing roadway network within the project vicinity. As a result, project buildout would cause an increase in traffic noise levels on local roadways. To assess noise impacts due to project-related traffic increases on the existing local roadway network, noise levels have been calculated for both the Existing and Existing Plus Project traffic conditions.

Table 4.9-10 shows the existing traffic noise levels and the increase in noise levels for Existing Plus Project conditions. The predicted L_{dn} values in the table are for a reference distance of 50 feet from the edge of the roadway. Most residences and associated outdoor activity areas are at a much greater distance from the identified road segments. The existing L_{dn} sound level measured at the nearest outdoor activity area of residential property north of the project is well below 60 dBA; therefore, the applicable threshold is whether project traffic would increase noise by more than 5 dBA L_{dn} .

⁵ Acoustical Engineering Consultants. *Noise Impact Study for the El Dorado County Public Safety Facility Project in Diamond Springs, California* [pg. 18]. September 2015.

Table 4.9-10 Existing and Existing Plus Project Traffic Noise Levels				
Roadway	Segment / Location	Predicted Noise Levels at 50 Feet, dBA L_{dn}		
		Existing	Existing + Project	Change
Missouri Flat Road	100 feet north of Plaza Drive	68	68	0
	North of Forni Road	70	70	0
	South of Forni Road	69	69	0
	100 feet south of China Garden Road	69	69	0
	200 feet north of SR 49	69	69	0
Industrial Drive	West of Missouri Flat Road	54	55	+1
Forni Road	300 feet west of Missouri Flat Road	64	64	0
	North of Enterprise Drive	62	62	0
	South of Enterprise Drive	61	61	0
	200 feet north of SR 49	59	59	0
Enterprise Drive	100 feet east of Forni Road	58	58	0
	300 feet west of Missouri Flat Road	57	57	0
Pleasant Valley Road	1,000 feet west of SR 49 (W)	64	64	0
	East of SR 49 (W)	65	65	0
	West of Missouri Flat Road	68	68	0
	East of Missouri Flat Road	66	66	0

Source: Acoustical Engineering Consultants. September 14, 2015.

As shown in the table, the highest L_{dn} increase (+1 dB) will occur as a result of increased traffic on Industrial Drive because the existing traffic levels are considered low. The increase is limited by the fact that the assumed higher percentage of heavy trucks serving the industrial land surrounding the project site will decrease due to the predominance of normal automobile and small truck activity created by the project. Therefore, traffic-related noise impacts to existing sensitive receptors would be considered *less than significant*.

Mitigation Measure(s)

None required.

4.9-4 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project related to operation. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

Operational noise sources generated from the implementation of the proposed project could potentially affect the noise-sensitive receptors located in the project vicinity. Several new permanent noise sources will be added to the project vicinity as a result of the project. Sources include the indoor firing range, mechanical equipment, a diesel

generator used for emergency power backup, an automobile and boat service shop, and solar power inverters. An outdoor public address system will not be installed for the project.

The County's General Plan Noise Element sets hourly L_{eq} and L_{max} limits for non-transportation sources affecting noise sensitive land uses. The limits would apply to the nearest residential property line(s) only. It should be noted that a church, the Solid Rock Faith Center, with a playground, is located southeast of the project site, in the existing industrial complex. The Solid Rock Faith Center is closer to many of the project's non-transportation sources than the nearest residential areas. The playground and church are considered noise-sensitive uses per Table 6-1 of the El Dorado County General Plan Public Health, Safety, and Noise Element. However, the church and accessory playground are located on land designated as Industrial by the El Dorado County General Plan. Industrial uses are allowed by right on lands designated Industrial, and the General Plan affords protection for industrial uses regardless of whether noise-sensitive uses are located within industrially-designated areas. Therefore, although the church and accessory playground are considered noise-sensitive, due to their location within an Industrial-designated area, the church and playground uses are not subject to the County's noise level standards for noise-sensitive uses included in the General Plan.

Indoor Firing Range

The indoor shooting range is proposed to be located on the east side of the training building, away from residential receptors. Although construction plans are not yet available, the indoor shooting range facility is anticipated to be similar in design to the existing Placer County Sheriff shooting range, which was used for reference purposes in AEC's acoustical analysis for the proposed project. Source hourly L_{eq} sound levels of 59 dBA (L_{max} of 80 dBA) during normal training and 64 dBA (L_{max} of 91 dBA) during semi-automatic rifle fire at a distance of 40 feet were used to predict receiver sound levels at nearby residential property lines over 850 feet away from the proposed buildings. Hourly L_{eq} levels are predicted to be 32 to 37 dBA, while L_{max} sound levels are predicted to reach 53 to 64 dBA at the nearest residents, without considering shielding from the project buildings (assuming doors to the range are on the southeast side of the building). The buildings could provide up to an additional 15 dBA of noise reduction.

The predicted exterior noise levels are lower than the County's 45 dBA hourly L_{eq} limit for nighttime use, and below the County's 55 dBA L_{max} nighttime sound level limit for most shooting activities, except semi-automatic rifle use. The possibility exists that shielding would allow semi-automatic rifle use during all time periods; however, due to the conceptual nature of the current site plan for the proposed project, this cannot be conclusively determined at this time. With implementation of the below mitigation measure, the County shall ensure, through design-level engineering, that all stationary noise sources from the proposed project will be below the County's applicable standards at receiving residential property lines.

Mechanical Equipment and Backup Generator

Three separate systems were analyzed for potential noise impacts: rooftop mechanical equipment for the four buildings, on-grade mechanical equipment for the indoor firing range, and a backup power emergency engine generator on-grade on the southeast side of the project site.

Rooftop Mechanical Equipment for Buildings

Using a worst-case source sound level of 70 dBA at 50 feet for rooftop equipment, hourly L_{eq} sound levels at nearby residential receptors are predicted to reach 45 dBA over 850 feet away. The aforementioned rooftop equipment noise level is less than the daytime and evening limits of 55 and 50 dBA respectively, and is equal to the nighttime limit of 45 dBA. Actual sound levels will be less due to two factors. First, partial shielding is expected from parapet walls or other obstructions. Second, rooftop mechanical equipment is not anticipated to run continuously (especially at night), and any off-cycle time will reduce hourly average levels. Rooftop mechanical equipment is predicted to meet the County's daytime, evening, and nighttime limits without any additional noise reduction. Notwithstanding the above, due to the conceptual nature of the current site plan, the below mitigation measure will ensure that rooftop mechanical equipment will not result in adverse noise impacts.

On-Grade Mechanical Equipment for Indoor Firing Range

Noise levels resulting from the mechanical equipment for the indoor range is predicted to be even lower than that from rooftop equipment, assuming the equipment and full concrete block equipment yard wall enclosure is installed similar to the Placer County facility. Measurements of the equipment were not made without the presence of the concrete block walls, though the levels would likely be at the upper end of what is typical for HVAC systems. Therefore, with implementation of mitigation, which requires the concrete block walls, operational noise impacts from the range mechanical equipment would be less than significant.

Backup Power Emergency Engine Generator

The backup power emergency engine generator will be installed in an enclosure and likely placed on the southeast portion of the site at least 800 feet from the nearest residential property line. Routine testing of the generator will occur during daytime hours only (7:00 AM to 7:00 PM). Emergency use of the generator to support the facility during a power outage is exempt from noise regulations. Assuming the engine generator in the enclosure will be specified to meet 80 dBA or less at 23 feet from the enclosure walls, daytime routine testing is predicted to be below the County's limit of 55 dBA at the nearest residential property lines. With implementation of mitigation, which requires specific design considerations, operational noise impacts from permanently installed mechanical equipment and the emergency generator are predicted to be less than significant.

Vehicle Maintenance

Sound levels from a typical auto repair shop and boat service facility were used to evaluate potential noise impacts at nearby residential property lines. Service facilities rarely produce high sustained noise levels and are instead characterized by short bursts from an impact wrench, tire/wheel machine, etc. Using an hourly average L_{eq} source sound level of 60 dBA at 75 feet from the bay door (at the top end of what was measured at existing service facilities), predicted sound levels at residential receptors are below 40 dBA, even without considering shielding from the facility buildings. Therefore, operational noise impacts from the automobile and boat service bays are predicted to be less than significant.

Solar Farm

The solar farm will place noise sources much closer to the residential property line to the west than any other permanent non-transportation source. Using the source data collected for large solar inverters, sound levels are predicted to be below 40 dBA at the nearest residential property line over 250 feet from the nearest possible inverter. The aforementioned noise level is well below the County's limit of 45 dBA, even for nighttime use. In addition, inverters are only under full load conditions during daytime hours and would significantly drop in noise levels during nighttime hours. Therefore, operational noise impacts from the solar farm are predicted to be less than significant.

Conclusion

The operation of the proposed project would generate new noise sources that could exceed the County's exterior noise level standards and potentially affect the noise-sensitive receptors located in the project vicinity. According to the *Noise Impact Study* prepared by AEC, Inc. specifically for the proposed Public Safety Facility project, operational noise resulting from the proposed vehicle maintenance, rooftop mechanical equipment, and solar farm would be less than significant. However, specific design requirements for the proposed indoor firing range, on-grade mechanical equipment, and emergency generator may be required to reduce operational noise levels. With implementation of the following mitigation measure, impacts related to operational noise sources generated from the proposed project would be considered ***less than significant***.

Mitigation Measure(s)

- 4.9-4 *In conjunction with the submittal of building plans for the Public Safety Facility Project, at which time engineering details will be available for the proposed project, including outdoor equipment specifications and building pad locations, the applicant shall submit a design-level acoustical analysis to the Community Development Agency. The acoustical analysis shall calculate the exterior noise levels at nearby residential property lines, resulting from the project's stationary noise sources, including the indoor firing range and associated outdoor equipment, backup generator, rooftop*

HVAC equipment, and any other outdoor stationary project equipment. If the predicted noise levels at the receiving residential property lines do not exceed the standards specified in Table 6-2 of the El Dorado County General Plan, then no further mitigation is required. If predicted noise levels exceed the noise standards in Table 6-2 at nearby residential property lines, then the acoustical report shall include recommendations to ensure that the noise levels are reduced to levels at or below those shown in Table 6-2. Possible noise attenuation measures, which could be used to achieve the County's noise standards at nearby residential property lines, include but are not limited to:

- *Building and Equipment Orientation: use building placement as a means to shield residential areas from on-site equipment noise sources. Orient exterior doors associated with the indoor range away from residential areas.*

- *Building Materials:*

Indoor Firing Range: possible measures for the indoor firing range include using increased sound ratings for the building shell, and/or sound absorption material on indoor firing range room surfaces, and/or moveable interior partitions.

Rooftop Mechanical Equipment: possible measures include use of solid parapets at least partially blocking the line of sight to rooftop equipment.

Indoor Firing Range (outdoor equipment): concrete block walls (or similar solid construction equaling the weight per square foot of concrete block) shall surround the outdoor mechanical equipment yard housing the indoor shooting range equipment (fans, pumps, filtration, etc.), at a height sufficient to block the line of sight to the nearest residential receptor.

Backup Generator: engine generator and enclosure should be specified to meet 80 dBA or less at a distance of 23 feet from the unit.

All noise attenuation measures recommended in the design-level acoustical study shall be incorporated into the project construction drawings for review and approval by the Community Development Agency.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.9-5 Cumulative impacts on noise-sensitive receptors. Based on the analysis below, the project's contribution to a cumulative impact is *less than cumulatively considerable*.

Table 4.9-11 shows the predicted cumulative traffic noise level increases on the local roadway network for Cumulative (2035) No Project and Cumulative (2035) Plus Project conditions. Predicted L_{dn} values in the table are for a reference distance of 50 feet from the edge of the roadway and represent worst-case conditions at residential receptors. Most residences and associated outdoor activity areas are at a much greater distance from the identified road segments.

The existing L_{dn} sound level measured at the nearest residential property north of the project is well below 60 dBA; therefore, the applicable threshold is whether project traffic would increase noise by more than 5 dBA L_{dn} .

As shown in the table, the highest L_{dn} increase (+1 dB), attributable to the project's incremental contribution to cumulative traffic noise, will occur as a result of increased traffic on Industrial Drive because the existing traffic levels are considerably low. The percentage of heavy trucks relative to other vehicle types on Industrial Drive should decrease once the Public Safety Facility is complete due to the predominance of normal automobile and small truck activity created by the project. Therefore, the project's incremental contribution to cumulative traffic noise impacts will be *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

**Table 4.9-11
Cumulative and Cumulative Plus Project Traffic Noise Levels**

Roadway	Segment / Location	Predicted Traffic Noise Levels L_{dn} , dBA					
		Existing			2035 Cumulative		
		Existing	Existing + Project	Change	Year 2035	Year 2035 + Project	Change
Missouri Flat Road	100 feet north of Plaza Drive	68	68	0	69	69	0
	North of Forni Road	70	70	0	71	71	0
	South of Forni Road	69	69	0	70	70	0
	100 feet south of China Garden Road	69	69	0	69	69	0
	200 feet north of SR 49	69	69	0	68	68	0
Industrial Drive	West of Missouri Flat Road	54	55	+1	55	56	+1
Forni Road	300 feet west of Missouri Flat Road	64	64	0	65	65	0
	North of Enterprise Drive	62	62	0	63	63	0
	South of Enterprise Drive	61	61	0	62	62	0
	200 feet north of SR 49	59	59	0	60	60	0
Enterprise Drive	100 feet east of Forni Road	58	58	0	58	58	0
	300 feet west of Missouri Flat Road	57	57	0	58	58	0
Pleasant Valley Road	1,000 feet west of SR 49 (W)	64	64	0	65	65	0
	East of SR 49 (W)	65	65	0	66	66	0
	West of Missouri Flat Road	68	68	0	69	69	0
	East of Missouri Flat Road	66	66	0	66	66	0

Source: Acoustical Engineering Consultants. September 14, 2015.

4.10. TRANSPORTATION AND CIRCULATION

4.10

TRANSPORTATION AND CIRCULATION

4.10.1 INTRODUCTION

The Transportation and Circulation chapter of the EIR addresses the existing and cumulative transportation and circulation conditions associated with the development of the Public Safety Facility Project (proposed project). The analysis includes consideration of automobile traffic impacts on roadway capacity, transit impacts, bicycle impacts, and pedestrian impacts.

The information contained within this chapter is based on the *Traffic Impact Analysis for El Dorado County Sheriff Headquarters Facility* prepared by KD Anderson & Associates, Inc.¹ All technical calculations are included as an appendix to the Traffic Impact Analysis (TIA), which can be found in Appendix L to this EIR.

4.10.2 EXISTING ENVIRONMENTAL SETTING

The section below describes the transportation and circulation study area and the physical and operational characteristics of the transportation system within the study area, including the surrounding roadway network, transit, rail, bicycle, and pedestrian facilities, and existing traffic operations.

Regional Roadway System

The El Dorado County roadway network is rural in character, but is rapidly urbanizing in the western portion of the County. U.S. Highway 50 (US 50) is the primary transportation corridor extending through the County from west to east that serves all of the County's major population centers, including El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Camino, Pollock Pines, and South Lake Tahoe. Other State highways, County arterials, and a network of local public and private roads constitute the remainder of the roadway system. Access to property is either directly from fronting arterial roads or from public or private local roads, many of which are narrow and unpaved.

The highway network plays an important role in regional travel by connecting to and complementing the local street network. The larger highway and arterial classifications predominantly serve through-travel rather than local trips. Smaller roads function as collectors funneling traffic from local streets to the highways and arterials.

¹ KD Anderson & Associates, Inc. *Traffic Impact Analysis for El Dorado County Sheriff Headquarters Facility*. October 14, 2015.

State Highways

State highways in El Dorado County include freeways, expressways, and conventional highways, which are operated and maintained by the California Department of Transportation (Caltrans). The highways are an integral part of the County's transportation system, serving intercounty and intercity traffic. In addition, interstate and U.S. numbered routes are part of the State highway system. El Dorado County has one U.S. route (US 50) and four other State routes (i.e., State Routes [SRs] 49, 89, 153, and 193).

US 50 is the "backbone" transportation facility in El Dorado County, providing connections to Sacramento County and the state of Nevada. The route accesses nearly all of the recreation areas and tourist attractions for visitors from Sacramento and the San Francisco Bay area. US 50 is also the major commute route to employment locations in the greater Sacramento area and the major shipping route for movement of goods by truck. From the Sacramento County line to Placerville, US 50 is a four-lane freeway with an eastbound truck climbing lane on the steep Bass Lake grade and a short section of high-occupancy vehicle (HOV) lanes from the county line to El Dorado Hills Boulevard. HOV lanes are restricted to carpools (i.e., vehicles with two or more people), vanpools, and buses during morning and evening peak hours. US 50 transitions to a conventional four-lane highway through Placerville and has traffic signals at three major intersections.

SR 49 serves north-south traffic throughout the Sierra Nevada foothills. In and near El Dorado County, SR 49 runs from Plymouth in Amador County through Diamond Springs, Placerville, Coloma, Pilot Hill, and Cool, to Auburn in Placer County. The portions of SR 49 between Plymouth and Placerville, Placerville and Coloma, and Cool and Auburn, contain sections that are narrow, winding, and steep.

Study Area

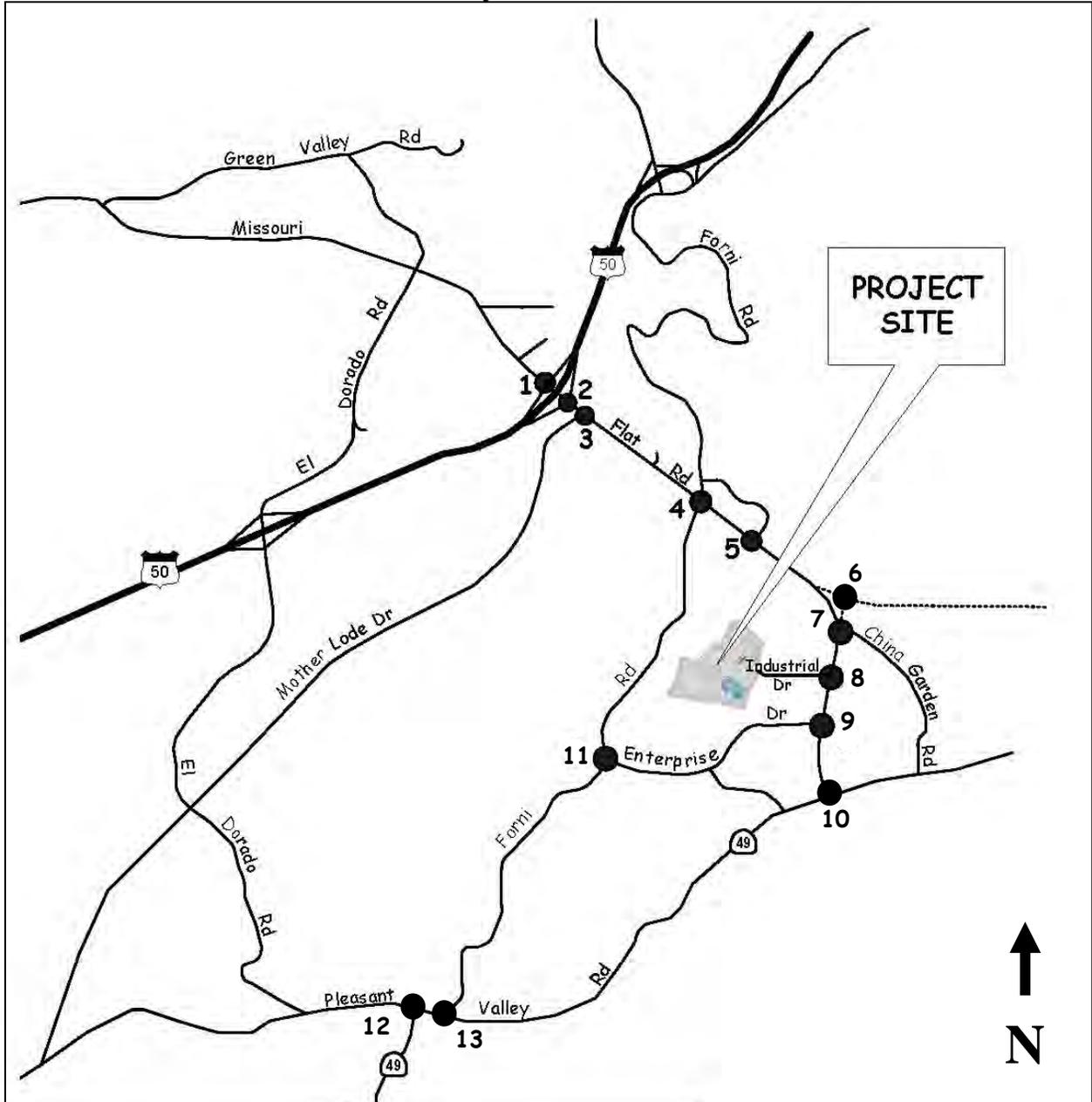
The proposed project's transportation and circulation study area includes 12 existing intersections (see Figure 4.10-1, Study Intersections).

Intersections

The following 12 study intersections were selected to be included in the study area, based on coordination with El Dorado County staff. Under the Year 2025 and Year 2035 conditions, one (1) additional future intersection was evaluated: Missouri Flat Road / Diamond Springs Parkway. These future scenarios are evaluated in the Cumulative Impacts section at the end of this chapter.

1. Missouri Flat Road / Westbound (WB) US 50 ramps;
2. Missouri Flat Road / Eastbound (EB) US 50 ramps;
3. Missouri Flat Road / Mother Lode Drive;
4. Missouri Flat Road / Forni Road;
5. Missouri Flat Road / Golden Center Drive;
6. Missouri Flat Road / China Garden Road;
7. Missouri Flat Road / Industrial Drive;

**Figure 4.10-1
Study Intersections**



Source: KD Anderson & Associates, Inc., 2015.

8. Missouri Flat Road / Enterprise Drive;
9. Missouri Flat Road / Pleasant Valley Road (SR 49);
10. Forni Road / Enterprise Drive;
11. Pleasant Valley Road (SR 49) / SR 49 South; and
12. Pleasant Valley Road (SR 49) / Forni Road.

The **Missouri Flat Road / WB US 50 ramps intersection** is controlled by a coordinated traffic signal. The Missouri Flat Road approaches feature dual northbound left turn lanes and a separate southbound right turn lane. The four lane exit from US 50 is configured with a dual left turn lane and dual right turn lanes.

The **Missouri Flat Road / EB US 50 ramps** intersection is controlled by a coordinated traffic signal. The Missouri Flat Road approaches feature dual southbound left turn lanes and a separate northbound right turn lane. The three lane exit from US 50 is configured with a separate left turn lane and right turn lanes, as well as a combined left, thru, and right turn lane.

The **Missouri Flat Road / Mother Lode Drive intersection** is signalized and located approximately 250 feet from the EB US 50 ramps intersection. The Missouri Flat Road approaches have separate left turn and right turn lanes. The eastbound Mother Lode Drive approach has three lanes configured as dual left turns and a separate right turn lane.

The **Missouri Flat Road / Forni Road intersection** is signalized and located approximately ½-mile south of the Mother Lode Drive intersection. The Missouri Flat Road approaches each include separate left turn and right turn lanes. The Forni Road approaches have separate left turn, thru, and right turn lanes, and a second left turn lane has been provided on the eastbound approach.

The **Missouri Flat Road / Golden Center Drive intersection** is located approximately 1,100 feet south of Forni Road. The signalized intersection includes separate left turn lanes on the Missouri Flat Road approaches and a separate right turn lane on the southbound approach. The Golden Center Drive approaches are single lanes which operate with permitted phasing.

The **Missouri Flat Road / China Garden Road intersection** is located approximately 2,100 feet south of Golden Center Drive. The unsignalized intersection includes single lanes along Missouri Flat Road with a separate left turn lane on the southbound approach. A two-way-left-turn-lane (TWLTL) is present on the northbound approach of Missouri Flat Road and north of the southbound left turn lane. The China Garden Road approach consists of a single lane which is stop controlled.

The **Missouri Flat Road / Industrial Drive intersection** is located approximately 600 feet south of China Garden Road. The unsignalized intersection includes single lanes along Missouri Flat Road with a TWLTL present along Missouri Flat Road. The Industrial Drive approach consists of a single lane, which is stop controlled.

Several driveways exist in the area of the Missouri Flat Road / Industrial Drive intersection. Two driveways are located on the east side of the intersection: the north driveway is located about 120

feet from the intersection, and the south driveway is located about 70 feet from the intersection. In addition, two driveways are located in the southwest quadrant of the intersection: one driveway is located directly adjacent to Industrial Drive, and a second driveway is located about 300 feet to the south of the intersection.

The **Missouri Flat Road / Enterprise Drive intersection** is located along a two lane section of Missouri Flat Road. A TWLTL is available on Missouri Flat Road. The eastbound Enterprise Drive approach is controlled by a stop sign.

The **Missouri Flat Road / Pleasant Valley Road (SR 49) intersection** is located at the southern end of Missouri Flat Road. The intersection is controlled by an actuated traffic signal. The Pleasant Valley Road approaches have single through lanes in each direction, dual eastbound left turn lanes, and a separate westbound right turn lane. The two-lane southbound approach on Missouri Flat Road is configured as separate left turn and right turn lanes, and the right turn “overlaps” the eastbound left turn phase.

The **Forni Road / Enterprise Drive intersection** is located approximately midway between Missouri Flat Road and Pleasant Valley Road. Enterprise Drive provides the only direct connector along Forni Road to either Missouri Flat Road or Pleasant Valley Road. The intersection is stop controlled along Enterprise Drive and includes single lanes along all approaches.

The **Pleasant Valley Road (SR 49) / SR 49 South intersection** is located about two miles southwest of the project site. The intersection is all-way stop controlled. Eastbound Pleasant Valley Road and northbound SR 49 have single-lane approaches and westbound Pleasant Valley Road includes a left turn lane and a through lane.

The **Pleasant Valley Road (SR 49) / Forni Road intersection** is located about 500 feet east of the SR 49 South intersection. The intersection is stop controlled along Forni Road, which intersects Pleasant Valley Road at about a 30 degree skew to the northeast. All roadway approaches are single lane.

Common Traffic Analysis Terms

Level of service (LOS) is a qualitative measure of traffic operating conditions, whereby a letter grade, from A to F is assigned, based on quantitative measurements of delay per vehicle. The grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions, and LOS F represents severe delay under stop-and-go conditions.

Table 4.10-1 summarizes the relationship between delay and LOS for signalized and unsignalized intersections. The delay ranges for unsignalized intersections are lower than those for signalized intersections, as drivers expect less delay at unsignalized intersections.

Table 4.10-1 Intersection LOS Criteria			
Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
A	Uncongested operations, all queues clear in a single-signal cycle. Delay < 10.0 sec	Little or no delay. Delay < 10 sec/veh	Completely free flow.
B	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and < 20.0 sec	Short traffic delays. Delay > 10 sec/veh and < 15 sec/veh	Free flow, presence of other vehicles noticeable.
C	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and < 35.0 sec	Average traffic delays. Delay > 15 sec/veh and < 25 sec/veh	Ability to maneuver and select operating speed affected.
D	Significant congestion of critical approaches, but intersection is functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and < 55.0 sec	Long traffic delays. Delay > 25 sec/veh and < 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and < 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and < 50 sec/veh	At or near capacity, flow quite unstable.
F	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.
Note: sec/veh = seconds per vehicle			
Source: Highway Capacity Manual (Transportation Research Board 2010).			

Existing Intersection Operations

The existing operations at the study intersection, including LOS and average delay, are described below.

Existing Intersection LOS and Average Delay

Existing traffic counts were conducted in July and October 2014. Table 4.10-2 shows the existing delay and LOS results at the study intersections. The table shows that all of the study intersections, except the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections, currently operate with acceptable LOS during the AM and PM peak hours. The side street approaches at the China Garden Road intersection will operate at LOS F conditions in the AM peak hour. The eastbound approach at China Garden Road is a

driveway with less than five vehicles entering Missouri Flat Road. The eastbound Enterprise Drive approach will operate at LOS F in both peak periods.

**Table 4.10-2
Peak Hour Level of Service at Intersections – Existing Conditions**

Location	Control	AM Peak Hour		PM Peak Hour		Traffic Signal Warranted?
		LOS	Average Delay	LOS	Average Delay	
1. Missouri Flat Rd. / WB US 50 ramps	Signal	B	18.4	B	17.6	N/A
2. Missouri Flat Rd. / EB US 50 ramps	Signal	B	16.2	C	21.5	N/A
3. Missouri Flat Rd. / Mother Lode Dr.	Signal	A	8.5	A	8.6	N/A
4. Missouri Flat Rd. / Forni Rd.	Signal	C	21.5	C	22.4	N/A
5. Missouri Flat Rd. / Golden Center Dr.	Signal	B	14.8	C	21.0	N/A
6. Missouri Flat Rd. / Diamond Springs Pkwy. (future intersection)	Signal	N/A	N/A	N/A	N/A	N/A
7. Missouri Flat Rd. / China Garden Rd.	EB/WB					Yes ¹
NB Left	Stop	(Δ)	(Δ)	(B)	(10.6)	
SB Left		(B)	(11.2)	(A)	(9.8)	
EB		(F)	(185.9)	(C)	(18.6)	
WB		(F)	(55.9)	(E)	(43.5)	
8. Missouri Flat Rd. / Industrial Dr.	EB Stop					No
NB Left		(A)	(8.9)	(B)	(10.9)	
EB		(C)	(17.8)	(C)	(24.5)	
9. Missouri Flat Rd. / Enterprise Dr.	EB/WB					Yes ²
NB Left	Stop	(A)	(8.7)	(B)	(10.5)	
SB Left		(B)	(10.2)	(A)	(8.7)	
EB		(F)	(99.1)	(F)	(250.8)	
WB		(C)	(23.7)	(E)	(40.0)	
10. Missouri Flat Rd. / Pleasant Valley Rd.	Signal	B	18.7	B	20.0	N/A
11. Forni Rd. / Enterprise Dr.	WB					No
SB Left	Stop	(A)	(7.9)	(A)	(7.7)	
WB		(B)	(11.2)	(B)	(11.3)	
12. Pleasant Valley Rd. / SR 49	AWS	E	41.7	C	20.8	Yes ¹
13. Pleasant Valley Rd. / Forni Rd.	SB Stop					Yes ¹
SB		(E)	(39.3)	(B)	(14.9)	
EB Left		(A)	(9.0)	(B)	(8.4)	

Notes:

Bold indicates unacceptable operations.

¹ = meets peak hour warrant in AM and PM peak hour

² = meets peak hour warrant in PM peak hour

Δ = no volume

(xx) = delay and level of service for side street traffic using Synchro 2010 including TWLTL analysis

Source: KD Anderson & Associates, Inc., 2015.

Existing Traffic Signal Warrants

The peak hour traffic signal warrant is currently met at four intersections. These include China Garden Road at Missouri Flat Road, Enterprise Drive at Missouri Flat Road, Pleasant Valley Road at SR 49, and Forni Road at Pleasant Valley Road. The warrant is met in the PM period only at the Enterprise Drive at Missouri Flat Road intersection, and is met during both peak periods at the remaining three. The Pleasant Valley Road / SR 49 and Forni Road / Pleasant Valley Road intersections operate within accepted County LOS thresholds, while the China Garden Road / Missouri Flat Road intersection, and the Enterprise Drive / Missouri Flat Road intersection, will operate with at least one approach operating at LOS F.

Transit System

The El Dorado County Transit Authority (EDCTA) offers local fixed route, regional commuter route, dial-a-ride and paratransit services. One local fixed route, the Diamond Springs (DS) route, passes the project site along Missouri Flat Road. The DS route is about ¼-mile from the project site. The route travels along Missouri Flat Road to Pleasant Valley Road and loops along Racquet Way before returning to Missouri Flat Road on the way to Folsom Lake College. The route operates from about 7:00 AM to about 6:00 PM Monday through Friday at one-hour headways. Transit passengers can also use other routes to travel to the Missouri Flat Road Transit Center where passengers can transfer to the DS route.

In addition, EDCTA operates commuter routes to downtown Sacramento Monday through Friday. A park-and-ride lot is available along Commerce Way, between Enterprise Drive and Pleasant Valley Road. Four inbound routes to Sacramento operate from the Commerce Way lot between 5:30 AM and 6:00 AM. Ten return trips from Sacramento are available but are 'request only' stops.

The *Western El Dorado County Short and Long Range Transit Plan* has identified improvements for transit service in the Diamond Springs area. Short-range improvements include beginning the route schedule at 6:00 AM, extending the existing weekday route schedule by one hour at the end of the day, and instituting Saturday service between 9:00 AM and 5:00 PM. Long-range improvements include revising the route as a result of the construction of Diamond Springs Parkway between Missouri Flat Road and Diamond Road.

Bicycle/Pedestrian System

The *El Dorado County Bicycle Transportation Plan* establishes a system of ultimate bikeways within the El Dorado County area and includes the following system classifications:

- **Class I Bike Path** – Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Class I bike paths must have a minimum paved width of eight feet (2.4 meters) for two-way travel and five feet (1.5 meters) for one-way travel. Bike paths closer than five feet (1.5 meters) from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching onto the roadway.

- Class II Bike Lane – Provides a striped lane for one-way bicycle travel on a street or highway. The minimum width for a bike lane is four feet (1.2 meters), but can be wider depending on adjacent parking, curb, and gutter configurations.
- Class III Bike Route – Provides for shared use with pedestrian and motor vehicle traffic. Signs or permanent markings designate a bike route, and minimum width requirements do not exist as bike routes are shared use facilities.

El Dorado County has approximately 10 miles of Class I, six miles of Class II, and no Class III bike routes. The existing Class I routes are El Dorado Hills Boulevard, from Green Valley Road to Serrano Parkway, and the El Dorado Trail, from Mosquito Road to Parkway Road.

Designated Class II bicycle facilities (bike lanes) exist along Missouri Flat Road, from Golden Center Drive to Plaza Drive (see Figure 4.10-2). Paved shoulders are present along most of Missouri Flat Road between Golden Center Drive and Pleasant Valley Road; however, these shoulders are not designated bicycle lanes. Narrow paved shoulders are also present along Forni Road between Missouri Flat Road and Pleasant Valley Road; these shoulders are generally less than one-foot wide and are not viable for bicyclists. Industrial Drive does not have marked bicycle facilities.

Future bicycle facilities include the extension of Class II bike lanes along Missouri Flat Road to Pleasant Valley Road, Class II bike lanes along Enterprise Drive and Commerce Way, Class II bike lanes along Forni Road from Enterprise Drive to Missouri Flat Road, and a Class I bike path along the Sacramento Placerville Transportation Corridor, as part of the El Dorado Trail.

Sidewalk is present along both sides of Missouri Flat Road, south of Golden Center Drive, to the north of the site. The sidewalk extends about 300 feet south on the west side, and about 550 feet south on the east side. The remaining roadways in the project vicinity do not have sidewalk and pedestrians have to walk along the shoulders of these facilities.

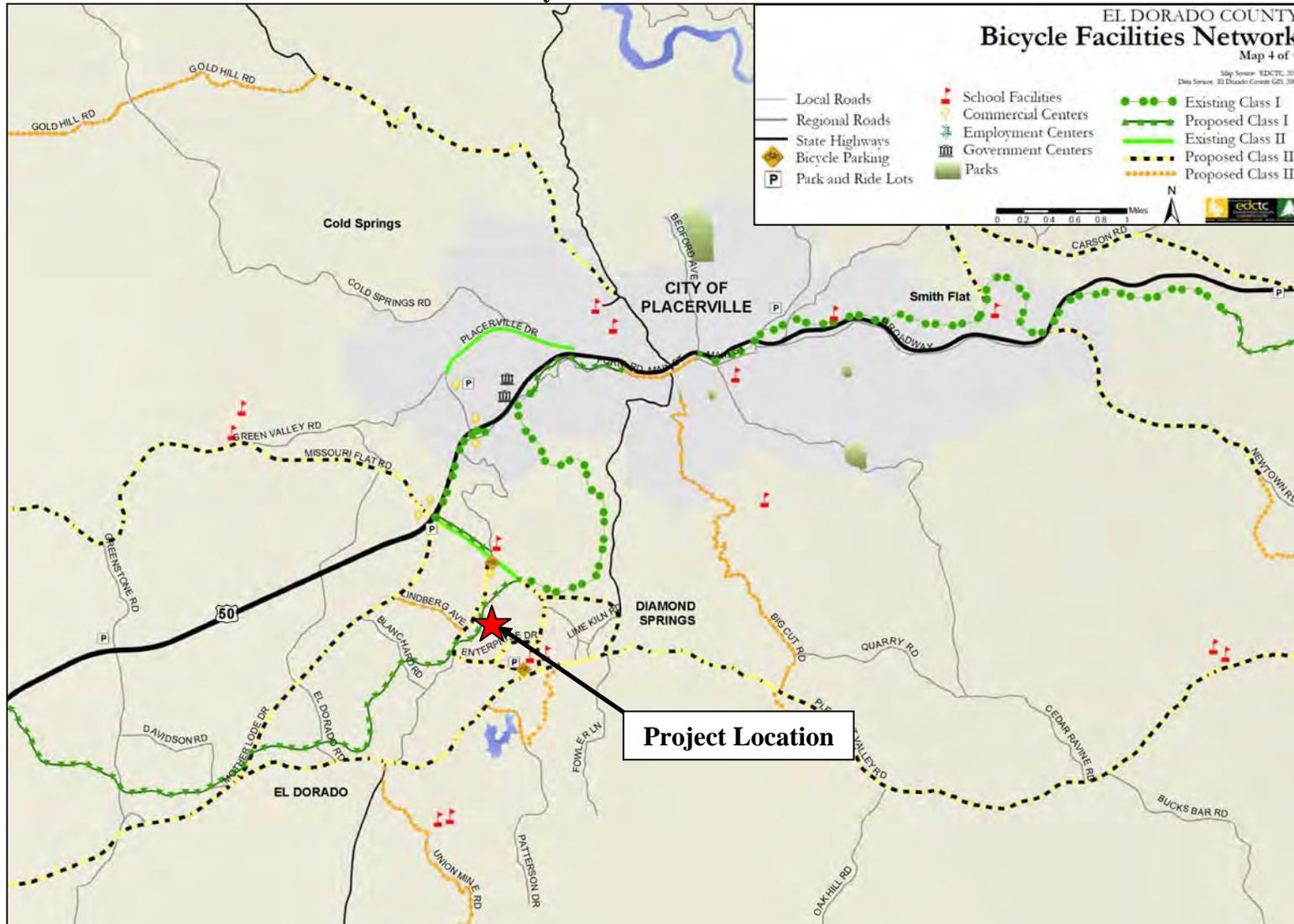
4.10.3 REGULATORY CONTEXT

Existing transportation policies, laws, and regulations that would apply to the proposed project are summarized below and provide a context for the impact discussion related to the project's consistency with the applicable regulatory conditions.

Federal Regulations

Known federal plans, policies, regulations, or laws related to transportation and circulation that would affect the proposed project do not exist.

**Figure 4.10-2
 Bicycle Facilities Network**



Source: El Dorado County Transportation Commission. Bicycle Transportation Plan [Map 4 of 6]. November 9, 2010.

State Regulations

Caltrans is responsible for planning, designing, constructing, operating, and maintaining all State-owned roadways in El Dorado County. Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the State highway system within El Dorado County need to be approved by Caltrans. El Dorado County does not have the ability to unilaterally make improvements to the State highway system.

Guide for the Preparation of Traffic Impact Studies

Caltrans' *Guide for the Preparation of Traffic Impact Studies* (December 2002) provides guidance on the evaluation of traffic impacts to State highway facilities. The document outlines when a traffic impact study is needed and what should be included in the scope of the study.

Transportation Concept Report (US Highway 50)

The *Transportation Concept Report and Corridor System Management Plan, United States Route 50* (Caltrans 2010) is a long-range planning document that identifies existing route conditions and future needs, including existing and forecasted travel data and a concept LOS standard. The document addresses mobility needs over the next 20 years.

Corridor System Management Plan (US Highway 50)

The *Highway 50 Corridor System Management Plan* (Caltrans 2009) contains the 20-year improvement concept for US 50 and forecasted LOS. For the segment of US 50 within the study area (Missouri Flat Road to end of freeway in Placerville), the ultimate facility concept is a four-lane freeway with auxiliary lanes and Intelligent Transportation System (ITS) improvements. The ITS improvements, to be constructed throughout the facility, include the installation of various ITS technologies, auxiliary lanes, transition lanes, passing lanes, ramp metering, intersection improvements, interchange improvements, ramp widening, bus/carpool lanes and connectors and other improvements appropriate to the context of the interchanges to be improved. The concept service level for US 50 is LOS F because improvements necessary to achieve LOS E are not considered feasible due to environmental, right-of-way, financial, and other constraints.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional greenhouse gas (GHG) reduction targets, and land use and housing allocations. SB 375 requires each metropolitan planning organization (MPO), such as the Sacramento Area Council of Governments (SACOG), to adopt a sustainable communities strategy (SCS) or alternative planning strategy that will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). SACOG adopted the SCS in April, 2012. The California Air Resources Board (CARB), in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. The reduction targets will be updated every 8 years, but can be

updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or alternative planning strategy for consistency with its assigned targets.

Local Regulations

The following are the local government's environmental policies relevant to transportation and circulation.

Sacramento Area Council of Governments (SACOG)

SACOG is an association of local governments from six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2035 MTP/SCS was adopted by the SACOG board in 2012.

El Dorado County Capital Improvement Program

The El Dorado County Capital Improvement Plan (CIP) represents the El Dorado County Community Development Agency's (CDA's) strategy for infrastructure development and maintenance. The CIP is a multi-year planning document that identifies capital projects and provides a schedule and funding options. By providing a planned schedule, cost estimates, and location of public sector investments, the CIP provides private sector decision-makers with valuable information on which to base investment decisions. The CIP also provides local elected officials and the public with valuable information concerning proposed public facilities and their associated costs. With regards to traffic, the transportation improvement fund receives impact fees and grants.

El Dorado County Bikeway Master Plan

The existing El Dorado County Bikeway Master Plan was developed by a citizen committee in 1979 in cooperation with the County Parks and Recreation Commission. The Board of Supervisors adopted the plan on March 11, 1980. The plan was intended to develop a system of bikeway facilities to safely provide for bicycle travel for transportation and recreational purposes. The County is in the process of revising the Bikeway Master Plan to reflect changes in development patterns since the 1980s.

El Dorado County Hiking and Equestrian Trails Master Plan

The Hiking and Equestrian Trails Master Plan was adopted by the Board of Supervisors in April 1989. The plan provides guidance on the development of recreational trails for walking, hiking,

and horseback riding. The County is in the process of revising the Hiking and Equestrian Trails Master Plan to reflect changes in development patterns since the 1980s.

Diamond Springs and El Dorado Area Mobility and Livable Community Plan (DSEDAMLCP)

The *Diamond Springs and El Dorado Area Mobility and Livable Community Plan* (DSEDAMLCP) is a community-based study of transportation modes within the El Dorado Diamond Springs Community Region as defined by the *2004 El Dorado County General Plan*. The DSEDAMLCP is part of a larger effort by El Dorado County, Caltrans and the El Dorado County Transportation Commission (EDCTC) to proactively coordinate regional transportation planning in the project area. The purpose of the study is to provide the communities of Diamond Springs and El Dorado options from which they can make informed decisions about transportation infrastructure improvements that will help shape the future of their community. The overall goal of the study is to improve mobility and access for all users within the region by creating multi-modal transportation links between residential neighborhoods, commercial districts, and the historic downtown districts of El Dorado and Diamond Springs that are consistent with the Diamond Springs and El Dorado Community Values adopted by the Pedestrians on Fowler Lane Diamond Springs and El Dorado Area Mobility and Livable Community Plan Diamond Springs Community Advisory Committee on June 20, 2013.

In addition to making travel more efficient for residents within the project area, the goal is to also increase mobility to the area or through the area to reach regional destinations. The increased multi-modal mobility and access will enhance the communities of Diamond Springs and El Dorado and provide the framework to preserve their rural and historic character while accommodating future travel demand within the study area. Potential transportation improvements to meet this goal include new roadway connections, additional bicycle facilities, completion of sidewalk networks, and other streetscape and circulation improvements to the downtown districts of Diamond Springs and El Dorado.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* related to transportation and circulation are applicable to the proposed project.

Transportation and Circulation Element

Goal TC-X To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Policy TC-Xd Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway

Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.

Policy TC-Xe For the purposes of this Transportation and Circulation Element, “worsen” is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily; or
- B. The addition of 100 or more daily trips; or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Policy TC-Xf At the time of approval of the tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards as detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County’s 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards as detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County’s 20-year CIP.

Policy TC-Xg Each development project shall dedicate right-of-way and construct or fund improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way

and construction of road facilities as a condition of the development. For road improvements that provide significant benefit to other development, the County may allow a project to fund its fair share of improvement costs through traffic impact fees or receive reimbursement from impact fees for construction of improvements beyond the project's fair share. The amount and timing of reimbursements shall be determined by the County.

Goal TC-2 To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

Policy TC-2d The County shall encourage the development of facilities for convenient transfers between different transportation systems (e.g., rail-to-bus, bus-to-bus).

Goal TC-3 To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

Policy TC-3d The County shall encourage new development within Community Regions and Rural Centers to provide appropriate on-site facilities that encourage employees to use alternative transportation modes. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

4.10.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to transportation and circulation.

Standards of Significance

According to CEQA guidelines, a significant impact would occur if the proposed project would result in the following:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

With respect to the first threshold, the significance of the impact on traffic operating conditions is based on a determination of whether project-generated traffic results in roadway or intersection operating conditions below acceptable standards as defined by El Dorado County. A project's impact on traffic conditions is considered significant if implementation of the project would result in LOS changing from levels considered acceptable to levels considered unacceptable, or if the project would significantly worsen an already unacceptable LOS without the project.

LOS policies for the project area are defined in the General Plan and have been used to identify acceptable LOS in this evaluation.

Intersection LOS Analysis

Policy TC-Xd of the El Dorado County identifies LOS E as the acceptable LOS on roadways and State highways within the unincorporated areas of the County in the Community Regions, and LOS D in the Rural Centers and Rural Regions, except as specified in the General Plan. The proposed project site is located within a Community Region; therefore, LOS E is the minimum acceptable standard.

Worsening of conditions at facilities already operating at unacceptable levels of service is also considered a significant impact. The County's General Plan Policy TC-Xe defines "worsen" as any of the following conditions:

- A two percent increase in traffic during the AM peak hour, PM peak hour, or daily trips;
- The addition of 100 or more daily trips; or
- The addition of 10 or more trips during the AM peak hour or the PM peak hour.

When a project identifies an impact on the County's roadway network for a scenario with or without the project, a separate analysis must be done to identify what improvements are needed for mitigation and when the improvements must be in place. The timing of the mitigation must be in compliance with General Plan Policy TC-Xf [part pertaining to non-residential projects is reproduced below]:

For all other discretionary projects [i.] that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements

necessary to maintain or attain Level of Service standards as detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Projects that have impacts to Caltrans facilities shall use Caltrans LOS standards and significance thresholds in conjunction with the requirements of El Dorado County General Plan Circulation Policy TC-Xd.

Issues Not Discussed Further

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), potential impacts to a substantial increase in hazards due to a design feature and inadequate emergency access were determined to have a less-than-significant impact. In addition, changes in air traffic patterns as a result of the proposed project were determined to have no impact. Impacts related to hazards due to design features, emergency access, and air traffic patterns are not examined further in this EIR.

Method of Analysis

The analysis methodology provided in the TIA prepared for the proposed project by KD Anderson & Associates is discussed below.

Analysis Scenarios

The following analysis scenarios are included in this chapter:

- **Existing (2014) Traffic Condition:** Presents operating conditions as of 2014. Existing Conditions represents the baseline condition, upon which project impacts are evaluated.
- **Existing (2014) Plus Project Condition:** The trips generated by the proposed project were superimposed onto the Existing (2014) traffic conditions, and resulting peak hour LOS were calculated.
- **Year 2025 Traffic Condition:** Pursuant to El Dorado County traffic study guidelines, Year 2025 conditions were identified based on interpolation between current traffic volumes and Year 2035 traffic volume forecasts made for the DSEDAMLCP. The process indicated that at various locations, peak hour traffic volumes in the area may increase by five to nine percent over the next five years. Approved and pending projects were also added to the forecasts to arrive at baseline 2025 traffic volumes.
- **Year 2025 Plus Project Traffic Condition:** The trips generated by the proposed project were superimposed onto the Year 2025 traffic conditions, and resulting peak hour LOS were calculated.
- **Year 2035 Traffic Condition:** Turning movement volumes were projected for Year 2035, which reflect the effects of local and regional development, as well the results of community-wide circulation improvements.
- **Year 2035 Plus Project Traffic Condition:** The trips generated by the proposed project were superimposed onto the Year 2035 traffic conditions, and resulting peak hour LOS were calculated.

Intersections

The analysis techniques presented in the *2010 Highway Capacity Manual* were used to calculate LOS and to provide a basis for describing existing traffic conditions and evaluating the significance of project traffic impacts.

Synchro-SimTraffic software was utilized in order to account for the effects of closely-spaced traffic signals along Missouri Flat Road. The files originally developed for the El Dorado County Transportation Commission's *DSEDAMLCP* were obtained and, in consultation with El Dorado County Department of Transportation (DOT) and KD Anderson and Associates, Inc., applicable adjustments were made to reflect current geometry and operational characteristics. The software is a stochastic model, i.e., randomness is present when running the simulations. The results will vary within each scenario and between scenarios, which may result in some intersections having lower delays in the Plus Project scenario than in the No Project scenario. The simulation results contained herein reflect the average of the mean 10 one-hour simulation runs selected from a 20 run sample. Each run employed a 10-minute seeding period.

SimTraffic is not currently able to analyze two-stage gap analysis with TWLTL. According to Trafficware, the program architecture "needs considerable changes to the driver lane choice, gap acceptance methods." Trafficware is continuing to look into these elements while the FHWA continues to look into new algorithms through their Next Generation Simulation Program. Because TWLTL analysis is unavailable using SimTraffic, intersections with TWLTL's were evaluated using Synchro 2010 methodology, which does analyze gap acceptance with TWLTL's.

The intersection LOS presented in the following analysis are based on the weighted average total delay per vehicle for the intersection as a whole at signalized intersections and at locations controlled by all-way stops. The average delay experienced by motorists yielding the right of way is the basis for identification of LOS at locations controlled by side street stop signs.

It should be noted that the TIA included technical analysis of peak hour queues at signalized intersections in the vicinity of the project. The peak hour queue information is available in the traffic study, attached to this EIR as Appendix L.

Traffic Signal Warrants Analysis

Traffic signal warrants are a series of standards which provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should typically not be installed if none of the warrants are met. The installation of signals where none of the warrants are met would increase delays on the previously-uncontrolled major street, resulting in an undesirable increase in overall vehicle delay at the intersection. In addition, signalization may increase the occurrence of particular types of accidents. Therefore, if signals are installed where signal warrants are not met, the detriment of increased accidents and overall delay may be greater than the benefit in traffic operating conditions on movements operating below the

significance threshold. Signal warrants provide an industry-standard basis for identifying when the adverse effect on the worst movement is substantial enough to warrant signalization.

The extent to which existing or projected traffic volumes may justify signalization at unsignalized intersections has been determined based on consideration of traffic signal warrants presented in the *Manual of Uniform Traffic Control Devices, 2012*. For the following analysis, the volume thresholds associated with Warrant 3 (Peak Hour Volume) have been assessed. In addition, the “rural” criteria have been employed along Missouri Flat Road based on speed limits in excess of 40 miles per hour (mph). The “rural” criteria were also used along Forni Road based on the road characteristics.

At unsignalized intersections, a traffic impact is considered "adverse" if the agency LOS standard is exceeded but the projected traffic does not satisfy traffic signal warrants. Under these conditions, the means to completely alleviate delays to stop controlled vehicles may be to install a traffic signal. However, the unmet signal warrants would imply that the reduction in delay for the stop-controlled vehicles may not justify the new delays that would be incurred by the major street traffic (which is currently not stopped). An alternative to a traffic signal could be installation of a roundabout.

Existing Plus Project Condition

Project Trip Generation

Trip generation is determined by identifying the type and size of land use being developed. Recognized sources of trip generation data may then be used to calculate the total number of trip ends resulting from the day-to-day operation of the project.

The trip generation for the proposed project was developed based on the existing usage statistics occurring at the existing sheriff facility. Sheriff’s Department staff provided data for the various employees including time and days of shifts for each work group (i.e., patrol deputies, school resource officers, records, dispatch, etc.), as well as visitors to the Department. As shown in Table 4.10-3, the data indicates that the AM peak hour occurs between 7:00 AM and 8:00 AM, and the PM peak hour occurs between 5:00 PM and 6:00 PM. The project is expected to generate 494 daily trips, 116 AM peak hour trips, and 117 PM peak hour trips.

In addition, the project includes a seven-acre solar farm adjacent to the Public Safety Facility. The trips projected for the solar farm facility will be limited to maintenance and operation of the site. KD Anderson & Associates, Inc. conducted a transportation study for the Castor Solar Project located in Taft, California in March, 2014 for a 1.5 megawatt solar facility on 12 acres. The trip generation for the Castor Solar Project included on-site maintenance two to four times annually, occurring for three to five days, with up to three employees cleaning the solar panels. Based on this data, trip generation for the proposed seven-acre solar facility will not occur daily and is projected to be nominal.

**Table 4.10-3
Projected Trip Distribution**

Staff (#)	Staff In/Out	Time (AM)											Time (PM)												
		12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
Commute To/From Site																									
Patrol	Team 1/2 In						11		5																
	Team 1/2 Out																			11			5		
	Team 3/4 In																7		11						
	Team 3/4 Out						7		11																
Search and Rescue Ops.	Officer 1 In							1																	
	Officer 1 Out																			1					
	Officer 2 In							1																	
	Officer 2 Out																			1					
Special Enforcement Detail	Sergeant In												1											1	
	Sergeant Out																								
	Deputy In												4											4	
	Deputy Out																								
Records (13)	In								9							1		1						2	
	Out	1			1						2										9				
Dispatch (24)	In							6														6			
	Out									6											6				
Dispatch Manager	In								1																
	Out																			1					
Office – Non-Shift	In								88																
	Out																			88					
Volunteers (5)	In									1	1	1		1		1									
	Out											1		1		1		1	1						
Volunteers (49)	In									4	5	5	5	7	6	5	6	6							
	Out										2	5	5	5	6	7	5	5	6	3					
Patrol Movement To/From Site																									
Patrol Activity	Team 1/2 In																			11		5			
	Team 1/2 Out							11		5															
	Team 3/4 In				7		11																		
	Team 3/4 Out																	7		11					
Search and Rescue Ops.	In																		2						
	Out								2																
Volunteers	In													1			1								
	Out									1			1												
Total (494)		1	0	0	8	0	29	19	116	19	13	12	16	15	14	13	18	22	117	28	16	6	5	2	5

Notes: [] = peak hours

Source: KD Anderson & Associates, Inc., 2015.

Project Trip Distribution

The trip distribution was split into sheriff patrol and sheriff office staff. The distribution of project traffic was developed generally based on the patrol areas, including school locations. A select link analysis was completed using the County’s Travel Demand Model (TDM) to determine the trip distribution for office staff; patrol vehicles will circulate throughout the west slope of El Dorado County. An adjustment was also made for traffic along Missouri Flat Road, as the TDM appears to direct vehicles to Diamond Road instead of Missouri Flat Road to travel toward Placerville. After discussion with County staff, a 10 percent shift in traffic from Diamond Road to Missouri Flat Road was made in the select link distribution.

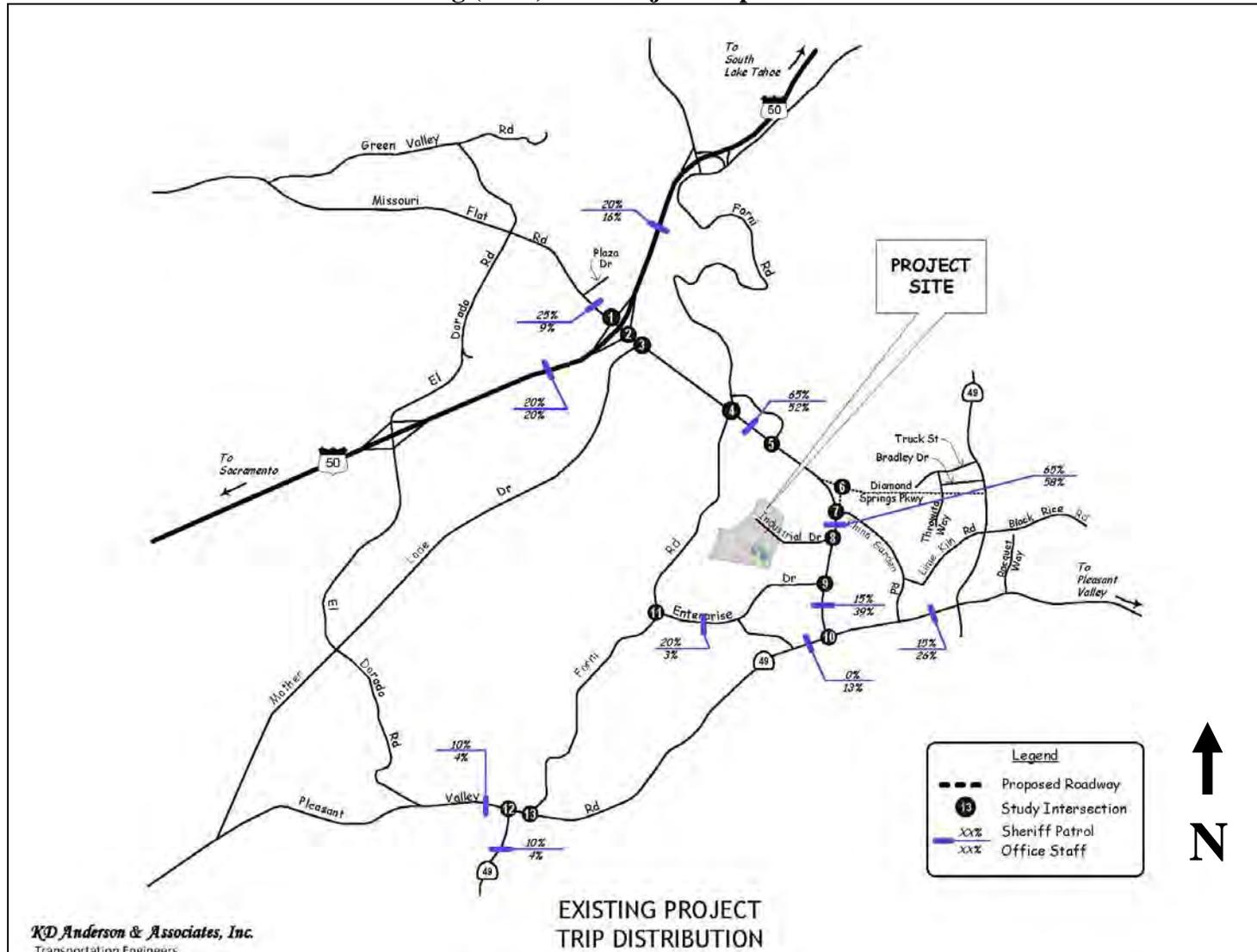
Table 4.10-4 presents the projected trip distribution percentages for the project. Figure 4.10-3 presents the trip distribution percentages generated by the project, while Figure 4.10-4 presents the project trips generated.

Table 4.10-4 Project Trip Distribution			
Direction	Route	Distribution	
		Sheriff Patrol	Office Staff
North	Via Missouri Flat Road	25%	9%
	Internal: Diamond Springs traffic via Missouri Flat Road	0%	13%
South	To SR 49	10%	4%
	Internal: Diamond Springs traffic via Missouri Flat Road and Pleasant Valley Road	0%	8%
East	To US 50 via Missouri Flat Road	20%	16%
	Via Pleasant Valley Road	15%	26%
West	To US 50 via Missouri Flat Road	20%	20%
	Via Pleasant Valley Road	10%	4%
<i>Total</i>		100%	100%
<i>Source: KD Anderson & Associates, Inc., 2015.</i>			

Existing Plus Project Intersection Levels of Service

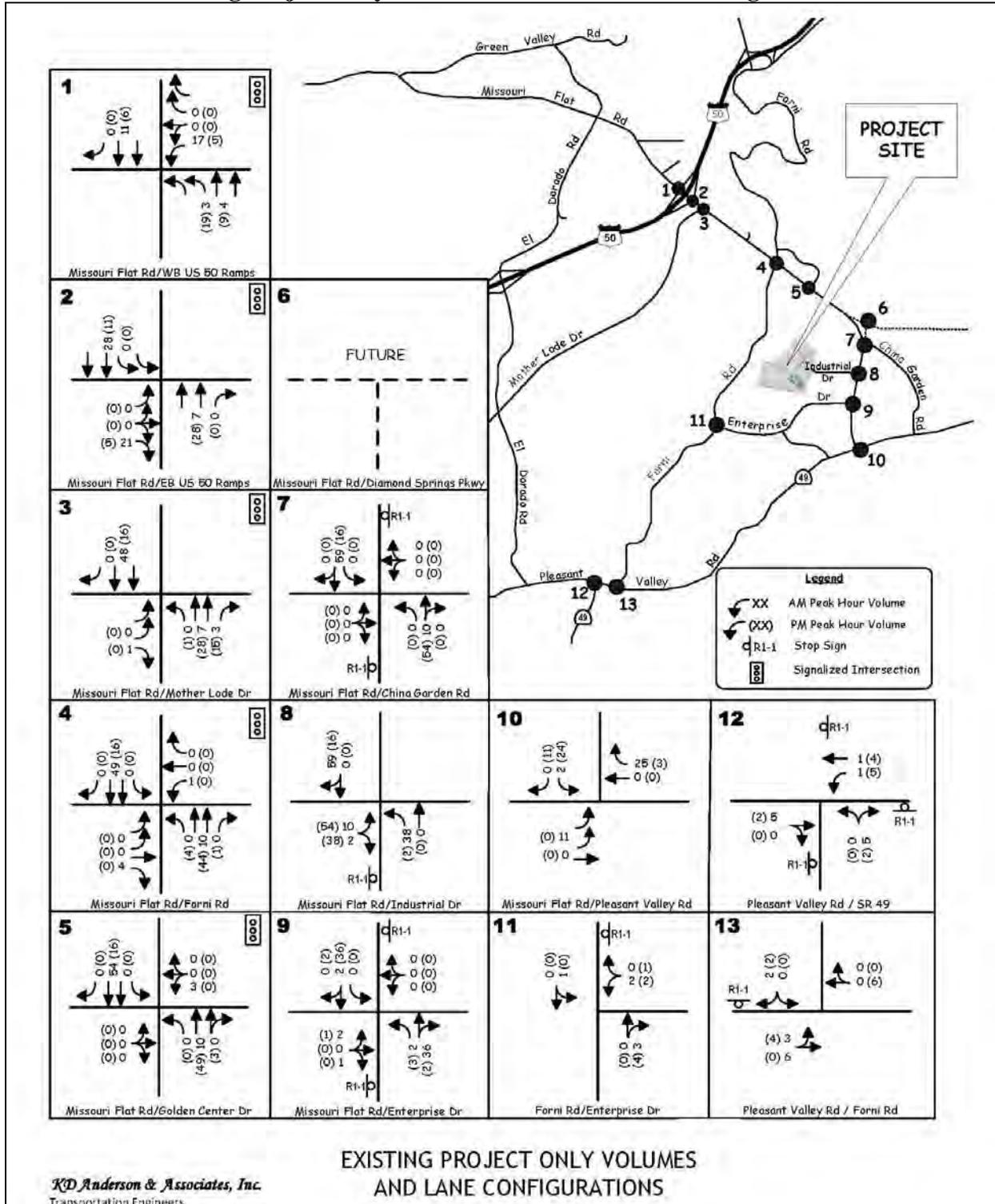
The intersection LOS for the Existing Plus Project condition are provided in Impact 4.10-1.

Figure 4.10-3
Existing (2014) Plus Project Trip Distribution



Source: KD Anderson & Associates, Inc., 2015.

Figure 4.10-4
Existing Project Only Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2015.

Year 2025 Traffic Condition

The analysis of the near term future conditions (2025) is intended to consider the impact of this project within the context of the roadway facilities occurring in ten years. The assumptions and analysis methods for the Year 2025 traffic condition are detailed below.

Year 2025 Lane Configurations (without project)

The Year 2025 analysis assumes that regional circulation system improvements identified in the County's CIP will be completed by 2025. One roadway project that is identified in the County's CIP has been assumed in the Year 2025 analysis. Diamond Springs Parkway (DSP) will be constructed as a four-lane arterial roadway from east of Golden Center Drive to a new T-intersection with SR 49 south of Bradley Drive. The project includes a new signalized intersection with Missouri Flat Road and Diamond Road (SR 49).

Regional Traffic Growth

The most recent countywide regional travel demand forecasting model was used as the basis for developing future volumes forecasts in the study area.

Because the existing roadway configuration does not include the DSP, a model run was conducted for the baseline 2010 AM and PM model conditions assuming DSP was built. The model run provided 'existing' roadway volumes, thereby allowing the roadway volumes to be calculated under 2025 conditions with DSP completed. An incremental approach was taken whereby the difference between baseline and future 2035 model forecasts were applied to current volumes to create adjusted future volume and approach growth factors. The growth factors were applied to each intersection approach and the turning movement volumes at the study intersections were balanced using the 'Furness' techniques described in NCHRP Report 255.

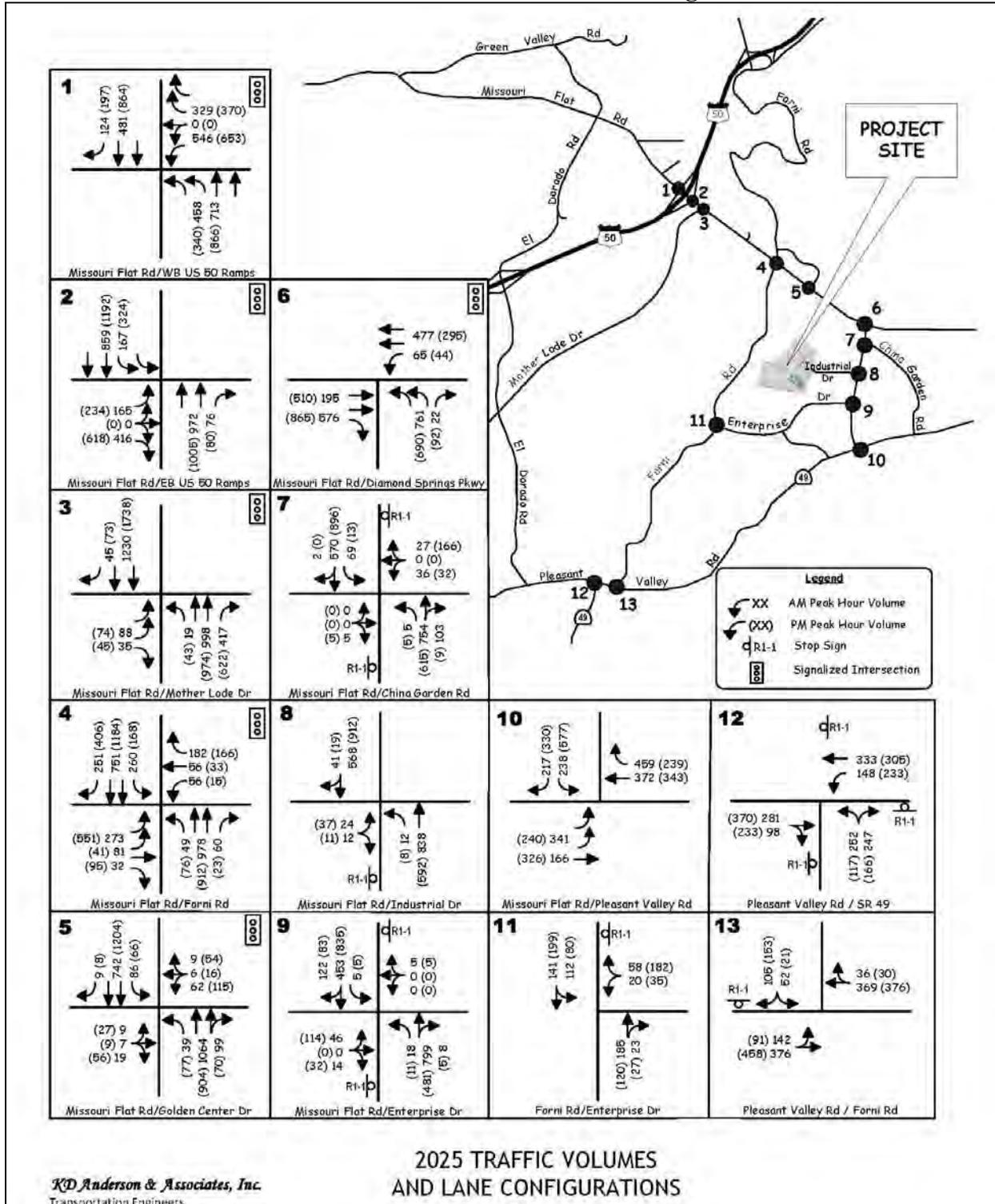
The incorporation of DSP will change area traffic patterns and individual turning movements at intersections may increase or decrease when compared to existing traffic volumes.

Figure 4.10-5 shows the projected Year 2025 traffic volumes and lane configurations without the project traffic.

Year 2025 Project Trip Distribution and Assignment

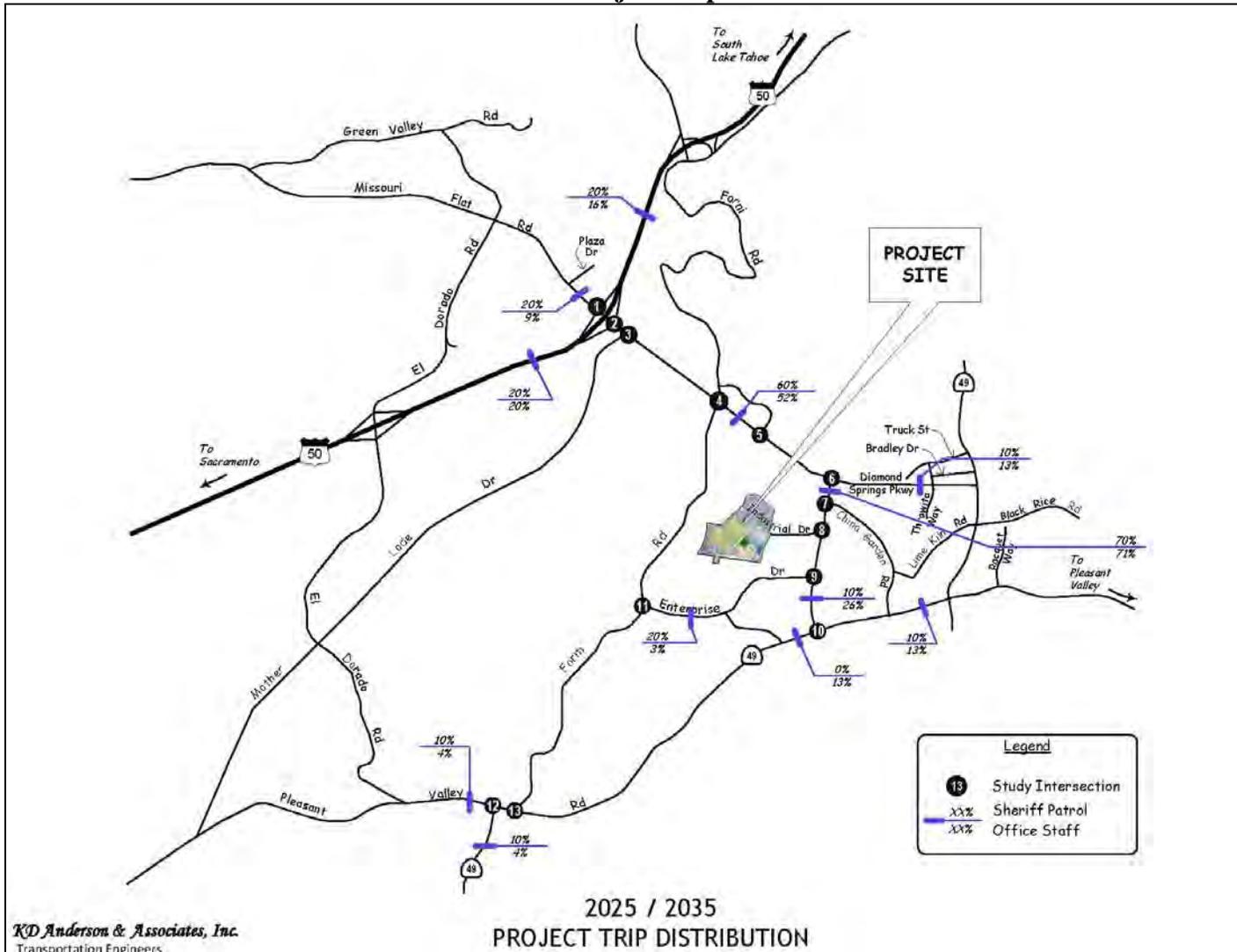
With the construction of DSP, a select link analysis showed a variation in trips to the east, with some trips using DSP instead of Pleasant Valley Road. Figure 4.10-6 presents the 2025/2035 project trip distribution percentages, while Figure 4.10-7 presents the 2025/2035 project volumes and lane configurations.

**Figure 4.10-5
 Year 2025 Traffic Volumes and Lane Configurations**



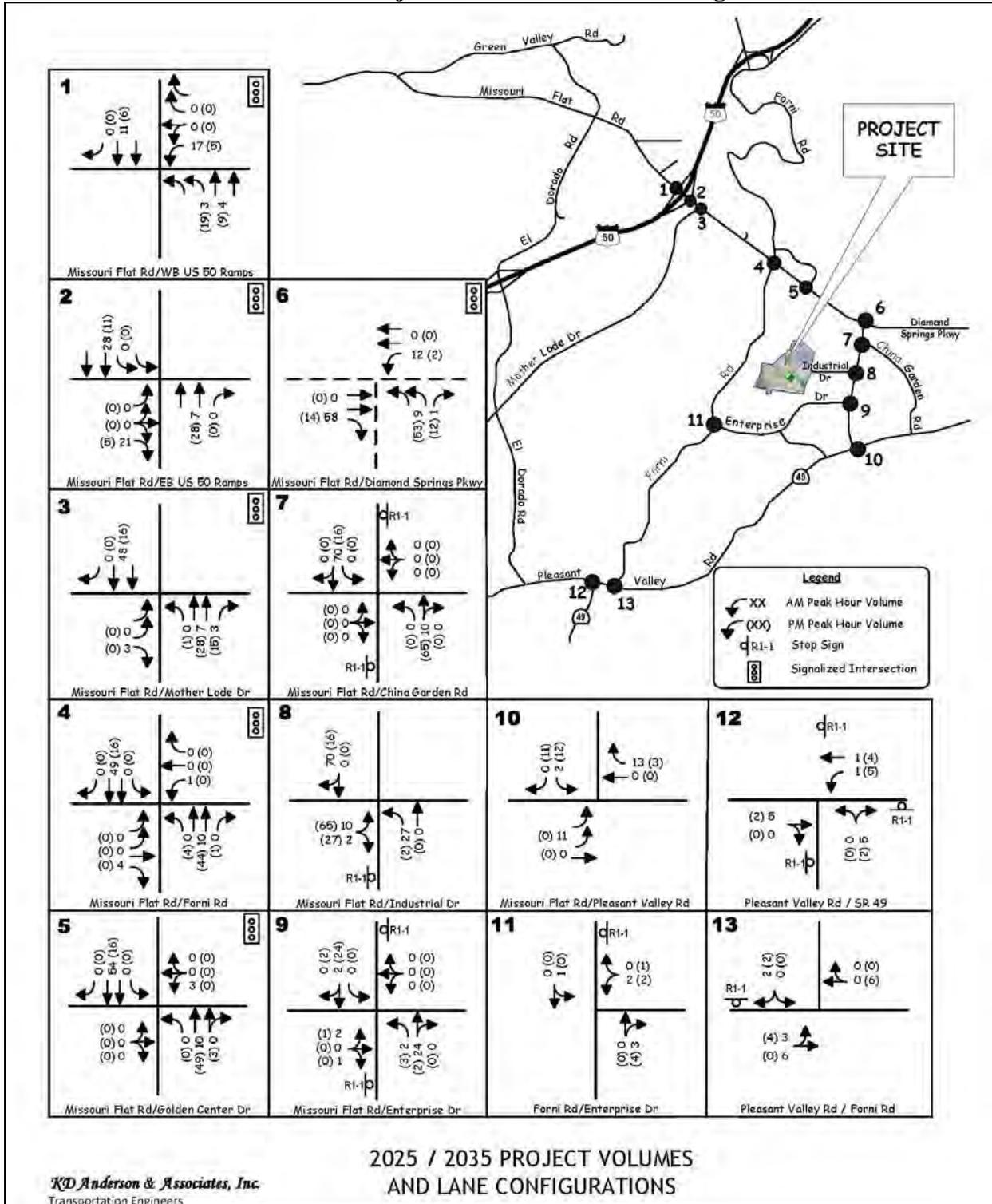
Source: KD Anderson & Associates, Inc., 2015.

Figure 4.10-6
Year 2025/2035 Project Trip Distribution



Source: KD Anderson & Associates, Inc., 2015.

**Figure 4.10-7
 Year 2025/2035 Project Volumes and Lane Configurations**



Source: KD Anderson & Associates, Inc., 2015.

Year 2025 Plus Project Intersections Levels of Service

The identified Year 2025 Plus Project volumes were used to recalculate operating LOS at selected intersections. Figure 4.10-8 displays the “Year 2025 Plus Project” traffic volumes at each study intersection in both AM and PM peak hours. The intersection LOS for the Year 2025 Plus Project condition are provided in Impacts 4.10-3 and 4.10-4.

Project-Specific Impacts and Mitigation Measures

The proposed project impacts on the transportation system are evaluated in this section based on the thresholds of significance and methodology described above. Each impact is followed by recommended mitigation, if needed, to reduce the identified impacts.

4.10-1 Traffic related to construction activities. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

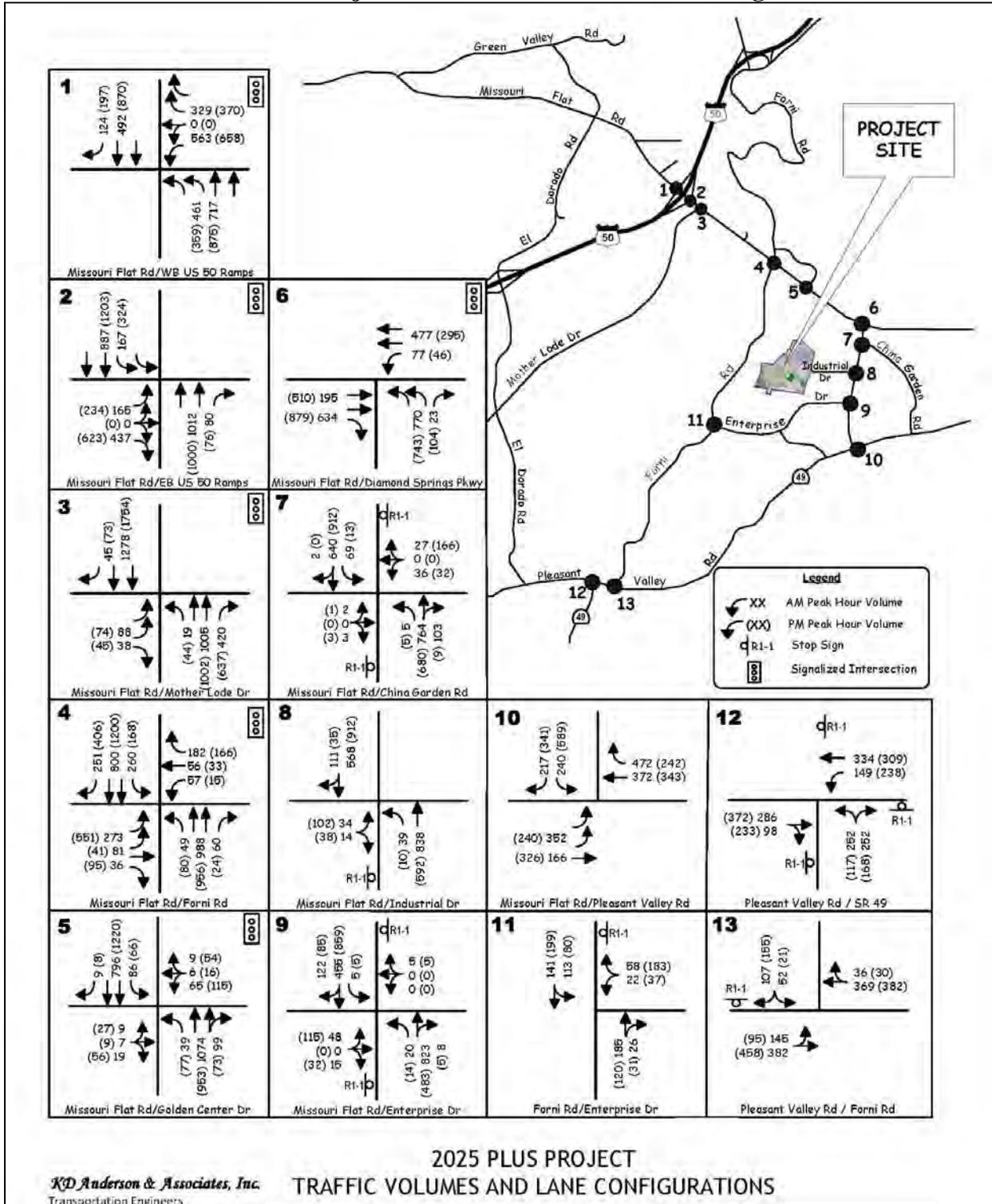
During the entire construction period for the proposed project, various types of equipment and vehicles would temporarily operate on the project site, including vegetation clearing and earth movement equipment, construction workers commute vehicles, and trucks hauling construction material. Construction activities may result in disruptions to the transportation network near the project site, including the possibility of temporary lane closures and street closures. Heavy vehicles would access the site and need to be staged for construction.

The temporary closures, if not managed properly, could potentially impact access to neighboring businesses, with shared access from Industrial Drive. Therefore, the aforementioned activities could result in degraded roadway operating conditions and potential impacts to surrounding businesses during construction. With implementation of the following mitigation measure, impacts related to construction traffic would be *less than significant*.

Mitigation Measure(s)

4.10-1 *Prior to the beginning of construction, the contractor shall prepare a construction traffic management plan to the satisfaction of the County Traffic Engineer. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include the following:*

**Figure 4.10-8
Year 2025 Plus Project Traffic Volumes and Lane Configurations**



Source: KD Anderson & Associates, Inc., 2015.

- *Description of trucks including: number and size of trucks per day (e.g., 85 trucks per day), coordination of expected arrival/departure times, designation of truck circulation patterns.*
- *Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.*
- *Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.*
- *Description of driveway access plan including: provisions for maintained access to surrounding businesses, provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.*

4.10-2 Study intersections under Existing Plus Project Conditions. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

The proposed project is expected to generate 494 daily trips, 116 AM peak hour trips, and 117 PM peak hour trips. The project trips were assigned to the study facilities in accordance with the trip generation and distribution assumptions described above.

LOS

Table 4.10-5 shows the Existing Plus Project LOS results at the study intersections. All intersections, except the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections, would continue to satisfy the minimum El Dorado County standard (i.e., LOS E or better). The Missouri Flat Road / Enterprise Drive intersection would continue to operate with the eastbound Enterprise Drive approach at LOS F in both AM and PM peak hours. At the Missouri Flat Road / China Garden Road intersection, the westbound China Garden Road approach and eastbound driveway would continue to operate at LOS F in the AM peak hour. The westbound approach would also decline to LOS F in the PM peak hour.

**Table 4.10-5
Peak Hour Level of Service at Intersections – Existing Plus Project Conditions**

Location	Control	AM Peak Hour				PM Peak Hour				Traffic Signal Warranted ?
		Existing		Existing + Project		Existing		Existing + Project		
		LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	
1. Missouri Flat Rd. / WB US 50 ramps	Signal	B	18.4	B	18.5	B	17.6	B	18.1	N/A
2. Missouri Flat Rd. / EB US 50 ramps	Signal	B	16.2	B	16.8	C	21.5	C	21.3	N/A
3. Missouri Flat Rd. / Mother Lode Dr.	Signal	A	8.5	A	8.6	A	8.6	A	8.6	N/A
4. Missouri Flat Rd. / Forni Rd.	Signal	C	21.5	C	21.5	C	22.4	C	23.8	N/A
5. Missouri Flat Rd. / Golden Center Dr.	Signal	B	14.8	B	15.0	C	21.0	C	21.5	N/A
6. Missouri Flat Rd. / Diamond Springs Pkwy. (future intersection)	Signal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7. Missouri Flat Rd. / China Garden Rd.	EB/WB Stop	(Δ)	(Δ)	(Δ)	(Δ)	(B)	(10.6)	(B)	(10.6)	Yes ¹
NB Left		(B)	(11.2)	(B)	(11.3)	(A)	(9.8)	(B)	(10.1)	
SB Left		(F)		(F)	(217.9)	(C)	(18.6)	(C)	(18.9)	
EB		(F)	(55.9)	(F)	(62.6)	(E)	(43.5)	(F)	(56.6)	
WB										
8. Missouri Flat Rd. / Industrial Dr.	EB Stop	(A)	(8.9)	(A)	(9.3)	(B)	(10.9)	(B)	(11.0)	Yes ²
NB Left		(C)	(17.8)	(C)	(21.7)	(C)	(24.5)	(E)	(47.4)	
EB										
9. Missouri Flat Rd. / Enterprise Dr.	EB/WB Stop	(A)	(8.7)	(A)	(8.8)	(B)	(10.5)	(B)	(10.8)	Yes ³
NB Left		(B)	(10.2)	(B)	(10.4)	(A)	(8.7)	(A)	(8.7)	
SB Left		(F)	(99.1)	(F)	(124.6)	(F)	(250.8)	(F)	(293.3)	
EB		(C)	(23.7)	(C)	(25.1)	(E)	(40.0)	(E)	(43.0)	
WB										
10. Missouri Flat Rd. / Pleasant Valley Rd.	Signal	B	18.7	B	19.0	B	20.0	C	20.2	N/A
11. Forni Rd. / Enterprise Dr	WB Stop	(A)	(7.9)	(A)	7.9	(A)	(7.7)	(A)	(7.7)	No
SB Left		(B)	(11.2)	(B)	11.4	(B)	(11.3)	(B)	(11.4)	
WB										
12. Pleasant Valley Rd. / SR 49	AWS	E	41.7	E	41.4	C	20.8	C	21.2	Yes ¹

(Continued on next page)

13. Pleasant Valley Rd. / Forni Rd.	SB Stop	(E)	(39.3)	(E)	(41.6)	(B)	(14.9)	(C)	(15.1)	Yes ¹
	SB EB Left	(A)	(9.0)	(A)	(9.0)	(A)	(8.4)	(A)	(8.4)	

Notes:
Bold indicates unacceptable operations.
¹ = meets peak hour warrant in AM and PM peak hour without and with project
² = meets peak hour warrant in PM peak hour with project
³ = meets peak hour warrant in PM peak hour without and with project
Δ = no volume
(xx) = delay and level of service for side street traffic using Synchro 2010 including TWLTL analysis

Source: KD Anderson & Associates, Inc., 2015.

Because the Missouri Flat Road / China Garden Road and Missouri Flat / Enterprise Drive intersections exceed the LOS E minimum standard under existing conditions without the addition of project traffic, the significance of the project's impact is based on the increase in traffic volume per General Plan Policy TC-Xe. At the Missouri Flat Road / Enterprise Drive intersection, the project would add 44 peak hour trips, which exceeds the 10 trip increment permitted under General Plan Policy TC-Xe. Therefore, the project's impact to this intersection is significant. At the Missouri Flat Road / China Garden Road intersection, the project would add 70 peak hour trips, which exceeds the 10 trip increment permitted under General Plan Policy TC-Xe. Therefore, the project's impact to this intersection is significant.

Traffic Signal Warrants

Existing Plus Project traffic volumes at unsignalized intersections were compared to peak hour warrant requirements to determine whether traffic signals may be needed. The peak hour traffic signal warrant will be met at five intersections, including the Missouri Flat Road / China Garden Road intersection, Missouri Flat Road / Enterprise Drive intersection, Pleasant Valley Road / SR 49 intersection, and the Pleasant Valley Road / Forni Road intersection. The aforementioned intersections would meet the traffic signal warrant under existing conditions without the addition of project traffic. With addition of project traffic, the Missouri Flat Road / Industrial Drive intersection will also meet the peak hour signal warrant in the PM peak hour. Satisfaction of traffic signal warrants is not a significance criteria under County traffic study guidelines.

The Pleasant Valley Road / SR 49, Pleasant Valley Road / Forni Road, and Missouri Flat Road / Industrial Drive intersections will continue to operate within acceptable County LOS thresholds. In addition, the Missouri Flat Road / China Garden Road intersection and the Missouri Flat Road / Enterprise Drive intersection will continue to operate with at least one approach at LOS F.

Conclusion

In conclusion, the operation of the proposed project will increase the volume of traffic on the study area circulation system. All intersections, except the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections, will operate within acceptable El Dorado County LOS thresholds. Because the project contributes more than 10 trips to these intersections, an adverse impact would occur. With implementation of mitigation, impacts to the aforementioned intersections would be *less than significant*.

Mitigation Measure(s)

The improvements needed to mitigate impacts to the intersections of Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive are included in the County's CIP. The CIP includes a line item (currently \$89,300,000) for unprogrammed traffic signal installation and operational and safety improvements at

intersections, including improvements like construction of new traffic signals, construction of turn pockets, and the upgrade of existing traffic signal systems. The County annually monitors intersections with potential need for improvement through the Intersection Needs Prioritization Process. The Intersection Needs Prioritization Process is then used to inform the annual update to the CIP, and potential intersection improvements, including those needed to mitigate impacts to the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive, can be added, by the Board of Supervisors, to the CIP as funding becomes available.

Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Mitigation Measures 4.10-2(a) and (b) are consistent with item two (2) of County Policy TC-Xf, which states that for commercial projects that trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the traffic impact mitigation (TIM) fees would be considered sufficient mitigation for these impacts; and the resultant finding for this impact is *less than significant*.

4.10-2(a) *Missouri Flat Road / China Garden Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.*

Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a delay of 16.1 seconds. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours. The improvements for this impacted intersection are included in the 10- to 20-year time frame of the County's CIP.

4.10-2(b) *Missouri Flat Road / Enterprise Drive. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.*

Signalization of this intersection will result in an LOS A condition in the a.m. peak hour (8.5 seconds) and LOS B condition in the p.m. peak hour

(18.4 seconds). The improvements for this impacted intersection are included in the 10-20 year time frame of the County's CIP.

- 4.10-3 Year 2025 Plus Project Condition impacts to the following four intersections: Missouri Flat Road / China Garden Road; Missouri Flat Road / Enterprise Drive; Pleasant Valley Road at SR 49; and Pleasant Valley Road / Forni Road. Based on the analysis below and with implementation of mitigation, the impact is less than significant.**

LOS

Table 4.10-6 shows the AM and PM peak hour LOS at each study intersection in the 2025 condition. Three unsignalized intersections, Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise Drive, and Pleasant Valley Road / Forni Road will operate at LOS F along the side street approaches, while the all-way stop controlled Pleasant Valley Road / SR 49 intersection will operate at LOS F.

Under Year 2025 Plus Project conditions, the Missouri Flat Road / China Garden Road intersection will operate at LOS F on the westbound approach. Development of the project would add more than 10 trips to the intersection, which is considered significant.

In addition, the Missouri Flat Road / Enterprise Drive intersection will operate at LOS F on the eastbound approach. Development of the project would add more than 10 trips to the intersection, which is considered significant. Similarly, the Pleasant Valley Road / SR 49 intersection will operate at LOS F. Development of the project would add more than 10 trips to the intersection, which is considered significant. Furthermore, the southbound approach of the Pleasant Valley Road / Forni Road intersection will operate at LOS F in the AM peak hour. Development of the project would add more than 10 trips to the intersection, which is considered significant. Lastly, the Pleasant Valley Road / SR 49 intersection will operate at LOS F in the AM peak hour. Development of the project would add more than 10 trips to the intersection, which is considered significant.

Traffic Signal Warrants

As shown in Table 4.10-6, under 2025 plus Project conditions the peak hour traffic signal warrant will be met at the four intersections addressed within this impact statement, including the China Garden Road / Missouri Flat Road intersection, Enterprise Drive at Missouri Flat Road, Pleasant Valley Road at SR 49 and the Forni Road / Pleasant Valley Road intersection.

**Table 4.10-6
Peak Hour Level of Service at Intersections – Year 2025 Plus Project Conditions**

Location	Control	AM Peak Hour				PM Peak Hour				Traffic Signal Warranted ?
		Year 2025		Year 2025 + Project		Year 2025		Year 2025 + Project		
		LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	
1. Missouri Flat Rd. / WB US 50 ramps	Signal	B	16.6	B	16.7	B	16.6	B	17.7	N/A
2. Missouri Flat Rd. / EB US 50 ramps	Signal	B	14.3	B	15.0	C	26.0	C	26.2	N/A
3. Missouri Flat Rd. / Mother Lode Dr.	Signal	B	11.0	B	11.1	B	12.4	B	12.3	N/A
4. Missouri Flat Rd. / Forni Rd.	Signal	C	26.4	C	28.9	D	40.7	D	35.9	N/A
5. Missouri Flat Rd. / Golden Center Dr.	Signal	C	21.8	C	21.4	C	27.3	C	30.4	N/A
6. Missouri Flat Rd. / Diamond Springs Pkwy.	Signal	B	10.6	B	11.3	B	12.2	B	12.6	N/A
7. Missouri Flat Rd. / China Garden Rd. NB Left SB Left EB WB	EB/WB Stop	(A) (B) (D) (F)	(8.8) (10.5) (33.0) (83.6)	(A) (B) (E) (F)	(9.0) (10.5) (37.6) (105.3)	(B) (A) (E) (F)	(10.1) (9.0) (38.8) (73.3)	(B) (A) (E) (F)	(10.2) (9.3) (44.7) (107.3)	Yes ¹
8. Missouri Flat Rd. / Industrial Dr. NB Left EB	EB Stop	(A) (C)	(8.9) (18.8)	(A) (C)	(9.4) (21.7)	(B) (C)	(10.3) (23.3)	(B) (E)	(10.4) (40.4)	Yes ²
9. Missouri Flat Rd. / Enterprise Dr. NB Left SB Left EB WB	EB/WB Stop	(A) (B) (F) (C)	(8.8) (9.7) (64.2) (15.5)	(A) (A) (F) (C)	(8.9) (9.8) (72.1) (15.8)	(B) (A) (F) (B)	(10.3) (8.5) (>300) (11.6)	(B) (A) (F) (B)	(10.4) (8.5) (>300) (11.6)	Yes ³
10. Missouri Flat Rd. / Pleasant Valley Rd.	Signal	C	22.8	C	25.2	C	30.3	C	33.4	N/A
11. Forni Rd. / Enterprise Dr SB Left WB	WB Stop	(A) (B)	(8.0) (11.3)	(A) (B)	(8.0) (11.4)	(A) (B)	(7.7) (11.5)	(A) (B)	(7.7) (11.6)	No
12. Pleasant Valley Rd. / SR 49	AWS	F	50.4	F	51.5	E	39.2	E	39.4	Yes ¹

(Continued on next page)

13. Pleasant Valley Rd. / Forni Rd.	SB Stop	(F)	(67.3)	(F)	(73.5)	(D)	(25.7)	(D)	(26.7)	Yes ¹
SB EB Left		(A)	(9.3)	(A)	(9.3)	(A)	(9.0)	(A)	(9.0)	

Notes:

Bold indicates unacceptable operations.

¹ = meets peak hour warrant in AM and PM peak hour without and with project

² = meets peak hour warrant in PM peak hour with project

³ = meets peak hour warrant in PM peak hour without and with project

Δ = no volume

(xx) = delay and level of service for side street traffic using Synchro 2010 including TWLTL analysis

Source: KD Anderson & Associates, Inc., 2015.

Conclusion

In conclusion, all intersections, except the Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise Drive, Pleasant Valley Road / SR 49, and Pleasant Valley Road / Forni Road intersections, will operate within acceptable El Dorado County LOS thresholds. Because the project contributes more than 10 trips to these intersections, an adverse impact would occur. With implementation of mitigation, impacts to the aforementioned intersections would be *less than significant*.

Mitigation Measure(s)

The improvements needed to mitigate impacts to the following four intersections, under the Year 2025 Plus Project condition, are included in the County's CIP:

1. Missouri Flat Road / China Garden Road;
2. Missouri Flat Road / Enterprise Drive;
3. Pleasant Valley Road at SR 49; and
4. Pleasant Valley Road / Forni Road.

The CIP includes a line item (currently \$89,300,000) for unprogrammed traffic signal installation and operational and safety improvements at intersections, including improvements like construction of new traffic signals, construction of turn pockets, and the upgrade of existing traffic signal systems. The County annually monitors intersections with potential need for improvement through the Intersection Needs Prioritization Process. The Intersection Needs Prioritization Process is then used to inform the annual update to the CIP, and potential intersection improvements, including those needed to the four above-listed intersections, can be added, by the Board of Supervisors, to the CIP as funding becomes available.

Therefore, appropriate mitigation would include payment of TIM fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Mitigation Measures 4.10-3(a) through (d) are consistent with item (2) of County Policy TC-Xf, which states that for commercial projects that trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts; and the resultant finding for this impact is *less than significant*.

4.10-3(a) Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2025 condition.

4.10-3(b) Missouri Flat Road / Enterprise Drive. Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition.

4.10-3(c) Pleasant Valley Road at SR 49. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.

Installation of a traffic signal will maintain acceptable levels of service at the intersection during the AM peak hour (LOS C – 20.2 seconds). The improvements for this impacted intersection are included in the 10-20 year time frame of the County's CIP.

4.10-3(d) Pleasant Valley Road / Forni Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.

Installation of a two-way-left-turn lane identified in the County's CIP will allow the intersection to operate at LOS D (26.5 seconds). The project is programmed for construction between Fiscal Year 2025/26 and 2034/35 and is therefore consistent with General Plan Policy TC-Xf.

4.10-4 Year 2025 Plus Project Condition impacts to the intersection of Missouri Flat Road / Industrial Drive. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

Table 4.10-6 shows that the Missouri Flat Road / Industrial Drive intersection would operate acceptably under Year 2025 No Project and Year 2025 Plus Project conditions. Under Year 2025 No Project Conditions, the Missouri Flat Road / Industrial Drive intersection NB left turn lane and EB lane would operate at LOS A and LOS C in the AM peak hour and LOS B and LOS C in the PM peak hour,

respectively. Under Year 2025 Plus Project Conditions, the Missouri Flat Road / Industrial Drive intersection NB left turn lane and EB lane would operate at LOS A and LOS C in the AM peak hour and LOS B and LOS E in the PM peak hour, respectively. However, Table 4.10-6 also shows that with the project, the Missouri Flat Road / Industrial Drive intersection will meet the peak hour signal warrant in the p.m. peak hour. The project should construct a traffic signal at this location to ensure public safety access is maintained at this intersection, particularly during times when patrol vehicles from the project are responding to emergency calls. The signalization improvement needed to mitigate the project's potential impact to the Missouri Flat Road / Industrial Drive intersection under the Year 2025 condition is not included in the County CIP. As a result, the project applicant will be responsible for funding and constructing the traffic signal.

With implementation of the following mitigation, impacts to the Missouri Flat Road / Industrial Drive intersection would be *less than significant*.

Mitigation Measures(s)

4.10-4 The project applicant shall fund and construct the traffic signal at the Missouri Flat Road / Industrial Drive intersection. The traffic signal improvement shall be shown on the project improvement plans prior to their approval by the El Dorado County Community Development Agency. Installation of a new traffic signal would improve the operating conditions to LOS B (17.5 seconds) in the AM peak hour and LOS B (13.4 seconds) in the PM peak hour.

Several driveways exist on Missouri Flat Road that could be affected by installing a new traffic signal at the Missouri Flat Road / Industrial Drive intersection. The driveways adjacent to the intersection (i.e. the south driveway on the east side of the intersection and the north driveway in the southwest quadrant of the intersection) may require closure or realignment to improve safety and minimize interference of the operation of the signal. Additional driveways could be impacted depending on the area of improvement. These issues will be evaluated when the traffic signal is designed.

4.10-5 The transit system. Based on the analysis below, the impact is *less than significant*.

As noted above, the EDCTA provides service on Missouri Flat Road near the project site (DS route, which runs approximately ¼-mile north of the project site). In addition, EDCTA operates commuter routes to downtown Sacramento Monday through Friday. A park-and-ride lot is available along Commerce Way, between Enterprise Drive and Pleasant Valley Road, approximately ¼-mile southeast of the project site. While the proposed project could generate some ridership on local busses, any increase in ridership would not be such that new transit stops would be necessary. Sheriff's Offices are not typically associated with high transit ridership, as

compared to other locales such as employment centers or retail outlets. Thus, the proposed project would not disrupt existing or planned transit services or facilities in a way that would discourage use, or create inconsistencies with any adopted plans, guidelines, policies or standards related to transit. Therefore, impacts related to the transit system would be considered *less than significant*.

Mitigation Measure(s)

None required.

4.10-6 Bicycle and pedestrian facilities. Based on the analysis below, the impact is *less than significant*.

The project could generate some demand for bicycle facilities. Bicycle facilities are currently provided on Missouri Flat Road from Golden Center Drive to Plaza Drive, to the north of the project site; therefore, any potential demand would be served. In addition, the project would construct curb, gutter, and sidewalk along the project access roadway to serve any potential pedestrian demand from nearby residences to the north. The curb, gutter, and sidewalk would be designed and constructed to meet County standards.

Accordingly, the proposed project would not disrupt or exceed capacity for existing or planned bicycle and/or pedestrian facilities in a way that would discourage use or result in unsafe conditions including conflicts with other modes. In addition, the project would construct curb, gutter, and sidewalk along the project access roadway to serve any potential pedestrian demand. The proposed project would not create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. Therefore, impacts to bicycle and pedestrian facilities would be considered *less than significant*.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

Cumulative impacts of the proposed project on the transportation system are identified in this section. Each impact is followed by recommended mitigation measures to reduce the significance of identified impacts.

Year 2035 Condition

The analysis of the cumulative Year 2035 conditions is intended to consider the impact of this project within the context of the roadway facilities occurring under the El Dorado County General Plan in the Year 2035. The assumptions and analysis methods for the Year 2035 traffic condition are detailed below.

Year 2035 Lane Configurations (without project)

The cumulative analysis assumes regional circulation system improvements will be completed between 2026 and 2035 and are identified in the County's CIP. The identified roadway projects include widening SR 49 from Pleasant Valley Road to Missouri Flat Road, as well as the construction of a two-way left-turn lane.

Regional Traffic Growth

As noted in the Year 2025 Condition forecasts section, turning movement volumes were projected for Year 2035 and reflect the effects of local and regional development as well the results of community-wide circulation improvements. Figure 4.10-9 presents the projected Year 2035 (without project) traffic volumes.

Year 2035 Plus Project Intersections Level of Service

Figure 4.10-10 displays the Year 2035 Plus Project traffic volumes and lane configurations at each study intersection in both AM and PM peak hours.

4.10-7 Study intersections LOS under Year 2035 Plus Project Conditions. Based on the analysis below and with implementation of mitigation, the impact is *less than cumulatively considerable*.

LOS

The identified Year 2035 volumes were used to recalculate LOS at the selected intersections. Table 4.10-7 displays the AM and PM peak hour LOS at each study intersection in the Year 2035 condition. Three unsignalized intersections, Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise Drive, and Pleasant Valley Road / SR 49, will operate at LOS F conditions. The westbound approach of the Missouri Flat Road / China Garden Road intersection will operate at LOS F in both AM and PM peak hours, while the eastbound approach of the Missouri Flat Road / Enterprise Drive intersection will operate at LOS F in both peak hour periods. The Pleasant Valley Road / SR 49 intersection will operate at LOS F in the AM peak hour only.

Traffic Signal Warrants

As shown in Table 4.10-7, the peak hour traffic signal warrant will be met at four intersections, including the Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise Drive, Pleasant Valley Road / SR 49, and Pleasant Valley Road / Forni Road intersections.

**Figure 4.10-9
Year 2035 Traffic Volumes and Lane Configurations**

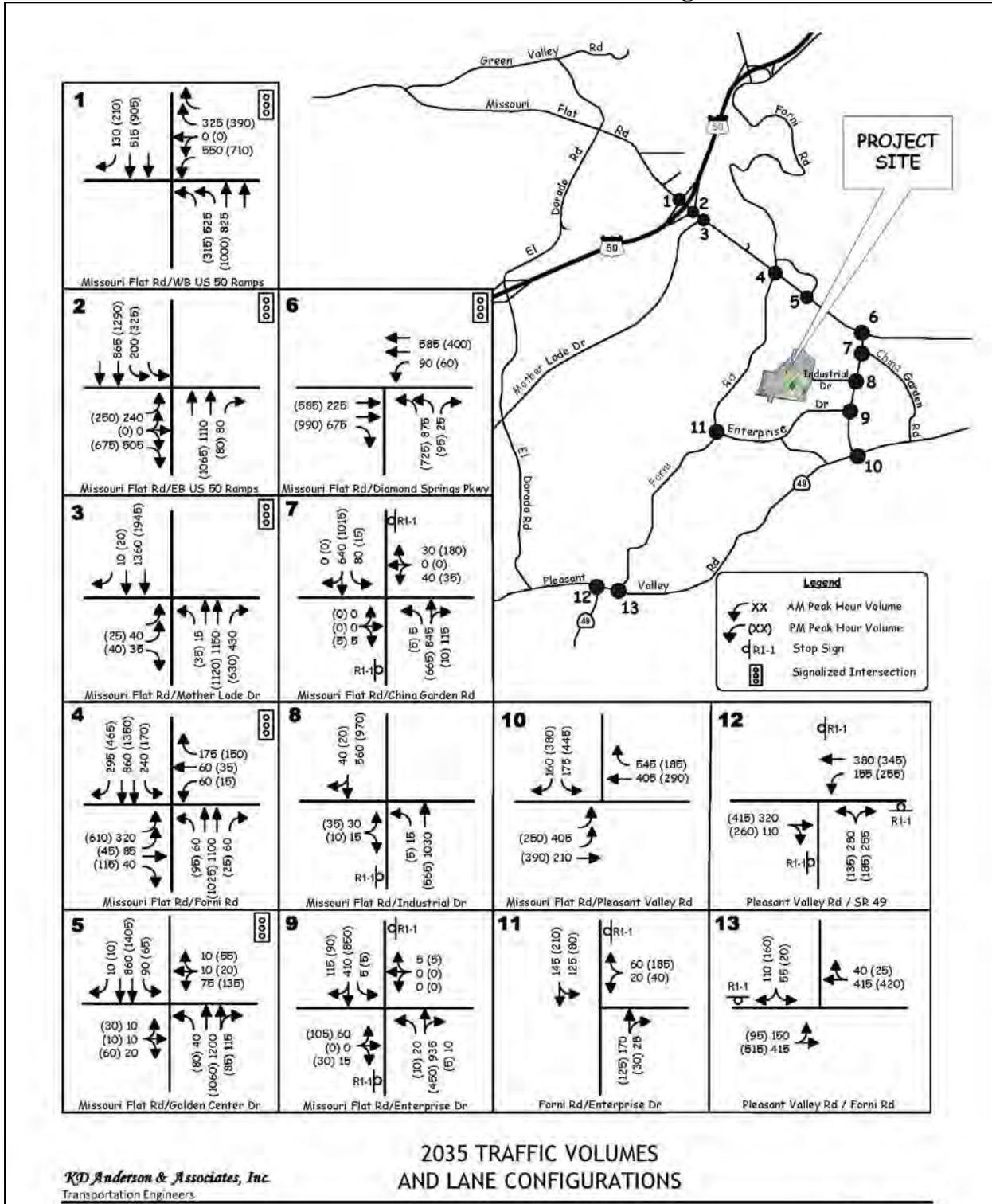
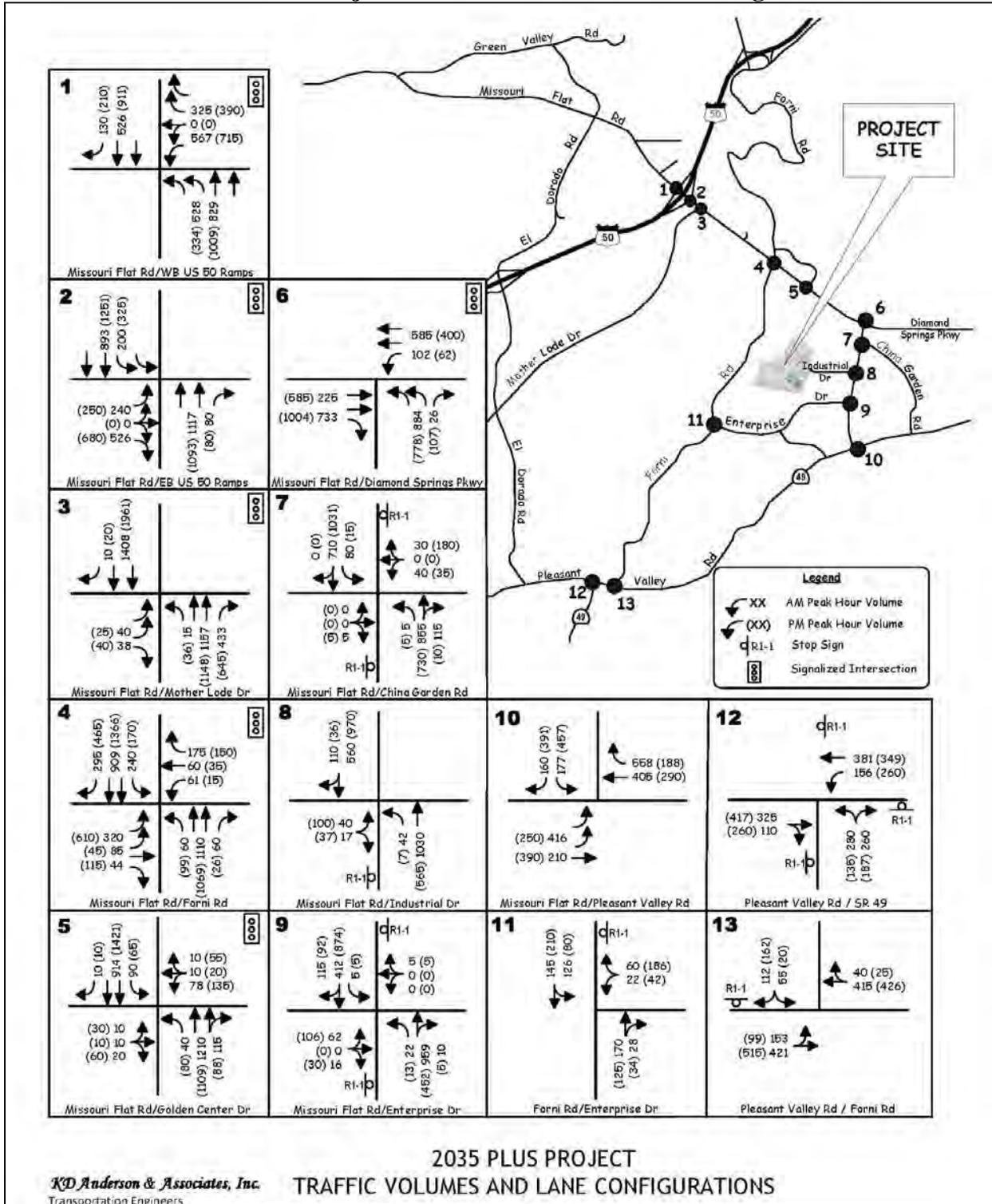


Figure 4.10-10
Year 2035 Plus Project Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2015.

**Table 4.10-7
Peak Hour Level of Service at Intersections – Year 2035 Plus Project Conditions**

Location	Control	AM Peak Hour				PM Peak Hour				Traffic Signal Warranted ?
		Year 2035		Year 2035 + Project		Year 2035		Year 2035 + Project		
		LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	
1. Missouri Flat Rd. / WB US 50 ramps	Signal	B	18.6	B	18.3	B	18.8	B	18.4	N/A
2. Missouri Flat Rd. / EB US 50 ramps	Signal	B	16.9	B	17.2	C	25.6	C	26.3	N/A
3. Missouri Flat Rd. / Mother Lode Dr.	Signal	B	13.1	B	13.3	B	11.5	B	12.6	N/A
4. Missouri Flat Rd. / Forni Rd.	Signal	C	30.5	C	31.5	E	61.1	E	62.4	N/A
5. Missouri Flat Rd. / Golden Center Dr.	Signal	C	23	C	24	C	32.2	D	35.4	N/A
6. Missouri Flat Rd. / Diamond Springs Pkwy.	Signal	B	13.4	B	14.2	B	14.7	B	15.3	N/A
7. Missouri Flat Rd. / China Garden Rd.	EB/WB Stop									Yes ¹
NB Left		(A)	(9.0)	(A)	(9.3)	(B)	(10.7)	(B)	(10.8)	
SB Left		(B)	(11.2)	(B)	(11.3)	(A)	(9.2)	(A)	(9.5)	
EB		(B)	(13.2)	(B)	(14.1)	(C)	(19.3)	(C)	(19.7)	
WB		(F)	(188.1)	(F)	(265.6)	(F)	(174.9)	(F)	(242.2)	
8. Missouri Flat Rd. / Industrial Dr.	EB Stop									Yes ²
NB Left		(A)	(8.9)	(A)	(9.3)	(B)	(10.6)	(B)	(10.7)	
EB	(C)	(22.1)	(D)	(26.3)	(C)	(24.1)	(E)	(42.8)		
9. Missouri Flat Rd. / Enterprise Dr.	EB/WB Stop									Yes ¹
NB Left		(A)	(8.7)	(A)	(8.7)	(B)	(10.4)	(B)	(10.5)	
SB Left		(B)	(10.4)	(B)	(10.5)	(A)	(8.4)	(A)	(8.4)	
EB		(F)	(121.6)	(F)	(141.1)	(F)	(251.1)	(F)	(286.9)	
WB	(C)	(17.8)	(C)	(18.3)	(B)	(11.3)	(B)	(11.3)		
10. Missouri Flat Rd. / Pleasant Valley Rd.	Signal	D	45.7	D	48.3	C	20.8	C	21	N/A
11. Forni Rd. / Enterprise Dr	WB Stop									No
SB Left		(A)	(7.9)	(A)	(8.0)	(A)	(7.7)	(A)	(7.7)	
WB	(B)	(11.3)	(B)	(11.5)	(B)	(11.9)	(B)	(12.0)		
12. Pleasant Valley Rd. / SR 49	AWS	F	61.5	F	61.5	E	44.6	E	45.2	Yes ¹

(Continued on next page)

13. Pleasant Valley Rd. / Forni Rd.	SB Stop	(D)	(33.9)	(E)	(35.4)	(C)	(21.9)	(C)	(22.5)	Yes ¹
	SB EB Left	(A)	(9.1)	(A)	(9.7)	(A)	(9.2)	(A)	(9.3)	

Notes:
Bold indicates unacceptable operations.
¹ = meets peak hour warrant in AM and PM peak hour without and with project
² = meets peak hour warrant in PM peak hour with project
 Δ = no volume
 (xx) = delay and level of service for side street traffic using Synchro 2010 including TWLTL analysis

Source: KD Anderson & Associates, Inc., 2015.

The Pleasant Valley Road / Forni Road intersection will operate within accepted County LOS thresholds, while the Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise Drive, and the Pleasant Valley Road / SR 49 intersections will operate with at least one approach at LOS F.

Conclusion

In conclusion, the operation of the proposed project will increase the volume of traffic on the study area circulation system. All intersections, except the Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise Drive, and Pleasant Valley Road / SR 49, will operate within acceptable El Dorado County LOS thresholds. Therefore, with implementation of mitigation, impacts to the aforementioned intersections would be *less than cumulatively considerable*.

Mitigation Measure(s)

Payment of the countywide TIM fees for the project would constitute the project's fair share contribution toward these improvements. Mitigation Measures 4.10-7(a) through (c) are consistent with item (2) of County Policy TC-Xf, which states that for commercial projects which trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts; and the resultant finding for this impact is *less than cumulatively considerable*.

4.10-7(a) Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2035 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2035 condition.

4.10-7(b) Missouri Flat Road / Enterprise Drive. Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS A during the AM peak hour and LOS B during the PM peak hour in the Year 2035 condition.

4.10-7(c) Pleasant Valley Road at SR 49. Implement Mitigation Measure 4.10-3(c) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-3(c). Signalization will improve the LOS at this intersection to LOS C during the AM peak hour.

4.11. UTILITIES

4.11

UTILITIES

4.11.1 INTRODUCTION

The Utilities chapter of the EIR summarizes the setting information and identifies potential new demands resulting from the proposed project on water supply, wastewater systems, and solid waste disposal. Information for the Utilities chapter was primarily drawn from the El Dorado Irrigation District (EID) Facility Improvement Letter (FIL) regarding the proposed project,¹ as well as the *El Dorado Irrigation District Urban Water Management Plan 2010 Update*,² and the *2004 El Dorado County General Plan*³ and associated EIR.⁴

4.11.2 EXISTING ENVIRONMENTAL SETTING

The following section describes the existing utilities, including water supply, wastewater collection and treatment, and solid waste disposal in the project area.

Water Supply and Treatment

The EID service area encompasses approximately 220 square miles on the western slope of the Sierra Nevada Mountains in El Dorado County. The service area is bounded by Sacramento County to the west and the Pollock Pines/Sly Park area to the east, and ranges from 500 to more than 4,000 feet in elevation. The area north of Coloma and Lotus establishes the northernmost part of the service area, while the communities of Pleasant Valley and South Shingle Springs establish the southern boundary. The City of Placerville, located in the central part of the District, receives water from the EID as a wholesale customer. In addition, the EID operates two satellite water systems in the Strawberry and Outingdale communities.

The EID is primarily located in two major watersheds, the South Fork American River in the north and the North Fork of the Cosumnes River in the south, and is hydrologically split by the Placerville Ridge and US 50 between these two drainage watersheds. Although the rivers drain east to west, the minor streams trend northwest toward the American River and southwest toward the Cosumnes River. The ridges generally trend in a west to east direction.

¹ El Dorado Irrigation District. *Facility Improvement Letter (FIL)*, El Dorado County Sheriff's Headquarters, Assessor's Parcel No. 329-240-55, 329-391-10 (Diamond Springs). February 27, 2015.

² El Dorado Irrigation District. *El Dorado Irrigation District Urban Water Management Plan 2010 Update*. July 2011.

³ El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

⁴ El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.

The EID service zones are divided to account for the supply yield of the two zones:

1. El Dorado Hills Service Zone Area: The El Dorado Hills Service Zone Area primarily receives water pumped from Folsom Lake, with periodic supplemental water provided by gravity flow from the Gold Hill Intertie (GHI). The area supply is restricted, due to infrastructure limitations, which includes the capacity of the El Dorado Hills Water Treatment Plant and other conveyance facilities.
2. Western and Eastern Service Zone Areas: The Western and Eastern Service Zone Areas currently receive gravity-supplied water from the District's eastern sources: Project 184 Forebay and Jenkinson Lake.

The project site is located in the Western Service Zone (see Figure 4.11-1, El Dorado Irrigation District Water Service Zone Map).

Water Supply

Existing sources of water supply include EID water rights, permits, and contracts to Folsom Lake, Jenkinson Lake (Sly Park Dam), South Fork American River and tributaries, North Fork Cosumnes River, Clear Creek, Squaw Hollow Creek, Middle Fork Cosumnes River/Outingdale; Weber Reservoir, Weber Creek, Slab Creek, South Fork American River/Strawberry, Hangtown Creek, Bass Lake Reservoir, and recycled water.

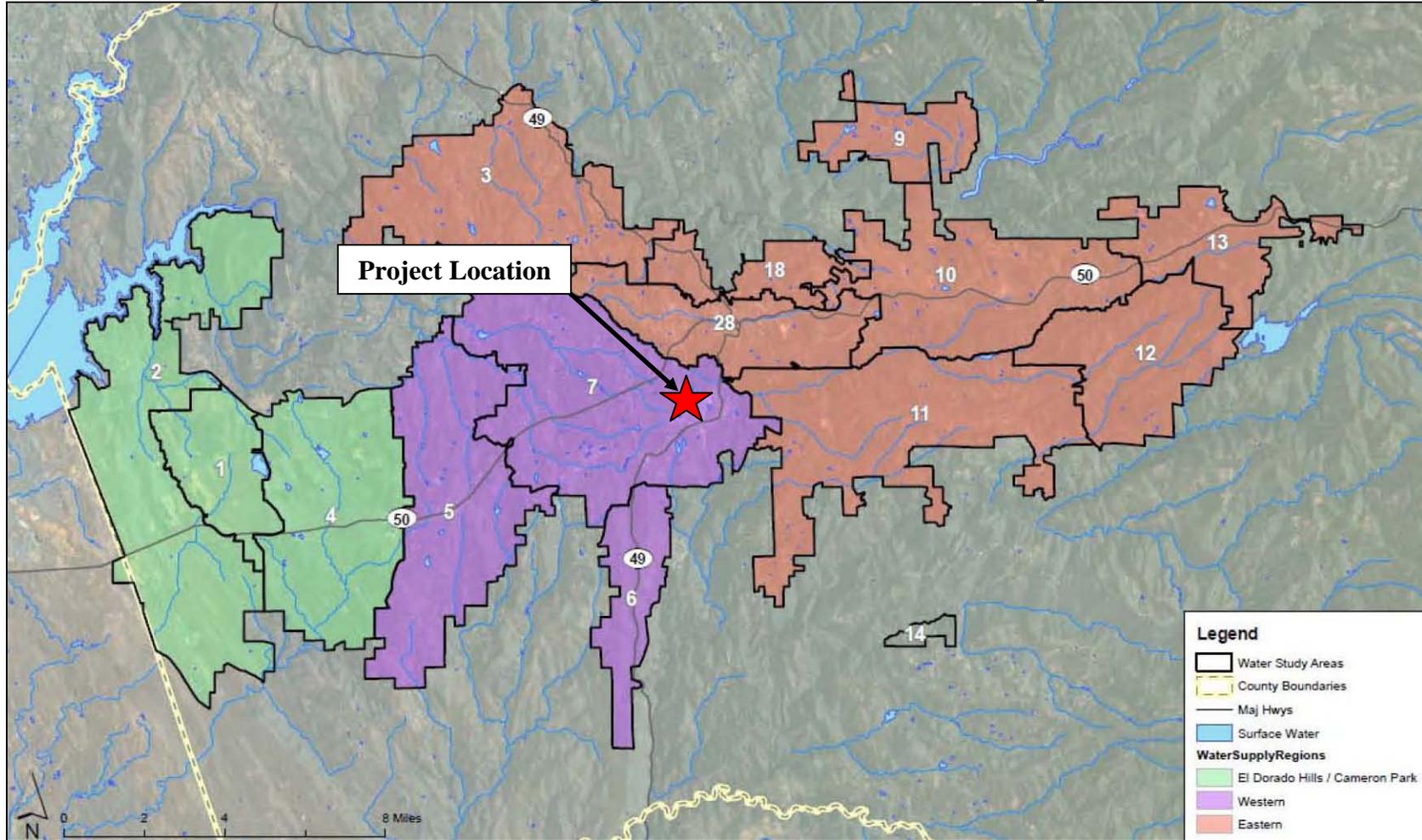
The current Water Resources and Service Reliability Report, dated July 13, 2009, is an annually updated report that determines current water supply and water meter availability within EID. As noted above, the water meter availability for EID is tracked within two distinct water supply service zones: the El Dorado Hills Service Zone and the Western/Eastern Service Zone Area. The surface water supply yield in El Dorado Hills Area is currently restricted by infrastructure, which includes the capacity of the water treatment plant and other conveyance facilities, whereas the supply yield in the Western/Eastern Area is not restricted by infrastructure. The current water meter availability for EID is an infrastructure-based yield of 15,163 acre-feet (ac-ft) for the El Dorado Hills Service Zone, and a supply-based yield of 36,000 ac-ft for the Western/Eastern Service Zone.⁵

Distribution System

The EID's water conveyance system is a combination of pipelines, regulating reservoirs, diurnal storage tanks, and a few Gold Rush Era ditches. Two hundred pressure-regulating stations are needed for reliable operation due to the varying topographies. The potable water system contains more than 27 miles of ditches, five water treatment plants, and 37 pumping stations.

⁵ El Dorado Irrigation District. *2013 Water Resources and Service Reliability Report* [pg. 4]. August 12, 2013.

Figure 4.11-1
El Dorado Irrigation District Water Service Zone Map



Source: El Dorado Irrigation District. Urban Water Management Plan 2010 Update [Figure 2-2]. July 2011.

The piped potable system consists of 1,250 miles of pipe ranging in size from two inches to 48 inches. The District has a total of 36 tanks with a combined storage capacity of 109 million gallons (mg). In addition to a potable water system, the EID operates a recycled water system that provides tertiary treated recycled water from the Deer Creek and El Dorado Hills wastewater treatment plants to serve portions of the service area to the west bordering Sacramento County.

Water Balance

Table 4.11-1 summarizes EID’s current and projected normal year water supplies versus demand. The table indicates that EID has sufficient water to meet the projected demand of the service area during the indicated time.

Table 4.11-1 EID Normal Year Water Supply and Demand Comparison						
EID Surface Water	Current 2005 Year	Projected 2010 Year	Projected 2015 Year	Projected 2020 Year	Projected 2025 Year	Projected 2030 Year
Supply Totals	70,200	82,065	83,362	103,653	103,653	103,653
Demand Totals	47,782	56,094	64,406	72,718	81,030	89,342
<i>Difference</i>	<i>22,418</i>	<i>25,971</i>	<i>18,956</i>	<i>30,935</i>	<i>22,623</i>	<i>14,311</i>
Note: Supply and demand totals are shown in acre-feet.						
<i>Sources:</i>						
<i>EID Final Urban Water Management Plan 2005 Update, January 2006.</i>						
<i>EID Final Urban Water Management Plan 2010 Update, July 2011.</i>						

Table 4.11-2 summarizes EID’s current and projected single-dry year water supplies versus demand. The table indicates that EID has sufficient water to meet the projected demand of the service area during the indicated time.

Table 4.11-2 EID Single-Dry Year Water Supply and Demand Comparison						
EID Surface Water	Current 2005 Year	Projected 2010 Year	Projected 2015 Year	Projected 2020 Year	Projected 2025 Year	Projected 2030 Year
Supply Totals	66,310	76,300	77,597	92,888	92,888	92,888
Demand Totals	47,782	56,094	64,406	72,718	81,030	89,342
<i>Difference</i>	<i>18,528</i>	<i>20,206</i>	<i>13,191</i>	<i>20,170</i>	<i>11,858</i>	<i>3,456</i>
Note: Supply and demand totals are shown in acre-feet.						
<i>Sources:</i>						
<i>EID Final Urban Water Management Plan 2005 Update, January 2006.</i>						
<i>EID Final Urban Water Management Plan 2010 Update, July 2011.</i>						

Table 4.11-3 summarizes EID’s current and projected multiple-dry year water supplies versus demand for a three year period. The analysis assumes that additional water conservation efforts are not in place and overall demands are not reduced to meet the 20 percent reductions by 2020. In addition, water conservation or mandatory rationing is not assumed to be implemented in any

of the dry years as shown in Table 4.11-3. The table indicates that EID has sufficient water to meet the projected demand of the service area during the indicated time.

Table 4.11-3 EID Multiple-Dry Year Water Supply and Demand Comparison					
Supply Year	EID Surface Water	Projected 2015 Year	Projected 2020 Year	Projected 2025 Year	Projected 2030 Year
1 st Year Supply	Supply Totals	71,449	86,449	86,449	86,449
	Demand Totals	48,921	52,267	60,028	69,620
	<i>Difference</i>	22,528	34,182	26,421	16,829
2 nd Year Supply	Supply Totals	66,449	76,449	76,449	76,449
	Demand Totals	48,921	52,267	60,028	69,620
	<i>Difference</i>	17,528	24,182	16,421	6,829
3 rd Year Supply	Supply Totals	64,949	69,949	69,949	69,949
	Demand Totals	48,921	52,267	60,028	69,620
	<i>Difference</i>	16,028	17,682	9,921	329
Note: Supply and demand totals are shown in acre-feet.					
<i>Source: EID Final Urban Water Management Plan 2010 Update, July 2011.</i>					

Water Treatment

The following section provides descriptions of the three primary water treatment plants and related subsystems in the EID system: Reservoir 1 WTP and El Dorado Forebay Subsystem; Reservoir A WTP and Jenkinson Lake Subsystem; and El Dorado Hills WTP (EDHWTP) and Folsom Reservoir Subsystem, latter of which does not serve the project area, and thus, will not be discussed herein.

Reservoir A Water Treatment Plant (WTP) and Jenkinson Lake Subsystem

The Reservoir A WTP treats water from Jenkinson Lake and supplies up to 64 million gallons per day (mgd) of potable water to customers.⁶ Treatment processes include a raw water intake, chemical addition, rapid mix vault, dual-media gravity filters, and chlorination. Filter backwash wastewater is piped to an equalization basin and pumped to settling/drying beds.

Water is treated at the Reservoir A WTP and conveyed to Reservoir A. A small portion of the finished water is pumped to the Sly Park Hills Pressure Zone where the water is used to serve customers at higher elevations. From Reservoir A, water is distributed based on system demands northwest into Reservoirs 2 and 2A in the El Dorado Forebay subsystem through the Camino Conduit, and southwesterly through the Pleasant Oak Main. Water flowing in the Pleasant Oak Main is conveyed through Reservoirs B and C. Water leaving Reservoir C flows westerly to Reservoir 7, and then enters the Diamond Springs Main (DSM). The DSM conveys water in a westerly direction through the Diamond Springs, El Dorado, Logtown, Shingle Springs, and Cameron Park service zones and terminates at Reservoir 12 located east of Cameron Park.

⁶ El Dorado Irrigation District. *El Dorado Irrigation District Urban Water Management Plan 2010 Update* [pg. 2-4]. July 2011.

Reservoir 1 Water Treatment Plant (WTP) and El Dorado Forebay Subsystem

The Reservoir 1 WTP treats water from the South Fork American River via Forebay Reservoir and supplies up to 26 mgd of potable water to customers throughout the service area.⁷ Raw water is diverted at the El Dorado Forebay and then travels through three miles of open ditch to the Reservoir 1 WTP. The treatment process includes a manually-cleaned trash screen, automatically-cleaned bar screen, flocculation tanks, sedimentation basin, dual-media gravity filter, and chlorination. Sludge from the sedimentation basin is pumped to sludge lagoons for thickening and drying, and filter backwash is pumped to the backwash storage tank for recycling to the front of the WTP. Water is stored in the adjacent Reservoir 1 storage reservoir which then flows by gravity to Reservoir 2/2A and the town of Camino or is pumped to the Pollock Pines Reservoir to customers at higher elevations. A raw water pump station at the Reservoir A WTP allows raw water to be pumped to the Reservoir 1 WTP via the Sly Park Intertie providing a backup raw water supply to the Reservoir 1 WTP in the event that the El Dorado Forebay supply is not available.

From Reservoir 2/2A, El Dorado Main (EDM) 1 and 2 continues westward conveying water through Placerville into the Gold Hill area. Prior to reaching the Gold Hill area, three major storage facilities (Reservoirs 3, 4, and 5) are situated along EDM 1 and EDM 2. These storage facilities are utilized to reduce the pressure in the pipeline and provide system storage. At Reservoir 3, a lateral of EDM 1 begins and continues in a southerly direction around the southeastern edge of Placerville through Reservoir 6. The City of Placerville has turnouts along this lateral that divert water to the City water system. The State Route (SR) 49 Intertie connects downstream of Reservoir 6 and extends in a southerly direction to the DSM near Diamond Springs. EDM 2 begins at Reservoir 2A in Camino and extends in a westerly direction, generally following the alignment of EDM 1. EDM 2 also terminates in the Gold Hill area. Reservoir 2A is supplied from the Jenkinson Lake subsystem through the Camino Conduit and the Forebay Subsystem through the Moosehall Transmission Main.

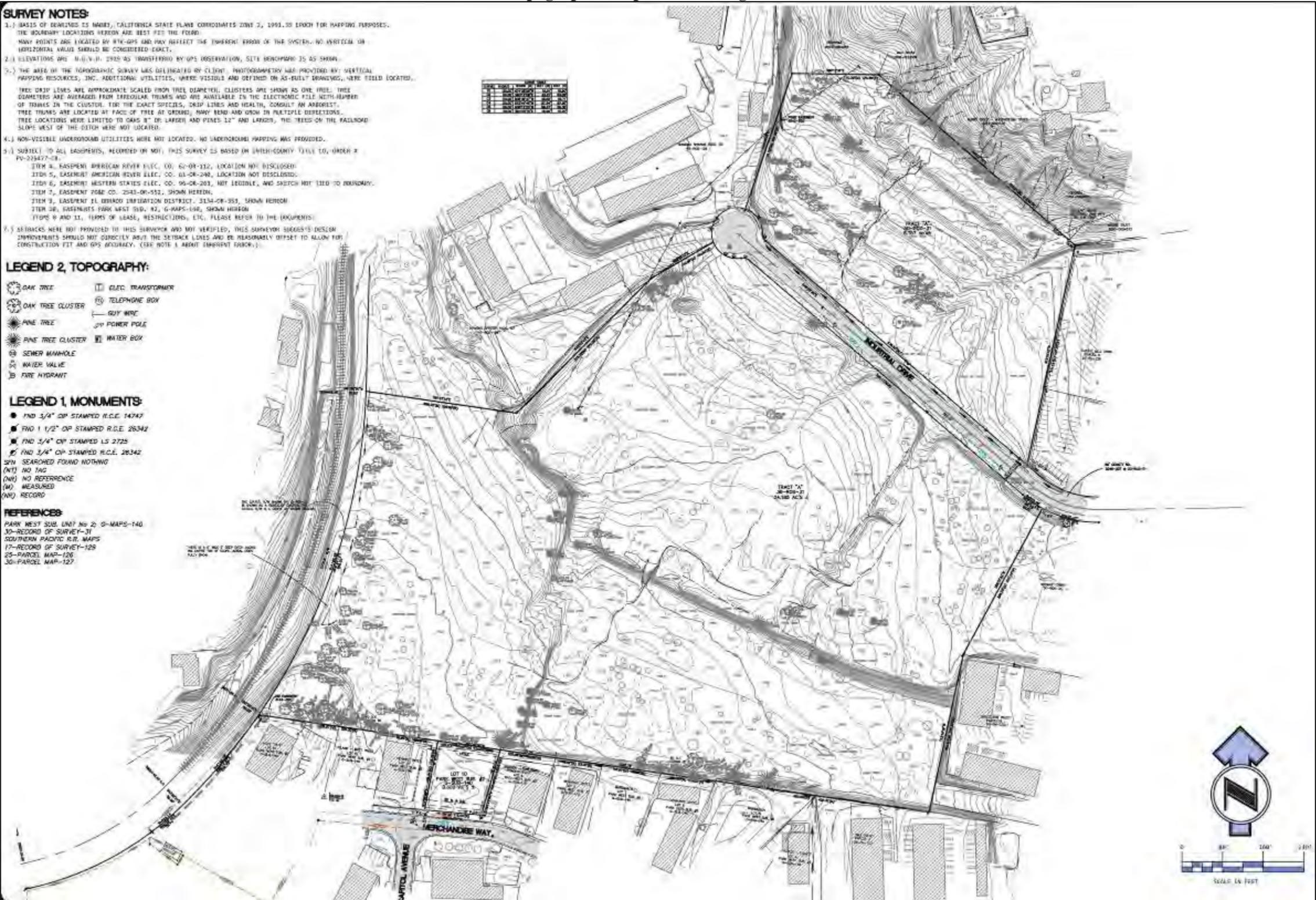
The Gold Hill Intertie (GHI) connects to EDM 2 in the Gold Hill area and extends to the El Dorado Hills area along Green Valley Road. The pipeline provides water to the Cameron Park/Shingle Springs service zones. “Leg A” of the GHI connects with the DSM and extends from Green Valley Road to Reservoir 12. Another extension of the GHI, the AD3 Conduit extends from Bass Lake Road to the Bass Lake Tanks and to the Oakridge Tanks in the El Dorado Hills service zone.

Project Site Potable Water Facilities

The EID currently provides domestic water service to the project site. Eight-inch waterlines currently exist along the southwest corner of the project site and along Merchandise Way (see Figure 4.11-2, Topographic Map with Existing Utilities).

⁷ El Dorado Irrigation District. *El Dorado Irrigation District Urban Water Management Plan 2010 Update* [pg. 2-6]. July 2011.

Figure 4.11-2
 Topographic Map with Existing Utilities



Wastewater Collection and Treatment

The EID operates two wastewater treatment plants, the Deer Creek Wastewater Treatment Plant (DCWWTP) and the El Dorado Hills Wastewater Treatment Plant (EDHWWTP). The DCWWTP, located two miles south of US 50 off Deer Creek Road, provides wastewater treatment service to the project area and is described in more detail below.

Collection System

The DCWWTP service area, which includes the project area, encompasses approximately 23 square miles, with approximately 280 miles of pipelines ranging from four to 36 inches in diameter. Pipe materials consist of asbestos cement and vitreous clay. Newer portions of pipeline are PVC and high density polyethylene.

EID tracks the condition of the existing collection system and maintains data describing the capacity of the existing lift stations and the current system demands. In addition, EID conducts an evaluation to compare system buildout demands with the capacity of the existing facilities based on existing land use. EID has targeted main lift stations and sewers for upgrades and replacement or rehabilitation within the next 20 years, from 2010 to 2030.⁸

The EID Wastewater Facilities Master Plan provides an overview of the existing collection system, an analysis of capacity improvements and a summary of recommended improvements. Wastewater flows in the collection system are calculated by converting equivalent dwelling units (EDU) to an equivalent flow. The wastewater generation rate for Commercial land uses is 500 gallons per day (based on average dry weather flow) per acre.⁹ The DCWWTP has a dry weather flow capacity of 5.0 mgd, but currently accepts approximately 2.64 mgd, leaving approximately 2.36 mgd of remaining capacity.¹⁰

Project Site Wastewater Facilities

The EID currently provides wastewater service to the project site. An existing eight-inch sewer line runs along the southwest corner of the project site for approximately 390 feet, then flows to an existing lift station (Parkwest Diamond Industrial Lift Station), located in the northerly corner of the El Dorado County Animal Shelter Facility property to the south. An existing eight-inch sewer line is also located within Merchandise Way, south of the project site.

Solid Waste

Solid waste is generated by industrial, commercial, institutional, residential, and other types of land uses. In the unincorporated portion of El Dorado County, most of the solid waste is generated by residential land uses. In 2000, the residential waste stream accounted for 61.5

⁸ El Dorado Irrigation District. *Wastewater Facilities Master Plan Update, El Dorado Irrigation District* [pg. 81]. July 31, 2013.

⁹ El Dorado Irrigation District. *Wastewater Facilities Master Plan Update, El Dorado Irrigation District* [pg. 92]. July 31, 2013.

¹⁰ El Dorado Irrigation District. *Urban Water Management Plan 2010 Update* [pg. 4-18]. July 2011.

percent of the total waste stream in the unincorporated portion of the County, with the remaining 38.5 percent generated by non-residential sources. Based on a total waste stream of 81,575 tons in 2000, the unincorporated portion of El Dorado County generates 2.2 pounds of waste per resident per day and 4.2 pounds per day per employee per day.

County Waste Collection, Recycling, and Disposal Program

The Solid Waste and Hazardous Materials Division (SWM) of the El Dorado County Environmental Management Division (EMD), through exclusive contracts with private solid waste collection and disposal companies, is responsible for the comprehensive planning of solid waste reduction, recycling, and resource recovery in the County. The County's waste management programs are partially funded by fees collected on the tax roll, landfill disposal fees, and developer's fees.

El Dorado County is divided into two waste management regions: the Tahoe Basin and the west slope. The project site is located in the west slope region. El Dorado County has franchise agreements with solid waste companies to provide solid waste collection services, as well as recycling and disposal services, for the unincorporated portion of the County, as well as the cities of South Lake Tahoe and Placerville. Most west slope residents and businesses are served by Waste Management, Inc. (also known as El Dorado Disposal/Western El Dorado Recovery Systems). Within the City of Placerville, El Dorado Hills Community Services District (EDHCSD), and Cameron Park Community Services District franchise areas, residential pickup is mandatory. These areas account for approximately 40 percent of the County's population. Residential pickup, as well as commercial garbage collection, is not mandatory for the remaining areas of the County.

El Dorado Disposal Service

El Dorado Disposal Service, a Waste Connections Company, provides solid waste services for the Diamond Springs area. El Dorado Disposal Service is located at 4100 Throwita Way, in Diamond Springs. Services include curbside garbage, recycling, and yard trimmings pickup from homes, businesses, and schools.

Solid waste disposal sites do not exist in El Dorado County. Once collected, solid waste generated on the west slope (including recyclable materials) is taken to the Western El Dorado Recovery Systems (WERS) Transfer Station and Material Recovery Facility (MRF), located at 4100 Throwita Way in Placerville. The WERS Transfer Station and MRF handles mixed municipal waste and has a maximum permitted throughput of 400 tons per day. After undergoing processing, non-recyclable waste from the WERS Transfer Station and MRF are delivered to the Potrero Hills Landfill, located at 3675 Potrero Hills Lane, in Suisun City. The landfill handles agricultural, ash, construction and demolition, industrial, mixed municipal, sludge, and tire waste. The Potrero Hills Landfill has a maximum permitted capacity of 83.1 million cubic yards and as of the year 2006, a remaining estimated capacity of approximately 13.872 million cubic

yards, or 16.7 percent of the landfill's total capacity. The landfill receives a maximum disposal of 4,330 tons per day and is anticipated to have sufficient capacity until 2048.¹¹

The Potrero Hills Landfill, with a currently active disposal unit of 190 acres out of the total 1,200 acres, is permitted for a maximum disposal rate of 4,330 tons per day, or 1.6 million tons per year.¹² Based on projected disposal rates, the 190-acre disposal unit has an estimated 10 years of landfill capacity remaining. After 10 years, the Potrero Hills Landfill would apply for another operating permit for an additional disposal unit, consisting of 140 acres, which would extend the life of the landfill by approximately 45 years. The remainder of the 1,200-acre property may also be used as landfill disposal units, further extending the operational life of the landfill.¹³

4.11.3 REGULATORY CONTEXT

Many agencies regulate utilities. The following discussion contains a summary review of regulatory controls pertaining to utilities, including federal, State, and local laws and ordinances.

Federal Regulations

The following are the federal environmental laws and policies relevant to utilities.

Disaster Mitigation Act of 2000

In 2000, the Disaster Mitigation Act was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988. Among other things, the legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide, and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of the Disaster Mitigation Act of 2000 include the following: funding for pre-disaster mitigation activities; developing experimental multi-hazard maps to better understand risk; establishing State and local government infrastructure mitigation planning requirements; defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and adjusting ways in which management costs for projects are funded. Mitigation planning provisions are outlined in Section 322 of the Act, which establishes performance based standards for mitigation plans and requires states to have a public assistance program to develop county government plans. The consequence of failure to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year periods by the same type of event.

¹¹ CalRecycle. *Facility/Site Summary Details: Potrero Hills Landfill (48-AA-0075)*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0075/Detail/>. Accessed August 5, 2015.

¹² El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report* [pg. 5.6-21]. May 2003.

¹³ *Ibid.*

State Regulations

The following are the State environmental laws and policies relevant to utilities.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610 – 10656). The Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 ac-ft of water annually shall prepare and adopt an urban water management plan within a year of becoming an urban water supplier and update the plan at least once every five years. The Act specifies the content that is to be included in an urban water management plan, and states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry-years. The Act also states that the management of urban water demands and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

Senate Bill (SB) 610 and SB 221

In 2001, the California Legislature enacted two pieces of legislation relevant to environmental review focused on the water consumption associated with large development projects. Senate Bill (SB) 610 (Chapter 643, Statutes of 2001; Section 21151.9 of the Public Resources Code (PRC) and Section 10910 et seq. of the Water Code) requires the preparation of water supply assessments (WSAs) for large developments.¹⁴ A WSA would not be required for the proposed project. Government Code section 66473.7(a)(1) requires an affirmative written verification of sufficient water supply. Senate Bill 221 is designed as a “fail-safe” mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs early in the planning process.

California Green Building Code

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement,

¹⁴ Per Section 21151.9 of the Public Resources Code (PRC) and Section 10910 et seq. of the Water Code, WSAs are required for large development projects, which are defined as follows:

- (1) A proposed residential development of more than 500 dwelling units.
- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- (4) A proposed hotel or motel, or both, having more than 500 rooms.
- (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (6) A mixed-use project that includes one or more of the projects specified in this subdivision.
- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

repair, or rehabilitation of a building or other improvement to real property. The CBC is adopted every three years by the Building Standards Commission (BSC). In the interim, the BSC adopts annual updates to make necessary mid-term corrections. The CBC standards apply State-wide; however, a local jurisdiction may amend a CBC standard if the jurisdiction makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

On January 12, 2010, the BSC adopted the 2010 California Green Building Standards Code, otherwise known as the CALGreen Code. In addition to the new State-wide mandates, CALGreen encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce air pollutant emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. The most significant features of the 2010 CALGreen Code related to public services and utilities include the following:

- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate indoor and outdoor water meters to measure nonresidential buildings' indoor and outdoor water use with a requirement for moisture-sensing irrigation systems for larger landscape projects;
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

California Integrated Waste Management Act—AB 939

To minimize the amount of solid waste that must be disposed of by transformation (i.e., recycling) and land disposal, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated within the respective county plan. The plans must promote (in order of priority) source reduction, recycling and composting, and environmentally safe transformation and land disposal. Cities and counties that do not meet this mandate are subject to \$10,000-per-day fines.

Local Regulations

The following are the local government's environmental policies relevant to utilities.

El Dorado Irrigation District Urban Water Management Plan

The EID updates the Urban Water Management Plan (UWMP) every five years in accordance with California's Urban Water Management Act. The EID UWMP provides an overview of EID's water supply sources and usage, recycled water, and conservation programs. The most recently adopted plan is the 2010 UWMP Update (July 2011).

El Dorado Irrigation District Board Policies 9020 and 9021

EID Board Policy 9020 – Establishing New Service and Administrative Regulation, and EID Board Policy 9021 – Eligibility for New Service, outline the process an applicant must comply with in order to purchase a water meter. As part of the application process for a project, an applicant must request a Facility Improvement Letter (FIL) from the District, which describes the existing system and any improvements that will be needed in order to receive service. For more complicated projects, the applicant must have a licensed engineer prepare a Facility Plan Report (FPR) for District review and approval. The FIL and FPR both assess the adequacy of the water system to provide service to the applicant and thereby identify the necessary improvements that must be constructed prior to the issuance of water meters. The facility improvements range from distribution facilities that must be funded and constructed by the developer, to District financed capital improvement projects such as transmission mains and storage tanks.

The applicant can receive service only when the required facilities are completed and accepted by the District. The regulations and service procurement procedures, coupled with the guidelines in this report of meter availability, provide a solid basis to ensure that both adequate supply and infrastructure are in place to serve existing and new connections throughout the District.

El Dorado County General Plan

The following goals, objectives, and policies of the *2004 El Dorado County General Plan* are applicable to the proposed project.

Public Services and Utilities Element

Goal 5.1 Provision of Public Services. Provide and maintain a system of safe, adequate, and cost-effective public utilities and services; maintain an adequate level of service to existing development while allowing for additional growth in an efficient manner; and, ensure a safe and adequate water supply, wastewater disposal, and appropriate public services for rural areas.

Objective 5.1.1 Planning. Ensure that public infrastructure needs are anticipated and planned for in an orderly and cost effective manner.

Policy 5.1.1.1 The County, in cooperation with other affected service providing agencies, shall develop long-range facilities plans for public

services and utilities including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, and schools. The Capital Improvement Program (CIP) for the County road system shall be coordinated with the infrastructure plan of the above services and utilities.

Policy 5.1.1.2 The County shall review the Capital Improvement Plans of all public service and infrastructure entities to ensure coordination with the General Plan in order to maintain an adequate level of service.

Objective 5.1.2

Concurrency. Ensure through consultation with responsible service and utility purveyors that adequate public services and utilities, including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, fire protection, police protection, and ambulance service are provided concurrent with discretionary development or through other mitigation measures provided, and ensure that adequate school facilities are provided concurrent with discretionary development to the maximum extent permitted by State law. It shall be the policy of the County to cooperate with responsible service and utility purveyors in ensuring the adequate provision of service. Absent evidence beyond a reasonable doubt, the County will rely on the information received from such purveyors and shall not substitute its judgment for that of the responsible purveyors on questions of capacity or levels of service.

Policy 5.1.2.1 Prior to the approval of any discretionary development, the approving authority shall make a determination of the adequacy of the public services and utilities to be impacted by that development. Where, according to the purveyor responsible for the service or utility as provided in Table 5-1, demand is determined to exceed capacity, the approval of the development shall be conditioned to require expansion of the impacted facility or service to be available concurrent with the demand, mitigated, or a finding made that a CIP project is funded and authorized which will increase service capacity.

Policy 5.1.2.3 New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. Lack of available public or private services or adequate infrastructure to serve the project which cannot be satisfactorily mitigated shall be grounds for denial of any project or cause for the reduction of size, density, and/or intensity otherwise indicated on the General Plan land use map to the extent allowed by State law.

Objective 5.1.3 Efficient Development Pattern. Promote a development pattern that permits the efficient delivery of public services in a cost-effective manner.

Policy 5.1.3.1 Growth and development and public facility expenditures shall be primarily directed to Community Regions and Rural Centers.

Policy 5.1.3.1 The Capital Improvements Plan (CIP) of the County and other service purveyors shall emphasize capacity in providing infrastructure in Community Regions and Rural Centers. The CIP shall emphasize health and safety improvements over capacity in Rural Regions.

Goal 5.2 Water Supply. The development or acquisition of an adequate water supply consistent with the geographical distribution or location of future land uses and planned developments.

Objective 5.2.1 County-Wide Water Resources Program. Establish a County-wide water resources development and management program to include the activities necessary to ensure adequate future water supplies consistent with the General Plan.

Policy 5.2.1.2 An adequate quantity and quality of water for all uses, including fire protection, shall be provided for with discretionary development.

Policy 5.2.1.3 All medium-density residential, high-density residential, multifamily residential,

commercial, industrial and research and development projects shall be required to connect to public water systems when located within Community Regions and to either a public water system or to an approved private water systems in Rural Centers.

Policy 5.2.1.6 Priority shall be given to discretionary developments that are infill or where there is an efficient expansion of the water supply delivery system.

Policy 5.2.1.9 In an area served by a public water purveyor or an approved private water system, the applicant for a tentative map or for a building permit on a parcel that has not previously complied with this requirement must provide a Water Supply Assessment that contains the information that would be required if a water supply assessment were prepared pursuant to Water Code section 10910. In order to approve the tentative map or building permit for which the assessment was prepared the County must (a) find that by the time the first grading or building permit is issued in connection with the approval, the water supply from existing water supply facilities will be adequate to meet the highest projected demand associated with the approval on the lands in question; and (b) require that before the first grading permit or building permit is issued in connection with the approval, the applicant will have received a sufficient water meters or a comparable supply guarantee to provide adequate water supply to meet the projected demand associated with the entire approval. A water supply is adequate if the total entitled water supplies available during normal, single, dry, and multiple dry years within a 20-year projection will meet the highest projected demand associated with the approval, in addition to existing and 20-year projected future uses within the area served by the

water supplier, including but not limited to, fire protection, agricultural, and industrial uses, 95% of the time, with cutbacks calculated not to exceed 20% in the remaining 5% of the time.

Goal 5.3 Wastewater Collection and Treatment. An adequate and safe system of wastewater collection, treatment, and disposal to serve current and future County residents.

Objective 5.3.1 Wastewater Capacity. Ensure the availability of wastewater collection and treatment facilities of adequate capacity to meet the needs of multifamily, high-, and medium-density residential areas, and commercial and industrial areas.

Policy 5.3.1.1 High-density and multifamily residential, commercial, and industrial projects shall be required to connect to public wastewater collection facilities as a condition of approval except in Rural Centers and areas designated as Platted Lands (-PL). In the Community Region of Camino/Pollock Pines, the long term development of public sewer service shall be encouraged; however, development projects will not be required to connect to wastewater collection facilities where such connection is infeasible, based on the scale of the project. (Res. No. 298-98; 12/8/98)

Goal 5.5 Solid Waste. A safe, effective and efficient system for the collection and processing of recyclable and transformable materials and for the disposal of residual solid wastes which cannot otherwise be recycled or transformed.

Objective 5.5.1 Integrated Waste Management Program. Comply with El Dorado County Integrated Waste Management program which complies with the intent and requirements of the California Public Resources Code, Division 30, Waste Management.

Objective 5.5.2 Recycling, Transformation, and Disposal Facilities. Ensure that there is adequate capacity for solid waste processing, recycling, transformation, and disposal to serve existing and future users in the County.

Policy 5.5.2.1 Concurrent with the approval of new development, evidence will be required that capacity exists within the solid waste system for the processing, recycling, transformation, and disposal of solid waste.

Goal 5.6 Gas, Electric, and other Utility Services. Sufficient utility service availability consistent with the needs of a growing community.

Objective 5.6.1 Provide Utility Services. Community Regions shall be provided with adequate and reliable utility services such as gas, electricity, communication facilities, satellite and/or cable television, and water distribution facilities, while recognizing that levels of service will differ between Community Regions, Rural Centers, and Rural Regions.

County of El Dorado Ordinance Code

Chapter 8.43, Construction and Demolition Debris Recycling Within the County, of the County's Ordinance Code establishes a program for the recycling and salvage of construction and demolition debris. The ordinance requires at least 50 percent of the debris from construction and demolition project with structure footprints exceeding 5,000 square feet to be diverted from landfills through recycling practices. Prior to the issuance of a permit, the project applicant must file a Debris Recycling Acknowledgment (DRA) with the County's Environmental Management Division. A Debris Recycling Report (demonstrating compliance with the 50 percent diversion goal) must be filed within 60 days after final and/or occupancy approval. If the Debris Recycling Report is not filed or approved within two years of the date the DRA was filed, the project applicant would be required to submit a Performance Securities with subsequent DRAs.

In addition, Section 8.42.600 of the County's Ordinance Code requires that all new development projects include adequate, accessible, and convenient areas for collecting and loading recyclable materials.

4.11.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to utilities.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, the County's General Plan, and professional judgment, a significant impact would occur if the proposed project would result in the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Fail to comply with federal, state, and local statutes and regulations related to solid waste.

The proposed project's impacts associated with stormwater drainage system capacity is addressed in Chapter 4.7, Hydrology and Water Quality, of this EIR.

Issues Not Discussed Further

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), potential impacts related to fire protection, police protection, schools, parks, and other public facilities were determined to be less than significant. The El Dorado Hills Fire District currently provides fire protection services to the project area and would continue to serve the site upon development of the proposed project. Because the project would provide on-site police protection, the project would not increase the need for police protection for the project site. In addition, the project would centralize the existing County Sheriff facilities, thus potentially decreasing the response times to the local area. In addition, the proposed project does not involve the creation of housing and would not directly or indirectly increase substantial population growth in the area; thus, implementation of the proposed project would not generate new students to the area and would not increase demand on local recreational or other public facilities. Impacts related to fire protection, police protection, schools, parks, or other public facilities are not examined further in this EIR.

Method of Analysis

Determinations of the significance of the proposed project's impacts were made based on the project's modifications to existing or planned utilities, and the ability of the existing utilities to accommodate the proposed project, using the above significance criteria.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison with the standards of significance identified above.

4.11-1 Water supply, treatment, and distribution facilities. Based on the analysis below, the impact is *less than significant*.

Water Supply and Distribution

Water supply for the proposed project would be provided by the EID. According to the EID's hydraulic model, the existing system can deliver the required fire flow.¹⁵ In order to provide the fire flow and receive service, the project would be required to construct a looped water line extension connecting the eight-inch waterline located in Industrial Drive to the eight-inch water line located in Merchandise Way. The project includes construction of all of the aforementioned water improvements required by the EID. In addition, the proposed project would include a three-inch water meter for domestic service and a 1.5-inch landscape meter for landscape/irrigation.

According to the FIL provided by EID, the proposed project would require 12 EDUs of water service **[may need to update EDU count for project based on forthcoming FIL letter]**. In addition, according to the Diamond Springs/El Dorado Fire Protection District, the minimum fire flow for the proposed project is 2,625 gallons per minute (GPM) for a two-hour duration, while maintaining a 20 pounds per square inch (psi) residual pressure. Based on information provided in Table 1 of EID's 2009 Water Resources and Service Reliability Report, one EDU equals approximately 0.59 ac-ft of water. Therefore, the project's water demand would be approximately 7.08 ac-ft per year. In terms of water supply, as of January 1, 2013, 1,935 EDUs were available in EID's Western/Eastern Water Supply Region. Accordingly, sufficient water is available to serve the proposed project.

According to the EID's UWMP 2010 Update, the EID has sufficient water to meet the projected demand of the service area through the year 2035. The EID maintains adequate water supply and demand records to ensure accurate monitoring and reporting. An updated Water Resources and Service Reliability Report is prepared annually for review by the Board of Directors which includes the current system firm yield of the overall EID, along with the water supply and infrastructure capacity, potential demands, existing commitments, and meter availability for each water service area of the EID, as defined in the report.

The Water Resources and Service Reliability Report uses a system firm yield method to determine that sufficient water supply exists to meet potential demands. Under this methodology, approximately 95 percent of the time sufficient water supply will be available to meet normal water demands, but during the remaining five percent of the time, water shortages may occur. Such shortages may result in the implementation of voluntary or mandatory conservation measures. Although the EID does not import any water into the system, this method of accounting provides the ability to maximize

¹⁵ El Dorado Irrigation District. *Facility Improvement Letter (FIL)*, El Dorado County Sheriff's Headquarters, Assessor's Parcel No. 329-240-55, 329-391-10 [Diamond Springs; pg. 2]. **February 27, 2015. [Will need to reference new FIL letter when County receives it from EID].**

resources and foresee needs to obtain new supplies in advance rather than importing sources of water.

The EID adopted a Drought Action Plan on February 4, 2014.¹⁶ The four stages of the EID Drought Action Plan depend upon EID water supply conditions, and the corresponding response requested of their customers. For normal water supply conditions, the EID would continue to implement water conservation measures and prohibit water waste, while raising public awareness regarding water efficiency practices. If water supplies become slightly restricted, the Plan calls for an introductory Stage 1 drought response, during which customers are informed of possible shortages and asked to voluntarily conserve up to 15 percent. At Stage 2 when water supplies become moderately restricted, both voluntary and mandatory measures are implemented to achieve a demand reduction goal of up to 30 percent. If water supplies subsequently become severely restricted, a Stage 3 drought can be called with the enforcement of mandatory measures to achieve a demand reduction goal of up to 50 percent. Lastly, if drought conditions persist and the EID experiences extremely restricted water supplies, then a Stage 4 can be implemented that requires water rationing for health and safety purposes in order to achieve a greater than 50 percent reduction of demands.

Water Treatment

The EID would provide water treatment services to the proposed project by the Reservoir 1 WTP and the Reservoir A WTP. As noted previously, the Reservoir A WTP treats water from Jenkinson Lake and supplies up to 64 mgd of potable water to customers. In addition, the Reservoir 1 WTP treats water from the South Fork American River via Forebay Reservoir and supplies up to 26 mgd of potable water to customers throughout the service area.

Development of the Public Safety Facility would increase the demand for water treatment services. However, the proposed project is an industrial development, which is consistent with current zoning; thus, the increase in demand for water treatment services expected to be generated by the project would be consistent with what has been expected for the site and analyzed in the EID UWMP 2010 Update. Therefore, the increase in water treatment demand as a result of development of the project would not be considered significant.

Conclusion

Overall, the existing water supply and distribution facilities would be sufficient to meet the proposed project's increase in demand, and construction of new or expanded infrastructure would not be required. Therefore, the proposed project would have a *less-than-significant* impact associated with an increase in demand for water supply, treatment, and distribution.

¹⁶ El Dorado Irrigation District. *Drought Action Plan 2014 Update* [pg. 1]. Adopted February 4, 2014. Approved during May 12, 2014 Board Meeting.

Mitigation Measure(s)

None required.

4.11-2 Wastewater collection and treatment services. Based on the analysis below, the impact is *less than significant*.

As can be seen in Figure 4.11-2, the proposed project would connect to the existing eight-inch sewer line in Merchandise Way to the south, or to the southwest corner of the site via a new eight-inch sewer line within the new access roadway. As the site has been planned for development similar to that of the proposed project, and existing collection and conveyance infrastructure exists adjacent to the site, the existing wastewater collection infrastructure is adequate to serve the proposed project. According to EID, the existing eight-inch sewer lines in the southwest corner of the site, and in Merchandise Way, currently have adequate capacity to serve the proposed project.¹⁷ Thus, replacement or upsizing of the County's wastewater collection system would not be required.

Wastewater treatment is provided to the project area by the EID's DCWWTP. As discussed above, the DCWWTP currently has a dry weather flow capacity of 5.0 mgd, but currently accepts approximately 2.64 mgd, leaving approximately 2.36 mgd of remaining capacity.¹⁸ Per EID's Wastewater Facilities Master Plan, the wastewater generation rate for Commercial land uses is 500 gallons per day (based on average dry weather flow) per acre. Therefore, the proposed project would generate approximately 5,500 gallons of wastewater per day. The proposed project's incremental increase in wastewater generation would not increase the capacity of the DCWWTP beyond the ability of the existing facility.

Overall, the proposed project would not require or result in the construction of new wastewater treatment or conveyance facilities or expansion of existing facilities, nor would the project increase wastewater generation such that the DCWWTP would not have adequate capacity to serve the project's demand in addition to the EID's existing commitments. Therefore, impacts related to the proposed project's incremental increase in demand for wastewater collection and treatment services would be considered *less than significant*.

Mitigation Measure(s)

None required.

4.11-3 Solid waste services. Based on the analysis below, the impact is *less than significant*.

The proposed project would generate solid waste associated with construction activities and project operations. Construction debris would be disposed of in accordance with applicable federal, State, and local regulations and standards. Per Chapter 8.43 of the

¹⁷ El Dorado Irrigation District. *Facility Improvement Letter (FIL)*, El Dorado County Sheriff's Headquarters, Assessor's Parcel No. 329-240-55, 329-391-10 [Diamond Springs; pg. 2]. February 27, 2015. [Will need to confirm this statement and update this reference when County receives new FIL from EID].

¹⁸ El Dorado Irrigation District. *Urban Water Management Plan 2010 Update* [pg. 4-18]. July 2011.

County's Ordinance Code, Construction and Demolition Debris Recycling Within the County, the project will be required to recycle at least 50 percent of the debris from construction so as to divert waste from landfills.

Solid waste generated during operations would primarily be associated with the administrative offices, general use of the facility, and green waste from landscaping. As required by El Dorado County Ordinance Code Section 8.42.600, Recyclable Materials in Development Projects, the proposed project would include an on-site recycling program to recycle waste from project operations.

The proposed project is consistent with the type of development that has been anticipated for the site; thus, the amount of solid waste generated by the project has been anticipated in regional solid waste planning efforts. In addition, the project's solid waste would be disposed of at the Potrero Hills Landfill, which, as discussed above, has sufficient capacity to serve the regional waste disposal needs until approximately 2048. Should the landfill be near capacity, the Potrero Hills Landfill would apply for another operating permit for an additional disposal unit, consisting of 140 acres, which would extend the life of the landfill by approximately 45 years. The remainder of the 1,200-acre property may also be used as landfill disposal units, further extending the operational life of the landfill.

Because the proposed project would not generate solid waste such that the permitted landfill capacity could not accommodate the project's solid waste disposal needs, impacts related to solid waste services would be *less than significant*.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the County's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area.

4.11-4 Development of the proposed project, in combination with future buildout in El Dorado County, would increase demand for additional utilities. Based on the analysis below, the cumulative impact is *less than cumulatively considerable*.

Implementation of the proposed project would contribute to an increased demand for utilities in El Dorado County.

Water Supply

As noted in the EID's UWMP, the EID has sufficient water to meet the projected demand of the service area through the year 2035. The EID's UWMP is a cumulative analysis that addresses buildout water demand within the EID service area over a 20-year horizon. The Water Resources and Service Reliability Report uses a system firm yield method to determine that sufficient water supply exists to meet potential demands. Under this methodology, approximately 95 percent of the time sufficient water supply will be available to meet normal water demands, but during the remaining five percent of the time, water shortages may occur. Such shortages may result in the implementation of voluntary or mandatory conservation measures. Although the EID does not import any water into the system, this method of accounting provides the ability to maximize resources and foresee needs to obtain new supplies in advance rather than importing sources of water.

As the proposed project would be consistent with the type of development anticipated for the site, the incremental increase in demand for water supply and distribution services has been anticipated in the EID's UWMP. In terms of long-term water supply reliability, the proposed project, and other projects served by the EID, would be required to comply with the four stages of the EID Drought Action Plan if necessary. Therefore, the proposed project, in combination with future buildout in El Dorado County, would not result in a significant cumulative impact related to water supply.

Wastewater

As discussed above, the DCWWTP currently has a dry weather flow capacity of 5.0 mgd, but currently accepts approximately 2.64 mgd, leaving approximately 2.36 mgd of remaining capacity. The projected capacity of the DCWWTP in 2030 is 5.0 mgd.¹⁹ The proposed project would create approximately 5,500 gallons of wastewater per day, or approximately 2,007,500 gallons of wastewater per year. Due to the project's consistency with existing zoning, this amount of wastewater has been anticipated in regional wastewater capacity and collection planning efforts. Therefore, the proposed project, in combination with future buildout in the region, would not result in a significant cumulative impact related to wastewater.

Solid Waste

The Potrero Hills Landfill is expected to have adequate capacity to serve the regional waste disposal needs until the anticipated closure date of approximately 2048. Because the proposed project is consistent with the type of development anticipated for the site, the incremental increase in demand for solid waste collection and disposal services has been anticipated. Therefore, the proposed project in combination with future buildout in

¹⁹ El Dorado Irrigation District. *Wastewater Facilities Master Plan Update, El Dorado Irrigation District* [pg. 8]. July 31, 2013.

El Dorado County would not result in a significant cumulative impact related to solid waste.

Conclusion

According to the EID's UWMP, the EID anticipates having adequate domestic water supply through the year 2035, and the EID would regulate water use during a drought. In addition, the DCWWTP has adequate capacity to accommodate the proposed project in the cumulative context. Furthermore, the Potrero Hills Landfill is expected to have adequate capacity to serve the regional solid waste disposal needs until the anticipated closure date of approximately 2048. With the full buildout of other proposed and pending projects in El Dorado County, and payment of County impact fees for each project, all utilities would be adequate. Therefore, cumulative impacts related to increased demand for utilities would be considered *less than cumulatively considerable*.

Mitigation Measure(s)

None required.

5. STATUTORILY REQUIRED SECTIONS

5

STATUTORILY REQUIRED SECTIONS

5.1 INTRODUCTION

The Statutorily Required Sections chapter of the EIR includes brief discussions regarding those topics that are required to be included in an EIR, pursuant to *CEQA Guidelines*, Section 15126.2. The chapter includes a discussion of the proposed project’s potential to induce economic or population growth. In addition, the chapter includes lists of significant irreversible environmental changes, cumulative impacts, and significant and unavoidable impacts caused by the proposed project.

5.2 GROWTH-INDUCING IMPACTS

An EIR must discuss the ways in which a proposed project could foster economic or population growth in the vicinity of the project and how that growth would, in turn, affect the surrounding environment (see *CEQA Guidelines*, Section 15126.2[d]). In addition, the EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, including through the elimination of obstacles to growth, the stimulation of economic activity within the region, or the establishment of policies or other precedents that directly or indirectly encourage additional growth. Under CEQA, this growth is not to be considered necessarily detrimental, beneficial, or of significant consequence. Induced growth would be considered a significant impact if it can be demonstrated that the potential growth, directly or indirectly, significantly affects the environment. The discussion of the removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval.

In general, a project could foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area, or a change in zoning or General Plan amendment approval), or economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion). A number of issues must be considered when assessing the growth-inducing effects of development plans, such as the proposed project, including the following:

Elimination of Obstacles to Growth: The extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval; and

Economic Effects: The extent to which development of the proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the “multiplier effect.” A “multiplier” is an economic term used to describe

interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

Growth-inducing impacts associated with the proposed project would be considered to be any effects of the project allowing for additional growth or increases in population beyond that proposed by the project or anticipated in the *El Dorado County General Plan* and associated EIR. The General Plan and associated EIR established and previously analyzed the population growth patterns in the area and, thus, are appropriate standards to evaluate the impacts of the proposed project on population growth. The proposed project would be consistent with the County's land use designation for the site of Industrial. The proposed project is a public safety facility on a 30.34-acre project site for the El Dorado County's Sheriff's Office. Development would be concentrated on 11 acres, with a maximum development potential totaling approximately 106,331 square feet (sf). Development of the public safety facility would include a training building with indoor firing range, a sheriff administration building, a county morgue, a SWAT, Search and Rescue, and radio shop. Development of the facility would also include a 7-acre solar farm facility, which would be located immediately west of the public safety facility buildings.

The proposed project would not be generating or introducing new employees to the area or be developing residential or commercial uses that could induce population growth in the area. In addition, the project site is currently surrounded by existing development; therefore, the project would not create new development in a currently undeveloped area. The project would not include expansion or provision of new infrastructure or transportation and circulation system improvements beyond what is necessary to serve the proposed project. As such, the project would not be considered to eliminate any obstacles to growth. Furthermore, because the proposed project is consistent with the General Plan, impacts would not be beyond what was anticipated in the General Plan EIR. Therefore the proposed project would not be expected to result in growth-inducing impacts.

5.3 CUMULATIVE IMPACTS

CEQA Guidelines, Section 15130 requires that an EIR discuss the cumulative and long-term effects of the proposed project that adversely affect the environment. "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (*CEQA Guidelines*, Section 15355). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects" (*CEQA Guidelines*, Section 15355, subd. [a]). "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (*CEQA Guidelines*, Section 15355, subd. [b]).

The need for cumulative impact assessment reflects the fact that, although a project may cause an “individually limited” or “individually minor” incremental impact that, by itself, is not significant, the increment may be “cumulatively considerable,” and, thus, significant, when viewed together with environmental changes anticipated from past, present, and probable future projects (*CEQA Guidelines*, Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). Accordingly, particular impacts may be less than significant on a project-specific basis but significant on a cumulative basis if their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable. However, *CEQA Guidelines*, Section 15064, Subdivision (h)(5) states, “[...]the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.” Therefore, even where cumulative impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

Section 15130(b) of *CEQA Guidelines* indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, but that analysis should reflect the severity of the impacts and their likelihood of occurrence, and that the analysis should be focused, practical, and reasonable. To be adequate, a discussion of cumulative effects must include the following elements:

- (1) Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency’s control, or (b) a summary of projections contained in an adopted general plan or related planning document, or in a prior certified EIR, which described or evaluated regional or area-wide conditions contributing to the cumulative impact, provide that such documents are reference and made available for public inspection at a specified location;
- (2) A summary of the individual projects’ environmental effects, with specific reference to additional information and stating where such information is available; and
- (3) A reasonable analysis of all of the relevant projects’ cumulative impacts, with an examination of reasonable, feasible options for mitigating or avoiding the project’s contribution to such effects (Section 15130[b]).

For some projects, the only feasible mitigation measures will involve the adoption of ordinances or regulations, rather than the imposition of conditions on a project-by-project basis (Section 15130[c]). Section 15130(a)(3) states that an EIR may determine that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund the project’s fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

Cumulative Setting

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of “past, present, and probable future projects producing related or cumulative impacts” relevant to the various categories, either through the preparation of a “list” of such projects or through the use of “a

summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact” (id., subd. [b][1]).

The proposed project, in conjunction with development in the vicinity of the project site and within the region, would contribute to cumulative environmental impacts. The cumulative analysis for the proposed project is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the City’s General Plan.

Cumulative Impacts

Cumulative impacts are analyzed in each of the technical chapters of this EIR (Chapters 4.1 through 4.11).

5.4 ENERGY CONSERVATION

Appendix F of the CEQA Guidelines requires that EIRs include a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) Decreasing overall per capita energy consumption;
- (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- (3) Increasing reliance on renewable energy sources.

The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2013 California Green Building Standards Code, with which the proposed project would be required to comply, as well as discussions regarding the proposed project’s potential effects related to each form of energy supply during construction and operations is provided below.

California Green Building Standards Code

The 2013 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), became effective January 1, 2014. The energy provisions of the CALGreen Code became effective July 1, 2014. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

The key features of the CALGreen Code include the following mandates:

- Compliance with the California Building Energy Efficiency Standards Code;
- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate indoor and outdoor water meters to measure nonresidential buildings' indoor and outdoor water use with a requirement for moisture-sensing irrigation systems for larger landscape projects;
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sf to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

In addition to the mandatory measures listed above and to other State-wide mandates, the CALGreen Code encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. El Dorado County has not adopted any of the CALGreen Code tiers at this time.

California Building Energy Efficiency Standards Code

The CEC administers building energy efficiency standards (CCR Title 24, Part 6), commonly referred to as “Title 24”, which were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2013 Building Energy Efficiency Standards became effective July 1, 2014. It should be noted that the 2013 Building Energy Efficiency Standards are anticipated to result in 25 percent less energy consumption for residential buildings and 30 percent savings for nonresidential buildings over the previous energy standards.¹

Construction-Related Energy

Appendix F of the CEQA Guidelines identifies several potential sources of energy conservation impacts, including the project’s construction energy requirements and energy use efficiencies by amount and fuel type. Construction of the proposed project would result in a temporary increase in energy consumption in the area.

For analysis purposes, construction of the proposed project is assumed to commence in July 2016 and would occur over an approximately 18-month period. As discussed in Chapter 4.2, Air

¹ California Energy Commission. News Release: “*New Title 24 Standards Will Cut Residential Energy Use by 25 Percent, Save Water, and Reduce Greenhouse Gas Emissions.*” July 1, 2014.

Quality and Greenhouse Gas Emissions, of this EIR, to provide a conservative analysis, the construction period was considered to be ongoing for the entire approximately 18-month period. The proposed project is expected to be built out in one phase. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable EDCAQMD rules and regulations, such as Rule 215 related to architectural coatings and Rule 223 related to fugitive dust. As a result, construction equipment operating at the project site would occur over a relatively short duration in comparison to the operational lifetime of the proposed project, and would operate intermittently over the construction period for the project.

Nonetheless, construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and construction and off-road equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Electricity Demand

Typically at construction sites, electricity from the existing grid is used to power portable and temporary lights or office trailers. Because grid electricity would be utilized primarily for steady sources such as lighting, not sudden, intermittent sources such as welding or other hand-held tools, the increase in electricity usage at the site during construction would not be expected to cause any substantial peaks in demand. However, an increase in the base demand for electricity in the area would increase. Overall, construction of the project would be over a relatively short duration in comparison to the operational lifetime of the proposed project and would occur intermittently throughout the buildout period of the project. As the site develops, operational electricity demand would become the dominant demand source. Operational electricity demand would be much greater than construction, and is discussed further below.

Pacific Gas & Electric (PG&E) currently supplies electricity to the area and would supply electricity to the project site, including during construction. Increases in demand for electricity within the PG&E planning area have been projected to the year 2024. Construction of the proposed project, which would result in temporary increases in electricity demand, would not cause a permanent or substantial increase in demand that would exceed the demand projections or such that the existing PG&E supplies or infrastructure could not handle the increase. Therefore, project construction would not result in any significant impacts on local or regional electricity supplies, the need for additional capacity, or on peak or base period electricity demands. In addition, standards or regulations specific to construction-related electricity usage do not currently exist. As such, the temporary increase in electricity due to project construction activities would not be considered an inefficient, wasteful, and unnecessary consumption of energy, and significant adverse impacts on electricity resources would not occur.

Oil Demand

Based on the CalEEMod results for the proposed project, construction is anticipated to generate a worker, delivery, and hauling vehicle trips during the peak construction period. Worker vehicle trips are assumed to utilize gasoline, and delivery and hauling trucks are assumed to utilize diesel fuel. Diesel fuel would also be used to power the construction and off-road equipment necessary for construction activities, including rubber tired dozers, tractors, excavators, cranes, and other types of equipment. In addition, diesel-fueled portable generators may be used where electricity from the grid cannot be provided or for where more immediate electricity is needed such as for welding or other hand tools. Overall, construction equipment operating at the project site would occur over a relatively short duration in comparison to the operational lifetime of the proposed project and would be intermittent over the period of construction for the project. Operational oil demand would be much greater than construction, and is discussed further below.

A number of federal, State, and local standards and regulations exist that require improvements in vehicle efficiency, fuel economy, cleaner-burning engines, and emissions reductions. For example, CARB adopted a regulation to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California, which imposes limits on idling, requires all vehicles to be reported to CARB, restricts adding of older vehicles into fleets, and requires fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Any licensed contractor for the project and equipment would have to be in compliance with all applicable regulations, such as the in-use, off-road, heavy-duty vehicle regulation. Thus, the proposed project would comply with existing standards related to construction fuel efficiency. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

Therefore, the temporary increase in gasoline and diesel consumption due to project construction activities would not be an inefficient, wasteful, and unnecessary consumption of energy, and significant adverse impacts on oil resources would not occur.

Conclusion

Construction of the proposed project would result in a temporary increase in demand for energy resources. However, the temporary increase would not result in significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. The project applicant and/or contractor may choose to implement voluntary measures to further reduce the project's construction-related energy demand. As such, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy. Therefore, the proposed project would result in a less-than-significant impact on energy resources during construction.

Operational Phase

In order to ensure energy implications are considered in project decisions, Appendix F of CEQA Guidelines requires a discussion of the potential energy impacts of a project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines identifies several potential sources of energy conservation impacts, which are listed as follows and discussed in further detail below, with the exception of the project's construction-related energy requirements and energy use efficiencies, which are discussed above:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The project site is currently designated and zoned for Industrial uses in the El Dorado County General Plan. The proposed project could include approximately 106,331 sf of building space for the proposed four buildings and a 7-acre solar farm facility on approximately 11 acres of the 30.34-acre project site. Depending upon the final design of the actual building configuration, the total square footage for the project may be less than the projected 106,331 sf buildout. (see Figure 3-3, El Dorado County Public Safety facility Conceptual Site Plan, in Chapter 3 of this EIR).

Building Energy

Buildout of the proposed project would result in energy consumption in the form of electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, refrigeration, appliances, security systems, irrigation well pump, and more. In addition, maintenance activities during operations, such as landscape maintenance, would involve the use of electric or fueled equipment. The proposed Public Safety Facility buildings would be required to be designed in compliance with the mandated standards of the CALGreen Code, including compliance with the California Building Energy Efficiency Standards Code. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations. Compliance with the CALGreen Code and California Building Energy Efficiency Standards Code would help to reduce the proposed project's overall consumption of energy.

The proposed project site is located adjacent to other existing development that is currently supplied electricity and natural gas services by PG&E. Renewable energy would be supplied by the solar-generating facilities to be located in the secured parking area of the Public Safety Facility. The solar-generating facilities to be located in the secured parking area of the Public Safety Facility are anticipated to generate electricity sufficient to supply approximately 50 percent of the Public Safety Facility's total electricity consumption. The remaining demand for energy for the Public Safety Facility would be supplied by a connection to existing PG&E utility lines in the project vicinity. By including solar-generating facilities on-site, the proposed project would be considered to use energy efficiently and have fewer effects on local and regional energy supplies.

As explained in the Project Description chapter of this EIR, timing of construction for the solar farm is dependent upon the County's receipt of U.S. Department of Agriculture Rural Development Community Facilities grant funding. The solar farm may or may not be constructed, based on whether the County receives the grant funding. However, should the solar farm be constructed, the electricity generated by the solar farm would result in an overall positive impact related to energy due to the production of renewable energy. The electricity generated by the solar farm would likely be used to fulfill the remainder of the electricity consumption for the Public Safety Facility, as well as to offset other County power costs through "Virtual Net Metering". As such, with inclusion of the solar farm, the proposed project would further reduce effects on local and regional energy supplies and would be considered to result in a positive impact related to energy efficiency.

According to the CalEEMod results for the proposed project, at full buildout, the Public Safety Facility would be expected to result in consumption of electricity of a maximum of 650,897 kilowatt-hours (kWh) per year or 0.65 gigawatt-hours (GWh) per year, including the assumption that the solar-generating facilities to be located in the secured parking area would supply 50 percent of the energy demands. According to the California Energy Consumption Data Management System, in 2013, El Dorado County reported total electricity consumption for non-residential uses of 478.4 GWh per year.² Therefore, the proposed project would result in a 0.14 percent increase in the current annual electricity consumption for El Dorado County. In addition, according to the CalEEMod results for the proposed project, at full buildout, the project could be expected to result in consumption of natural gas of approximately 0.015 therms per year. According to the California Energy Consumption Data Management System, in 2013, El Dorado County reported total gas consumption for non-residential uses of 8.46 million therms per year.³ Therefore, the proposed project's increase in the current annual gas consumption for El Dorado County would be miniscule (a 1.8×10^{-7} percent increase). The aforementioned energy consumption would be related to base period demands, which applies to the total quantity of energy over a billing period. Overall, the proposed project would result in only an incremental increase in base period energy demand.

² California Energy Consumption Data Management System. *Electricity Consumption by County*. Available at: <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed on October 14, 2015.

³ California Energy Consumption Data Management System. *Gas Consumption by County*. Available at: <http://ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed on October 14, 2015.

Peak period demands are the highest measured amount of energy supplied at any one time within a billing period. For non-residential/commercial buildings, peak period demands are typically associated with the spike in air conditioning use during the heat of the afternoon. Heat within a building is associated with direct rays of the sun against the building. Reductions in peak demand associated with such would be reduced by improving the efficiency of air conditioning systems, turning up the thermostat, installing sufficient wall and roof insulation, installing thermally efficient doors and windows, using cool roofs, design of building orientation, and adequate shading. Compliance with the CALGreen Code and California Building Energy Efficiency Standards Code, as well as the inclusion of on-site solar-generating facilities, would help to reduce the proposed project's peak period energy demands.

It should be noted that the various divisions of the El Dorado County Sheriff's Office are currently spread geographically throughout the County and are currently operating out of seven different facilities. The proposed Public Safety Facility would consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office. Many of the existing off-site facilities are outdated and inefficient. Due to the current building standards, the proposed Public Safety Facility buildings would likely involve a more energy-efficient design than the buildings currently being leased for operations. In addition, the proposed project may include a solar farm that would supply energy towards the operations of the proposed Public Safety Facility. As such, the proposed project would likely result in less overall energy consumption than what is currently occurring within the region associated with the existing off-site facilities. Overall, the proposed project would not necessarily result in substantial "new" energy demands, but would rather primarily result in shifting the location for existing energy demands.

For the aforementioned reasons, the proposed project would not be considered to result in an inefficient, wasteful, or unnecessary consumption of energy.

Transportation Energy

Based on the CalEEMod results for the proposed project, the annual vehicle miles traveled (VMT) at full buildout of the proposed project is anticipated to be approximately 833.66. The average fuel economy in miles per gallon (mpg) for the U.S. car (24.9 mpg) and light truck (18.5 mpg) fleet, which each make up 50 percent of new light vehicle sales in the U.S., was obtained from the *Transportation Energy Data Book*.⁴ Based on the data, the overall average fuel economy of the U.S. vehicle fleet was calculated to be of 21.7 mpg. Using 21.7 mpg, the proposed project would be expected to consume approximately 0.02 barrels of gasoline per week. California inventories of gasoline fluctuated between 9.5 and 14 million barrels per week in 2014. The proposed project's anticipated gasoline demand at full buildout would be only a miniscule increase (1.85×10^{-7} percent) from the State's current inventory of gasoline.

As discussed previously, the State leads the nation in registered alternatively-fueled and hybrid vehicles. In addition, State-specific regulations encourage fuel efficiency and reduction of dependence on oil. Improvements in vehicle efficiency and fuel economy standards help to reduce consumption of gasoline. As further technological advancements are made, more efficient

⁴ Oak Ridge National Laboratory. *Transportation Energy Data Book: Edition 33*. July 2014.

and cost effective oil productivity would occur, which would lead to an increase in oil productivity. In addition, advancements in more efficient, cleaner burning fuels and vehicles would occur, which would help to reduce the State's dependence on petroleum products. The proposed project would be required to comply with all applicable regulations associated with vehicle efficiency and fuel economy.

Furthermore, as mentioned above, the various divisions of the El Dorado County Sheriff's Office are currently spread geographically throughout the County and are currently operating out of seven different facilities. The proposed Public Safety Facility would consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office. As such, the proposed project would not necessarily result in substantially "new" vehicle trips, but would result in the redirection and consolidation of existing trips throughout the region associated with the current off-site facilities to one location. Thus, implementation of the proposed project could potentially reduce the overall energy demand associated with mobile sources from what is currently occurring within the region associated with the existing off-site facilities.

Conclusion

As discussed above, the proposed project operations would involve an increase in energy consumption; however, the proposed project would comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. Additionally, energy produced from the proposed solar-generating facilities to be located in the secured parking area of the Public Safety Facility, as well as the 7-acre solar farm, would be used for the Public Safety Facility operations, reducing typical operational energy consumption from other sources and promoting efficient, renewable energy. Accordingly, the proposed project would not be considered to result in a wasteful, inefficient, or unnecessary usage of energy, and impacts related to operational energy would be considered less than significant.

5.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Per CEQA Guidelines Section 15126.2(c), this EIR is required to include consideration of significant irreversible environmental changes that would be caused by the proposed project, should the project be implemented. An impact would be determined to be a significant and irreversible change in the environment if:

- Buildout of the project area could involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of development could generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- Development of the proposed project could involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing and eventual development of the project could result in an unjustified consumption of resources (e.g., the wasteful use of energy).

The proposed project would likely result in or contribute to the following irreversible environmental changes:

- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- Conversion of currently undeveloped land to urban land uses;
- Irreversible change in visual character of the area; and
- Placement of and/or improvements to roadways in areas providing access to the proposed project and connecting to adjacent developments.

5.6 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines §15126.2[b]). Such impacts would be considered unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant. This section identifies significant impacts that could not be eliminated or reduced to a less-than-significant level by mitigations imposed by the City. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the City as part of the City's certification action.

The significant and unavoidable impact of the proposed project is listed below.

4.9-1 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

6. ALTERNATIVES ANALYSIS

6

ALTERNATIVES ANALYSIS

6.1 INTRODUCTION

The primary intent of the Alternatives Analysis in an EIR, as stated in Section 15126.6(a) of the CEQA Guidelines, is to “[...] describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Furthermore, Section 15126.6(f) states, “The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.”

The CEQA Guidelines provide the following guidance for discussing alternatives to a proposed project:

- An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6[a]).
- Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines Section 15126.6[b]).
- The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination [...] Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6[c]).
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison (CEQA Guidelines Section 15126.6[d]).

- The specific alternative of “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project’s environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (CEQA Guidelines Section 15126.6[e][1]).
- If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]).

In addition, Section 15126.6(d) of the CEQA Guidelines states, “If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

6.2 PURPOSE OF ALTERNATIVES

The project alternatives need to feasibly attain most of the basic objectives of the proposed project, while avoiding or substantially lessening any of the significant effects of the project.

The County has identified the following project objectives for the proposed project.

1. Provide an appropriately sized and programmed facility to meet the current and future needs of the Sheriff’s Department.
2. Develop a new Public Safety Facility to centralize and consolidate existing patrol, detective, command, dispatch, radio shop, human resources, support services, finance, evidence, coroner, morgue, training and Office of Emergency Services (OES) operations, thereby improving the Department’s efficiency and response times.
3. Select a site using the Board of Supervisors approved site criteria and associated weighting that includes:
 - Level 3 (highest weighting) - site size, public access, purchase cost, development cost, expansion potential, and government connectivity;
 - Level 2 - traffic impact, public image, zoning, environmental impact, long term cost, and development risk; and
 - Level 1 - drive time patrol, drive time non-patrol, acoustics, utilities and infrastructure, and communication.
4. Lower long term operational costs to the County by eliminating expensive yearly rental costs for leased, off-site facilities.
5. Increase the safety of the public and employees by providing a state-of-the art public safety facility in compliance with current State and local building codes and law enforcement best practices.
6. Reduce County operational energy costs by including net metering on the Public Safety Facility and virtual net metering via an adjacent solar farm.
7. Provide dual access points to the facility for staff and emergency personnel.

8. Lower risk exposure associated with outdated owned and leased facilities.

Environmental impacts of the proposed project that have been identified as being less than significant with mitigation incorporated in each of the associated chapters of this EIR, include the following:

- ***Aesthetics.*** Impacts related to creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- ***Biological Resources.*** Impacts related to nesting birds protected under the Migratory Bird Treaty Act, and the loss of native oak trees.
- ***Cultural Resources.*** Impacts related to disturbance of human remains, previously unknown historic, archaeological, and paleontological resources on the project site.
- ***Geology and Soils.*** Impacts related to erosion or the loss of topsoil; being located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or, being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code.
- ***Hazards and Hazardous Materials.*** Impacts related to the upset or release of hazardous materials into the environment.
- ***Hydrology and Water Quality.*** Impacts related to the alteration of the drainage pattern of the site, and degradation of water quality during operation of the project.
- ***Noise.*** Impacts related to project-level operational noise.
- ***Transportation and Circulation.*** Impacts related to study intersections under existing plus project conditions, year 2025 plus project conditions, and cumulative year 2035 plus project conditions as well as impacts due to construction traffic related activities.

The proposed project's impacts that have been determined to remain significant and unavoidable, even after implementation of the feasible mitigation measures set forth in this EIR, include the following:

- ***Noise.*** A significant and unavoidable impact has been identified for a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without project associated with construction.

6.3 SELECTION OF ALTERNATIVES

The requirement that an EIR evaluate alternatives to the proposed project or alternatives to the location of the proposed project is a broad one; the primary intent of the alternatives analysis is

to disclose other ways that the objectives of the project could be attained, while reducing the magnitude of, or avoiding, the environmental impacts of the proposed project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the CEQA Guidelines require the EIR to “set forth only those alternatives necessary to permit a reasoned choice.” As stated in Section 15126.6(a), an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. The CEQA Guidelines provide a definition for “a range of reasonable alternatives” and thus limit the number and type of alternatives that may need to be evaluated in a given EIR. According to the CEQA Guidelines Section 15126.6(f):

The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

First and foremost, alternatives in an EIR must be feasible. In the context of CEQA Guidelines Section 21061.1, “feasible” is defined as:

...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

Finally, an EIR is not required to analyze alternatives when the effects of the alternative “cannot be reasonably ascertained and whose implementation is remote and speculative.”

Alternatives Considered But Dismissed From Further Analysis

Consistent with CEQA, primary consideration was given to alternatives that could reduce significant impacts, while still meeting most of the basic project objectives.

As stated in Guidelines Section 15126.6(c), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are:

- (i) failure to meet most of the basic project objectives,
- (ii) infeasibility, or
- (iii) inability to avoid significant environmental impacts.

Regarding item (ii), infeasibility, among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

The alternative considered but dismissed from detailed analysis in this chapter is a Revised Site Plan alternative.

Revised Site Plan Alternative

Under the Revised Site Plan Alternative, the proposed project would be developed at the project site with an alternate building layout (see Figure 6-1, Revised Site Plan Alternative Conceptual Site Plan). The Revised Site Plan Alternative would include a multi-building public safety facility on approximately 13.5 acres for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 111,000 square feet (sf). Similar to the proposed project, the Revised Site Plan Alternative would include two site entrances, a primary public access from Industrial Drive, and a secondary, secure access at Merchandise Way. This Alternative would include 338 parking public parking spaces and 143 private parking spaces (e.g., 481 spaces as compared to 370 spaces for the proposed project).

Though not shown in the exhibit, the Revised Site Plan Alternative would also include an approximately seven-acre solar farm facility, which would be located in the eastern portion of the property.

The Revised Site Plan Alternative would meet all of the project's basic objectives. Therefore, criteria (i) for determining whether to eliminate an alternative from detailed consideration does not apply to this Alternative.

Criteria (ii) pertains to whether the alternative is feasible. Based upon the potential factors that can be taken into account when assessing the feasibility of an alternative, as set forth in CEQA Guidelines Section 15126.6(f)(1), this the Reduced Site Plan Alternative should be considered feasible. Therefore, criteria (ii) for determining whether to eliminate an alternative from detailed consideration does not apply to this Alternative.

Criteria (iii) enables a lead agency to eliminate an alternative from detailed analysis if the alternative is unable to avoid significant environmental effects attributable to the project. This will be discussed below.

First, with respect to the one significant and unavoidable impact identified for the proposed project – construction noise – this temporary significant and unavoidable impact would still occur with the Revised Site Plan Alternative. In fact, temporary construction noise impacts could be exacerbated due to the fact that the project buildings would be built closer to the existing residences along the site's western border.

Figure 6-1
Revised Site Plan Alternative Conceptual Site Plan



The EIR has determined that several proposed project impacts can be reduced to a less-than-significant level with implementation of mitigation measures. The impact categories include aesthetics, biological resources, cultural resources, geology and soils, hazards, hydrology and water quality, noise, and traffic. The Revised Site Plan Alternative would not be anticipated to reduce project impacts in any of these categories; and in some cases, this Alternative would be expected to increase proposed project impacts. For example, because construction of the Revised Site Plan Alternative would result in a similar amount of overall site disturbance, the physical environmental impacts would be similar to the proposed project (i.e., geology and soils, biological resources, cultural resources, hazards). With respect to biological resources, the Revised Site Plan Alternative would result in the removal of more native trees than the proposed project, primarily due to the placement of the service building in the site's southwestern corner. Another area of increased impact could be operational noise. The EIR determined that the proposed project could result in adverse noise impacts attributable to the indoor firing range and associated outdoor equipment, rooftop mechanical equipment, and backup generator. All of these stationary noise sources would be located closer to existing residential receptors under the Revised Site Plan Alternative. As a result, these existing sensitive receptors would be subject to increased operational noise levels under this Alternative.

As a result, based upon criteria (iii) of CEQA Guidelines Section 15126.6(f)(1), the Revised Site Plan Alternative is eliminated from detailed consideration in this chapter.

Alternatives Considered in this Draft EIR

The following alternatives are considered in detail in this chapter:

- No Project Alternative;
- Off-Site Alternative A; and
- Off-Site Alternative B.

CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the no project alternative “... shall discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (*Id.*, subd. [e][2]) “If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property’s existing state versus environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed. In certain instances, the no project alternative means ‘no build,’ wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.” (*Id.*, subd. [e][3][B]).

In this case, it is reasonable to assume that failure to proceed with the current project would not result in the retention of the site in its current undeveloped form. Rather, given the current industrial zoning and surrounding developed environment, as well as the relatively minimal amount of environmental constraints on-site, it is likely that the site will be developed in the future.

The No Project Alternative assumes that the 30.34-acre project site would ultimately be developed consistent with currently allowable land uses, zoning, and allowed development intensities. Due to the topographical development constraints on the portion of the project site north of Industrial Drive, it is assumed that this 6.16-acre area would not be developed under the No Project Alternative. The project site is zoned Industrial (I) and designated in the County's General Plan as Industrial. The Industrial land use designation permits the construction of manufacturing, processing, distribution, and storage uses. The Industrial zoning designation permits the following development provisions:

- Minimum lot area: 10,000 sf;
- Maximum building coverage: 60 percent;
- Minimum lot width: 60 feet;
- Minimum yards: front, ten feet; sides, five feet or zero feet and fireproof wall without opening; rear, ten feet; and
- Maximum building height: 50 feet.

Based on the size and designation of the developable portion of the project site (24.18 acres south of Industrial Drive), the site could support development of a 631,968 sf (60 percent maximum building coverage) industrial use. For the purposes of this analysis, development of industrial uses up to 500,000 sf (47.5 percent maximum building coverage) is assumed in order to provide a conservative analysis and ensure differentiation between the alternatives to the proposed project. It has also been assumed that the industrial uses would be developed within a single story building, consistent with the existing industrial buildings in the project site vicinity. The No Project Alternative assumes development consistent with the existing land use designations and zoning, which would allow a more intense use than the proposed project.

Off-Site Alternatives

Recognizing the need to consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office, El Dorado County commissioned Vanir Construction Management to develop a Needs Assessment for a new El Dorado County Public Safety Facility, and establish various development criteria to accommodate the space program. The *Sheriff's Operational Assessment and Facility Study* prepared by Vanir reviewed previous proposals and assessments going back to 1989. The El Dorado County Board of Supervisors approved site search criteria concurrent with the preparation of the Operational Assessment. These criteria were used to evaluate over 400 properties. A site selection team for the study consisted of: an El Dorado County Facilities Division Senior Project Manager, a local civil engineer, a development and construction specialist, a government real estate expert, and a senior representative from the Sheriff's Office. The team worked to rank the properties using the Board-approved criteria. Some of the criteria used to evaluate each property include drive time, utility and infrastructure,

traffic impacts, zoning, environmental impacts, long-term costs, site size, government connectivity, public access, development costs and other factors. The site selection team assessed each property and eventually brought a short list with numerical rankings back for Board of Supervisors review. The short list consisted of three sites, including the proposed project site, which were ultimately brought to the Board of Supervisors for review and approval. The County has chosen the other two sites (#2 and #3 ranked sites) as Off-Site Alternatives to the proposed project.

Off-Site Alternative A

Off-Site Alternative A includes the development of the proposed project with a smaller footprint and similar building uses. The Off-Site Alternative A site is located approximately 1.10 miles northwest of the proposed project site, north of Mother Lode Drive, east of El Dorado Road, south of Runnymede Drive and Highway 50, and west of Runnymede Court. Under Off-Site Alternative A, the following project components would be developed: 83 public parking spaces, 219 private parking spaces (302 spaces as compared to 370 spaces for the proposed project), two site access points, and a maximum of 111,000 sf of public safety uses. Off-Site Alternative A would include four buildings on 12.2 acres, which would be used as follows (see Figure 6-2, Off-Site Alternative A Conceptual Site Plan):

- 24,000 sf Training Building;
- 64,000 sf Sheriff Administration building;
- 12,000 sf County Morgue; and
- 11,000 sf Service Building.

The anticipated building uses would be identical to the proposed project; however, the solar farm component would not be developed as part of Off-Site Alternative A, due to space and topographical (e.g., steep slopes) constraints. It should be noted that the Off-Site Alternative A site has been previously mass pad graded with a grading permit.

Off-Site Alternative B

Off-Site Alternative B includes the development of the proposed project with a smaller footprint and similar building uses. The Off-Site Alternative B site is located approximately 1.25 miles northwest of the proposed project site, north of Highway 50, east of El Dorado Road, south of Missouri Flat Road, and west of the Kmart off Missouri Flat Road and Highway 50. Under Off-Site Alternative B, the following project components would be developed: 271 public parking spaces, 219 private parking spaces (490 spaces as compared to 370 spaces for the proposed project), two site access points, and 111,000 sf of public safety uses. Off-Site Alternative B would include four buildings on 22 acres which would be used as follows (see Figure 6-3, Off-Site Alternative B Conceptual Site Plan):

- 24,000 sf Training Building;
- 64,000 sf Sheriff Administration building;
- 12,000 sf County Morgue; and

Figure 6-2
Off-Site Alternative A Conceptual Site Plan

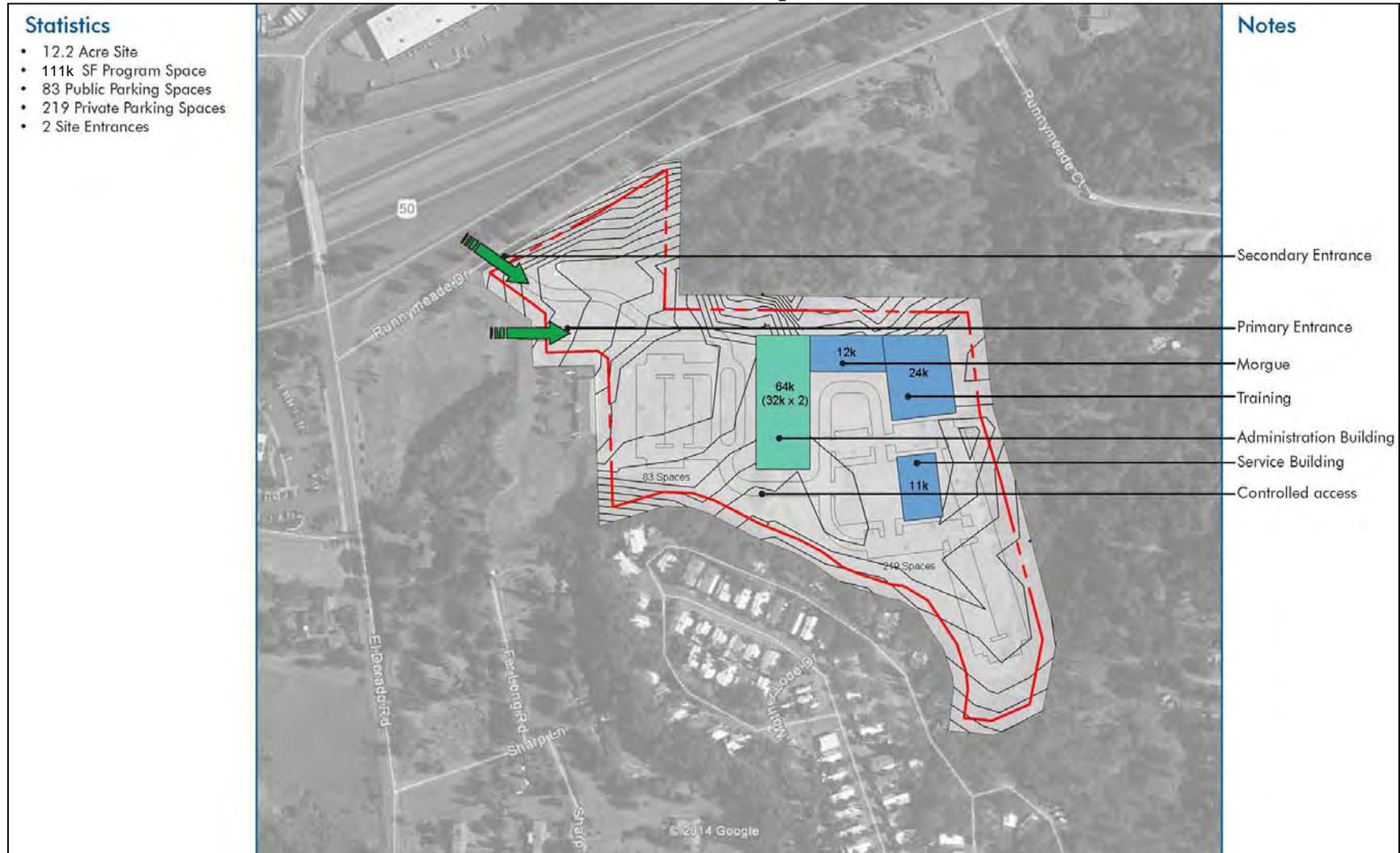


Figure 6-3
Off-Site Alternative B Conceptual Site Plan



- 11,000 sf Service Building.

The anticipated building uses would be identical to the proposed project; however, the solar farm component would not be developed by Off-Site Alternative B, due to space and topographical (e.g., steep slopes) constraints. It should be noted that the Off-Site Alternative A site contains an intermittent stream (Mound Springs Creek), a wetland, and scattered oak trees.

See Table 6-4 for a comparison of the environmental impacts resulting from the considered alternatives and the proposed project.

No Project Alternative

The No Project Alternative would involve the construction of a 500,000-sf industrial building on the proposed project site consistent with the existing General Plan and zoning designation of Industrial. The No Project Alternative would not achieve any of the proposed project's objectives. Potential impacts associated with site disturbance would essentially be the same as the proposed project because the entire site would still require grading and construction of a new building and associated parking. Therefore, potential effects associated with change in visual character, lights, potential loss of cultural and biological resources in the project vicinity, and changes in hydrology and drainage would essentially be the same as the proposed project.

Aesthetics

Under the No Project Alternative, the project site is ultimately anticipated to be developed with an industrial facility. Because the No Project Alternative would result in the conversion of the project site to urban development, the No Project Alternative would alter the existing visual character and quality of the site and the site's surroundings, and would introduce new sources of light and glare to the area. The magnitude of impacts related to alteration of the existing visual character under the No Project Alternative could be greater than the proposed project due to the increased scale of the buildings. For example, the No Project Alternative would increase the amount of industrial square footage by approximately 393,669 sf, as compared to the proposed project. On the other hand, seven of the total 18 acres to be developed as part of the proposed project would include the relatively low-profile solar panels. However, any development on the project site, be it the No Project Alternative or the proposed project, would be subject to the County Ordinance Code requirements related to light and glare. In addition, the No Project Alternative would be consistent with the adjacent existing industrial development in the vicinity. Therefore, the level of potential impacts associated with aesthetics, including potential cumulative impacts, would be expected to be similar under the No Project Alternative as compared to the proposed project.

Air Quality and Greenhouse Gas Emissions

According to the Traffic Impact Analysis KD Anderson & Associates, Inc. prepared for the project, the proposed project would generate approximately 494 daily vehicle trips. Utilizing the Institute of Transportation Engineer's (ITE's) trip generation rate for General Light Industrial (Land Use Code 110), the No Project Alternative could result in approximately 3,485 daily

vehicle trips. Therefore, the No Project Alternative could result in an additional 2,991 daily vehicle trips, as compared to the project. The additional trips can be attributed to the increased size of industrial development potentially occurring under the No Project Alternative, and the fact that the No Project Alternative would likely create new trips, while the proposed project would re-distribute existing trips occurring to/from the various Sheriff facilities.

Because the No Project Alternative would involve a greater number of trips than the proposed project, which would result in more traffic on local roadways and intersections, the Alternative would increase localized carbon monoxide (CO) emissions at local roadways and intersections. In addition, because some of the study intersections are currently impacted without development of the proposed project, the No Project Alternative is assumed to further exacerbate emissions of localized CO at impacted intersections. Thus, impacts related to localized CO emissions would be greater than that of the proposed project.

Due to the larger area of disturbance, and increase in square footage, associated with development of the No Project Alternative in comparison to the proposed project, the associated air pollutant emissions would be greater than what is projected from the proposed project. The proposed project is located in an area identified as not likely to contain NOA. Because the No Project Alternative would require development on the same site as the proposed project, similar potential exists for exposing construction workers to NOA. Thus, impacts related to NOA under the No Project Alternative would be less-than-significant, similar to that of the proposed project.

The California Emissions Estimator Model (CalEEMod) version 2013.2.2 software was utilized to estimate the No Project Alternative’s criteria air pollutant emissions during operation of the Alternative. The CalEEMod results for the operational emissions are presented in Table 6-1. As shown in the table, the unmitigated emissions of reactive organic gas (ROG) and oxides of nitrogen (NO_x) associated with the No Project Alternative would be more than the proposed project during operations. For either the proposed project or the No Project Alternative, the emissions would be below the applicable thresholds of significance for criteria pollutants. Because the emissions estimated for the No Project Alternative would be more than that of the proposed project, the potential impact associated with operational emissions would be more under the No Project Alternative than the proposed project.

Table 6-1			
Maximum Unmitigated Operational Emissions – No Project Alternative			
Pollutant	Proposed Project Emissions (lbs/day)	No Project Alternative Emissions (lbs/day)	EDCAQMD Significance Threshold (lbs/day)
ROG	7.05	24.25	82.0
NO _x	3.17	26.06	82.0

Source: CalEEMod, October 2015.

In addition, unlike the proposed project, because the No Project Alternative is above the screening level established by the El Dorado County Air Quality Management District (EDCAQMD) for a general office land use (234,000 sf), the Alternative would be expected to result in mass emissions or emissions concentrations of CO, PM₁₀, or any other pollutant that

would cause or contribute significantly to a violation of the associated AAQS. Additional air quality analysis for CO, PM₁₀, or any other pollutant would be required for the No Project Alternative.

Overall, the No Project Alternative would result in greater air quality impacts than the proposed project.

Biological Resources

The site has been previously disturbed from former uses of the site, but is currently generally vacant and undeveloped. According to the Biological Resources Assessment performed for the project site by Barnett Environmental, special-status plant species are not supported by the project site. Because the No Project Alternative would be developed on the same site as the proposed project, the No Project Alternative would not impact special-status plant species. In addition, the biologist did not observe riparian habitat, seasonal wetlands, vernal pools, or soil/vegetative indicators of their presence on the project site.

While the disturbed site contains marginal habitat for migratory birds, the native oak trees located on the site could provide potentially suitable nesting habitat for several raptor species and migratory birds that have been recorded in the vicinity. Thus, the same potential for impacts to special-status wildlife species and migratory birds, their eggs, and/or young would occur under both the proposed project and the No Project Alternative.

Overall, potential impacts related to biological resources would be similar under the No Project Alternative, as compared to the proposed project.

Cultural Resources

Because the No Project Alternative would be developed on the same site as the proposed project, the same potential exists for damage to or destruction of previously unknown prehistoric and/or historic cultural resources or human remains during ground disturbing activities. The same mitigation measures would be required under the No Project Alternative as for the proposed project in order to reduce potential impacts to less than significant levels. Therefore, the overall potential impacts related to cultural resources would be similar under the No Project Alternative as compared to the proposed project.

Geology and Soils

The proposed project involves the development of approximately 18 acres, seven of which would be developed with a solar farm. Development of the seven-acre solar farm would not require ground disturbance activities across the entire seven-acre solar farm. In contrast, industrial development associated with the No Project Alternative may occur on approximately 24 acres. Though not all 24 acres may need to be disturbed during industrial development, a potential exists for more ground disturbance to occur on-site as a result of the No Project Alternative, in comparison with the proposed project. This, in turn, could result in a greater amount of soil erosion. However, similar to the proposed project, applicants would need to comply with the

State's NPDES program and prepare a SWPPP to address the potential for degradation of water quality during construction. Nonetheless, the No Project Alternative could result in greater geology and soils impacts as compared to the proposed project.

Hazards and Hazardous Materials

The No Project Alternative would be subjected to the same potential for release of hazardous materials into the environment (i.e., previously unidentified hazards or hazardous materials); however, similar mitigation measures would be required for the No Project Alternative to ensure such impacts are reduced to less-than-significant levels. In terms of operations, the proposed project would involve some hazardous materials, including biohazardous waste. Similarly, depending on future development proposals, the No Project Alternative could also involve the use of hazardous or biohazardous materials. However, all operations, whether occurring under the No Project Alternative or the proposed project, would be required to comply with the applicable State and local regulations. Therefore, the overall potential impacts related to hazards and hazardous materials would be similar under the No Project Alternative as compared to the proposed project.

Hydrology and Water Quality

The proposed project involves the development of approximately 18 acres, seven of which would be developed with a solar farm. Development of the seven-acre solar farm would necessitate the introduction of very little impervious surface area on the ground surface. In contrast, industrial development associated with the No Project Alternative may occur on approximately 24 acres. Though not all 24 acres would be developed with impervious surfaces, a potential exists for more impervious surface to be created on-site as a result of the No Project Alternative, in comparison with the proposed project. This, in turn, could result in a greater amount of storm water runoff during storm events. However, similar to the proposed project, any industrial development on the site, such as that which could occur under the No Project Alternative, would be required by the County to integrate a drainage system that would treat and detain stormwater runoff, so that downstream pipe capacity and water quality are not impacted. Therefore, a substantial increase in the overall amount of runoff as a direct result of the No Project Alternative would not be expected.

As site disturbance would be increased under the No Project Alternative, as compared to the proposed project, an increased potential to affect downstream water quality from construction-related stormwater runoff exists; however, the No Project Alternative would be required to comply with County and State (i.e., County's Grading Ordinance, Western El Dorado County Storm Water Management Plan (SWMP), and State Water Resources Control Board (SWRCB) General Construction Stormwater Permit) requirements, similar to the proposed project, which would ensure that any impacts would be reduced to less than significant. While, as compared to the proposed project, the No Project Alternative may involve operational uses that could generate more urban pollutants that could enter stormwater runoff, the Alternative's stormwater system design would be required to comply with County and State requirements, including incorporation of water quality treatment features.

Therefore, the overall potential impacts related to water hydrology and quality would be possibly greater under the No Project Alternative, as compared to the proposed project.

Land Use and Planning

The land uses proposed for both the proposed project and the No Project Alternative would be consistent with the land use and zoning designations for the site; thus, potential impacts related to land use and planning resulting from the No Project Alternative would be similar to that of the proposed project. Therefore, because the No Project Alternative would involve industrial uses, potential impacts related to land use and planning would be similar to that of the proposed project, in that neither is expected to result in significant impacts.

Noise

The No Project Alternative would involve an increase in site disturbance from 18 acres under the proposed project to approximately 24 acres under the No Project Alternative; thus, construction-related noise impacts would be expected to be increased under the No Project Alternative. A significant and unavoidable impact related to construction noise would still occur. In addition, the No Project Alternative could introduce operational noise sources to the project area, such as heavy diesel truck deliveries, or industrial manufacturing equipment. Depending on the use, the operational noise levels associated with the No Project Alternative could be greater than the proposed project. In addition, due to the increase in square footage under the No Project Alternative, the Alternative would result in an increase in daily vehicle trips as compared to the proposed project. Thus, the increase in vehicle trips would result in an associated increase in transportation noise in the area, which would cause a greater noise-related potential impact than that of the proposed project. Overall, the No Project Alternative would result in greater noise related potential impacts, as compared to the proposed project.

Transportation and Circulation

Due to the increase in square footage under the No Project Alternative, the Alternative would result in an increase in daily vehicle trips, as compared to the proposed project. Utilizing the ITE's trip generation rate for General Light Industrial (Land Use Code 110), the No Project Alternative could result in approximately 3,485 daily vehicle trips. Therefore, the No Project Alternative could result in an additional 2,991 daily vehicle trips, as compared to the project. The additional trips can be attributed to the increased size of industrial development potentially occurring under the No Project Alternative, and the fact that the No Project Alternative would likely create new trips, while the proposed project would re-distribute existing trips occurring to/from the various Sheriff facilities. As such, the No Project Alternative would add more daily vehicle trips to the surrounding roadway network as compared to the proposed project, which would further exacerbate the impacts to intersections identified for the proposed project. Therefore, the No Project Alternative would result in greater impacts to transportation and circulation as compared to the proposed project.

Utilities

The No Project Alternative would increase the total industrial building square footage, as compared to the proposed project, by approximately 393,669 sf. The increase in square footage would likely result in an increased demand on water supply and sewer facilities compared to the proposed project. Therefore, the overall impacts related to water and sewer would likely be greater than the proposed project. In addition, the additional square footage and potential for multiple users on the project site, associated with the No Project Alternative, could result in an increased demand for solid waste disposal. However, the site has been planned for industrial use and the Potrero Hills Landfill has sufficient capacity to serve regional waste disposal needs until 2048. In addition, similar to the impact conclusions in the Initial Study for police and fire protection services, the No Project Alternative would be expected to have a less-than-significant impact on police and fire protection services.

Overall, development of the No Project Alternative would result in greater impacts related to utilities compared to that of the proposed project.

Off-Site Alternative A

Off-Site Alternative A includes the development of the proposed project with a smaller footprint and similar building uses. Under Off-Site Alternative A, the following elements would be developed: 83 public parking spaces, 219 private parking spaces (302 spaces as compared to 370 spaces for the proposed project), two site access points, and a maximum of 111,000 sf of public safety uses. Although Off-Site Alternative A would reduce the project site from 30.34 acres to 12.2 acres, similar site building uses would be developed on an off-site location. Off-Site Alternative A would eliminate the solar farm component of the proposed project, due to space and topographical constraints. Therefore, this Alternative would not meet the sixth project objective.

Aesthetics

Both the proposed project and Off-Site Alternative A would alter the existing visual character and quality of the site and the site's surroundings and introduce new sources of light and glare. Because residential development is located in close proximity to the Off-Site Alternative A site, similar mitigation measures would be required to reduce impacts related to light and glare. Because Off-Site Alternative A would develop the site with a similar buildings and uses, the same change in visual character and quality of the site would occur. Therefore, development of Off-Site Alternative A would result in similar potential impacts, as compared to the proposed project.

Air Quality and Climate Change

Off-Site Alternative A would likely result in a similar number of vehicle trips compared to the proposed project and therefore similar emissions associated with vehicle trips. Due to the smaller area of disturbance associated with development of Off-Site Alternative A, in comparison to the proposed project, due to the elimination of the seven-acre solar farm, the associated construction-

related air pollutant emissions and short-term GHG emissions would be less than what is projected from the proposed project. The proposed project site and the Off-Site Alternative A site are located in an area identified as not likely to contain NOA.¹ Thus, impacts related to NOA under Off-Site Alternative A would be less-than-significant, similar to that of the proposed project.

The CalEEMod version 2013.2.2 software was utilized to estimate Off-Site Alternative A's criteria air pollutant emissions during operation of the Alternative. The CalEEMod results for the operational emissions are presented in Table 6-2. Similar operational characteristics as the proposed project (i.e., trip rates, inherent site and/or project design features) were assumed in the model. As shown in the table, the unmitigated emissions of criteria air pollutants associated with Off-Site Alternative A would be comparable to those resulting from the proposed project. Off-Site Alternative A would result in a slight increase in NO_x emissions, but would result in a slight reduction in emissions of ROG. For either the proposed project or Off-Site Alternative A, the emissions of ROG and NO_x would be below the applicable thresholds of significance for criteria pollutants. Both the proposed project and Off-Site Alternative A would result in less-than-significant impacts related to air quality and climate change.

Pollutant	Proposed Project Emissions (lbs/day)	Off-Site Alternative A Emissions (lbs/day)	EDCAQMD Significance Threshold (lbs/day)
ROG	7.05	6.69	82.0
NO _x	3.17	3.34	82.0

Source: CalEEMod, October 2015.

Overall, Off-Site Alternative A would result in similar air quality and climate change impacts as the proposed project.

Biological Resources

This off-site location has been previously mass-graded for development under a grading permit. Due to the existing conditions of the site, special-status plant species are not likely supported by the Off-Site Alternative A site. Because Off-Site Alternative A would be developed on a previously-disturbed site, similar to the proposed project site, this Alternative would not likely impact special-status plant species. In addition, riparian habitat, seasonal wetlands, vernal pools, or soil/vegetative indicators of their presence are not likely to occur on the off-site location.

The Off-site Alternative A property is characterized, in part, by an overall lack of trees. Limited vegetation exists on the off-site property. While the proposed project site contains limited vegetation, this EIR has determined that several trees would need to be removed on the project site in order to accommodate the public safety facility project. As a result, development under

¹ California Department of Conservation, Division of Mines and Geology. *Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California*. March 2000.

the Off-Site A Alternative would be expected to have fewer impacts to trees and raptors and migratory birds, who may nest in on-site vegetation.

Overall, potential impacts related to biological resources would be similar, or possibly less, under Off-Site Alternative A, as compared to the proposed project.

Cultural Resources

Although the site area would be reduced under this off-site alternative, the area of on-site disturbance for the proposed project would primarily occur within the 11-acre public safety facility footprint, given that limited disturbance would be necessary during construction of the solar farm. This, in turn, could result in similar effects to any previously unidentified archaeological and/or historic resources, though the potential for uncovering such resources during construction is considered remote. In summary, it is anticipated that this Alternative could still result in potentially significant impacts to unknown cultural resources. Off-Site Alternative A would also require mitigation similar to the measures included in Cultural Resources chapter in order to ensure impacts would be less than significant.

Overall, potential impacts related to cultural resources would be similar under Off-Site Alternative A, as compared to the proposed project.

Geology and Soils

Development of Off-Site Alternative A would result in similar site disturbance as the proposed project. The site conditions are similar under the proposed project and Off-Site Alternative A. As such, similar potential for on-site hazards related to soil stability and expansive soil would occur under Off-Site Alternative A. Off-Site Alternative A would require the same mitigation measures as the proposed project to reduce potential impacts related to structural damage to less-than-significant levels. Therefore, Off-Site Alternative A would result in similar potential impacts associated with geology, soils, and seismicity compared to the proposed project.

Hazards and Hazardous Materials

Similar to the proposed project, limited use of hazardous materials would occur during construction of Off-Site Alternative A. As noted in the Hazards and Hazardous Materials chapter, the project contractor is required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. During operation, hazardous materials use would be limited to the use of biohazardous materials associated with the County Morgue, and lead associated with the indoor firing range. Transformer oil and other oil-filled transformers will not be located on the Off-Site Alternative A site as the Alternative does not include the solar farm. In addition, disposal of the biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, would be disposed of pursuant to California Health and Safety Code Section 7054.4. Furthermore, the proposed project and Off-Site Alternative A would utilize Best Management Practices (BMPs) and an automatic bullet recovery system to avoid lead contamination.

In summary, impacts related to the creation of hazards to the public or the environment related to the routine transport, use, or disposal of hazardous materials would be similar for the proposed project and Off-Site Alternative A.

Hydrology and Water Quality

Because similar land disturbance would occur during construction, construction activities associated with Off-Site Alternative A would be expected to result in similar on-site soil erosion and subsequent sedimentation of receiving waters compared to the proposed project.

Off-Site Alternative A, similar to the proposed project, would alter the existing drainage pattern of the site. Off-Site Alternative A would dedicate 68 fewer parking spaces than the proposed project. As such, the amount of impervious surfaces under Off-Site Alternative A, and the potential for urban pollutants to be carried by said impervious surfaces to the receiving drainage system, would be less than that of the proposed project. As the site is not located within a floodplain, both Off-Site Alternative A and the proposed project would result in less-than-significant impacts related to placement of structures within a floodplain. Overall, Off-Site Alternative A would result in similar hydrology and water quality related potential impacts, as compared to the proposed project.

Land Use and Planning

The land use proposed for both the proposed project and Off-Site Alternative B would be generally consistent with the land use and zoning designations for the site. However, approximately half of the Off-Site Alternative A site is zoned Multi-Family Residential. Therefore, impacts related to land use and planning would be greater than that of the proposed project, as Off-Site Alternative A may require additional entitlements. Overall, Off-Site Alternative A would result in greater impacts to land use and planning, compared to the proposed project.

Noise

Off-Site Alternative A includes the development of the proposed project with a slight increase in square footage. As similar site disturbance would occur, construction-related noise and vibration impacts would be similar to that of the proposed project. Due to the close proximity of existing residential areas to the Off-Site Alternative A site, a significant and unavoidable impact related to construction noise would still occur. In addition, because Off-Site Alternative A would develop the same uses as the proposed project, operational noise levels would be similar to that of the proposed project. Furthermore, sensitive receptors are located at a similar distance from the Off-Site Alternative A site, as the proposed project site. Therefore, construction and operational noise at the nearest receptors resulting from the Off-Site Alternative A would be similar to the proposed project. Overall, Off-Site Alternative A would result in similar impacts to noise, compared to the proposed project.

Transportation and Circulation

According to the traffic study prepared by KD Anderson & Associates, the trip generation for the proposed project was developed based on the existing usage statistics occurring at the existing sheriff facility. Sheriff's Department staff provided data for the various employees including time and days of shifts for each work group (i.e., patrol deputies, school resource officers, records, dispatch, etc.), as well as visitors to the Department. The data indicates that the AM peak hour occurs between 7:00 AM and 8:00 AM and the PM peak hour occurs between 5:00 PM and 6:00 PM. The project is expected to generate 494 daily trips, 116 AM peak hour trips, and 117 PM peak hour trips. Because Off-Site Alternative A would also consolidate the existing trips to the various sheriff facilities in the area, the trip generation from Off-Site Alternative and the proposed project would be identical. Therefore, Off-Site Alternative A would result in similar intensity of traffic-related impacts, as compared to the proposed project. Off-Site Alternative A would still increase traffic on surrounding intersections and roadways that are projected to operate at unacceptable levels with or without the proposed project, such as the Missouri Flat Road / China Garden Road and Missouri Flat / Enterprise Drive intersections. Therefore, implementation of Off-Site Alternative A would still be contributing traffic volumes to the already failing intersections. Off-Site Alternative A would also require mitigation to alleviate impacts to the nearby impacted intersections listed above. Overall, Off-Site Alternative A would result in similar transportation and circulation impacts, compared to the proposed project.

Utilities

Off-Site Alternative A would increase the total square footage as compared to the proposed project by approximately 4,669 sf. The increase in square footage would be expected to result in an increased demand on water supply and sewer facilities. While Off-Site Alternative A would develop more square footage than the proposed project, and thereby, increase the demand for water and wastewater treatment capacity, this EIR determined that the proposed project would result in less-than-significant impacts to water supply and wastewater treatment facilities.

The site has been planned for industrial use and the Potrero Hills Landfill has sufficient capacity to serve regional waste disposal needs until 2048. In addition, similar to the impact conclusions in the Initial Study for police and fire protection services, Off-Site Alternative A would be expected to have a less-than-significant impact on police and fire protection services.

Overall, development of Off-Site Alternative A would result in similar impacts related to public services and utilities than the proposed project.

Off-Site Alternative B

Off-Site Alternative B includes the development of the proposed project with a similar footprint and similar building uses. Under Off-Site Alternative B, the following elements would be developed: 271 public parking spaces, 219 private parking spaces (490 spaces as compared to 370 spaces for the proposed project), two site access points, and 111,000 sf of public safety uses. Although Off-Site Alternative B would reduce the project site from 30.34 acres to 22.0 acres,

similar site building uses would be developed on an off-site location. Off-Site Alternative B would eliminate the solar farm component of the proposed project and so would not meet the sixth project objective. In addition, although the off-site location was considered by the County Board of Supervisors as a potential location for the Public Safety Facility, the Alternative would only partially meet the third objective because the proposed project site was determined to be the ideal site for the facility based on several criteria.

Aesthetics

Both the proposed project and Off-Site Alternative B would alter the existing visual character and quality of the site and the site's surroundings and introduce new sources of light and glare. Because the Off-Site Alternative B site is generally vacant and undeveloped, similar mitigation measures would be required to reduce impacts related to light and glare. Because Off-Site Alternative B would develop the site with a similar footprint and similar building use, the same change in visual character and quality of the site would occur. Therefore, development of Off-Site Alternative B would result in similar potential impacts, as compared to the proposed project.

Air Quality and Climate Change

Off-Site Alternative B would likely result in a similar number of vehicle trips compared to the proposed project and therefore similar emissions associated with vehicle trips. The proposed project would disturb approximately 11 acres for the Public Safety Facility and approximately seven acres for the solar farm (approximately 18 acres total). As shown in Figure 6-3, development of Off-Site Alternative B would preserve some area in the northern and eastern project site. Therefore, because Off-Site Alternative B does not include development of a solar farm and would preserve some areas as open space, less than 22 acres would be disturbed for development of the Public Safety Facility and parking under Off-Site Alternative B.

Due to the similar area of disturbance associated with development of Off-Site Alternative B in comparison to the proposed project, the associated construction-related air pollutant emissions and short-term GHG emissions would be similar to what is projected from the proposed project. The proposed project site and the Off-Site Alternative B site are located in an area identified as not likely to contain NOA.² Thus, impacts related to NOA under Off-Site Alternative A would be less-than-significant, similar to that of the proposed project.

The CalEEMod version 2013.2.2 software was utilized to estimate Off-Site Alternative B's criteria air pollutant emissions during operation of the Alternative. The CalEEMod results for the operational emissions are presented in Table 6-3. Similar operational characteristics as the proposed project (i.e., trip rates, inherent site and/or project design features) were assumed in the model. As shown in the table, the unmitigated emissions of criteria air pollutants associated with Off-Site Alternative B would be comparable to those resulting from the proposed project. Off-Site Alternative B would result in a slight reduction in NO_x emissions, but would result in a slight increase in emissions of ROG. For either the proposed project or Off-Site Alternative B,

² California Department of Conservation, Division of Mines and Geology. *Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California*. March 2000.

the emissions of ROG and NO_x would be below the applicable thresholds of significance for criteria pollutants. Both the proposed project and Off-Site Alternative B would result in less-than-significant impacts related to air quality and climate change.

Pollutant	Proposed Project Emissions (lbs/day)	Off-Site Alternative B Emissions (lbs/day)	EDCAQMD Significance Threshold (lbs/day)
ROG	7.05	8.19	82.0
NO _x	3.17	3.02	82.0

Source: CalEEMod, October 2015.

It should be noted that, because Off-Site Alternative B does not include the seven-acre solar farm, the long-term operational GHG emissions would likely be greater than the proposed project.

Overall, Off-Site Alternative B would result in similar air quality and climate change impacts as the proposed project.

Biological Resources

The site is currently undeveloped and contains a stream, wetland, and oak woodland habitats. Due to the existing conditions of the site, special-status plant and wildlife species are likely supported by the Off-Site Alternative B site. In addition, riparian habitat, seasonal wetlands, vernal pools, or soil/vegetative indicators of their presence are likely to occur on the site. Although the area of disturbance would be similar under both the proposed project and Off-Site Alternative B, the Alternative could result in greater effects to birds protected under the Migratory Bird Treaty Act which may nest in on-site grass/shrub areas or on-site trees due to the abundance of habitat located on the Alternative site. It is anticipated that this Alternative would still result in potentially significant impacts to nesting migratory birds. Overall, potential impacts related to biological resources would be greater under Off-Site Alternative B, as compared to the proposed project.

Cultural Resources

Because Off-Site Alternative B would develop the site with a similar footprint as the proposed project, the Alternative would result in similar effects to any previously unidentified archaeological and/or historic resources, though the potential for uncovering such resources during construction is rather remote. It is anticipated that this Alternative would still result in potentially significant impacts to unknown cultural resources. Off-Site Alternative B would also require mitigation similar to the measures included in Cultural Resources chapter in order to ensure impacts would be less than significant. Overall, potential impacts related to cultural resources would be similar under Off-Site Alternative B, as compared to the proposed project.

Geology and Soils

Development of Off-Site Alternative B would result in similar site disturbance as the proposed project. The site conditions are not the same under the proposed project and Off-Site Alternative B. The proposed project site has been previously disturbed, while the Off-Site Alternative B site contains an intermittent stream (Mound Springs Creek), a wetland, and scattered oak trees. However, the general location and development requirements of Off-Site Alternative B are similar to the proposed project. As such, similar potential for on-site hazards related to geology and soils, such as earthquakes, soil erosion, soil stability, and expansive soil, would occur under Off-Site Alternative B. Off-Site Alternative B would require the same mitigation measures as the proposed project to reduce potential impacts related to structural damage to less-than-significant levels. Therefore, Off-Site Alternative B would result in similar impacts associated with geology and soils, compared to the proposed project.

Hazards and Hazardous Materials

Similar to the proposed project, limited use of hazardous materials would occur during construction. As noted in the Hazards and Hazardous Materials chapter, the project contractor is required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. During operation, hazardous materials use would be limited to the biohazardous materials associated with the County Morgue, and lead associated with the indoor firing range. Transformer oil and other oil-filled transformers will not be located on the Off-Site Alternative A site as the Alternative does not include the solar farm. In addition, disposal of the biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, would be disposed of pursuant to California Health and Safety Code Section 7054.4. Furthermore, the proposed project and Off-Site Alternative B would utilize BMPs and an automatic bullet recovery system to avoid lead contamination.

In summary, impacts related to the creation of hazards to the public or the environment related to the routine transport, use, or disposal of hazardous materials would be similar for the proposed project and Off-Site Alternative B.

Hydrology and Water Quality

Because similar land disturbance would occur during construction, construction activities associated with Off-Site Alternative B would be expected to result in similar on-site soil erosion and subsequent sedimentation of receiving waters.

Off-Site Alternative B, similar to the proposed project, would alter the existing drainage pattern of the site. Off-Site Alternative B would dedicate 120 more parking spaces than the proposed project. As such, the amount of impervious surfaces under Off-Site Alternative B, and the potential for urban pollutants to be carried by said impervious surfaces to the receiving drainage system, would be greater than that of the proposed project. In addition, the Off-Site Alternative B site contains an intermittent stream (Mound Springs Creek) and an associated wetland. Therefore, impacts related to runoff as a result of the existing stream would be greater than the

proposed project. As the site is not located within a floodplain, both Off-Site Alternative B and the proposed project would result in less-than-significant impacts related to placement of structures within a floodplain. Overall, Off-Site Alternative B would result in greater hydrology and water quality related potential impacts, as compared to the proposed project.

Land Use and Planning

The land use proposed for both the proposed project and Off-Site Alternative B would be generally consistent with the land use and zoning designations for the site. Therefore, impacts related to land use and planning would be similar to that of the proposed project, as both are consistent with that which is planned for the sites. Overall, Off-Site Alternative B would result in similar impacts to land use and planning, compared to the proposed project.

Noise

Off-Site Alternative B includes the development of the proposed project with a slight increase in square footage. As similar disturbance would occur, construction-related noise and vibration impacts would be similar to that of the proposed project. Due to the close proximity of existing residential areas to the Off-Site Alternative B site, a significant and unavoidable impact related to construction noise would still occur. In addition, because Off-Site Alternative B would develop the same uses as the proposed project, operational noise levels would be similar to that of the proposed project. Furthermore, sensitive receptors are located at a similar distance from the Off-Site Alternative B site as the proposed project site. Therefore, construction and operational noise at the nearest receptors resulting from the Off-Site Alternative B would be similar to the proposed project. Overall, Off-Site Alternative B would result in similar impacts to noise, compared to the proposed project.

Transportation and Circulation

According to the traffic study prepared by KD Anderson & Associates, the trip generation for the proposed project was developed based on the existing usage statistics occurring at the existing sheriff facility. Sheriff's Department staff provided data for the various employees including time and days of shifts for each work group (i.e., patrol deputies, school resource officers, records, dispatch, etc.), as well as visitors to the Department. The data indicates that the AM peak hour occurs between 7:00 AM and 8:00 AM and the PM peak hour occurs between 5:00 PM and 6:00 PM. The project is expected to generate 494 daily trips, 116 AM peak hour trips, and 117 PM peak hour trips. Because Off-Site Alternative B would also consolidate the existing trips to the various sheriff facilities in the area, the trip generation from Off-Site Alternative and the proposed project would be identical. Therefore, Off-Site Alternative B would result in similar intensity of traffic-related impacts, as compared to the proposed project. Off-Site Alternative B would still increase traffic on surrounding intersections and roadways that are projected to operate at unacceptable levels with or without the proposed project, such as the Missouri Flat Road / China Garden Road and Missouri Flat / Enterprise Drive intersections. Therefore, implementation of Off-Site Alternative B would still be contributing traffic volumes to the already failing intersections. Off-Site Alternative B would also require mitigation to alleviate

impacts to the nearby impacted intersections listed above. Overall, the Off-Site Alternative B would result in similar transportation and circulation impacts, compared to the proposed project.

Utilities

Off-Site Alternative B would increase the total square footage as compared to the proposed project by approximately 4,669 sf. The increase in square footage would be expected to result in an increased demand on water supply and sewer facilities. While Off-Site Alternative B would develop more square footage than the proposed project, and thereby, increase the demand for water and wastewater treatment capacity, this EIR determined that the proposed project would result in less-than-significant impacts to water supply and wastewater treatment facilities.

The site has been planned for industrial use and the Potrero Hills Landfill has sufficient capacity to serve regional waste disposal needs until 2048. In addition, similar to the impact conclusions in the Initial Study for police and fire protection services, Off-Site Alternative B would be expected to have a less-than-significant impact on police and fire protection services.

Overall, development of Off-Site Alternative B would result in similar impacts related to public services and utilities than the proposed project.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

A comparison of the proposed project to the three alternatives, discussed in detail above, is illustrated in Table 6-4, below.

Of the alternatives analyzed, the development of the Off-Site Alternative A and Off-Site Alternative B would partially satisfy the project objectives, while the No Project Alternative would not satisfy any of the project objectives. As shown in the table, the No Project Alternative would result in increased impacts compared to the proposed project in five resource areas and would not reduce impacts in any resources areas. In addition, Off-Site Alternative A would result in increased impacts compared to the proposed project in one resource area. On the other hand, Off-Site Alternative B would result in increased impacts compared to the proposed project in two resource areas. Therefore, because the impacts resulting from Off-Site Alternative A would be fewer than Off-Site Alternative B and the No Project Alternative, Off-Site Alternative A would be the environmentally superior alternative.

**Table 6-4
Alternative Environmental Impacts Comparison**

Resource Area	Proposed Project	No Project Alternative	Off-Site Alternative A	Off-Site Alternative B
Aesthetics	Less-Than-Significant with Mitigation	Similar	Similar	Similar
Air Quality and Greenhouse Gas Emissions	Less-Than-Significant	Greater	Similar	Similar
Biological Resources	Less-Than-Significant with Mitigation	Similar	Similar/Possibly Fewer	Greater
Cultural Resources	Less-Than-Significant with Mitigation	Similar	Similar	Similar
Geology and Soils	Less-Than-Significant With Mitigation	Greater	Similar	Similar
Hazards and Hazardous Materials	Less-Than-Significant With Mitigation	Similar	Similar	Similar
Hydrology and Water Quality	Less-Than-Significant With Mitigation	Greater	Similar	Greater
Land Use and Planning	Less-Than-Significant	Similar	Greater	Similar
Noise	Less-Than-Significant With Mitigation	Greater*	Similar*	Similar*
Transportation and Circulation	Less-Than-Significant With Mitigation	Greater	Similar	Similar
Utilities	Less-Than-Significant	Greater	Similar	Similar

No Impact = “None;” Less than Proposed Project = “Fewer;” Similar to Proposed Project = “Similar;” and Greater than Proposed Project = “Greater.”

* The significant and unavoidable impact determined for the proposed project would still be expected to occur under the Alternative.

7. EIR AUTHORS AND PERSONS CONSULTED

7

EIR AUTHORS AND PERSONS CONSULTED

RANEY PLANNING & MANAGEMENT, INC.

C. Timothy Raney, AICP	President
Cindy Gnos, AICP	Senior Vice President
Nick Pappani	Vice President
Rod Stinson	Division Manager / Air Quality Specialist
Angela DaRosa	Senior Associate / Air Quality Technician
Elise Carroll	Associate
Kevin Valente	Associate
Amanda Herrera	Associate

EL DORADO COUNTY

Russ Fackrell	Facilities Manager
Bob Christenson	Contract Project Manager
Katie Jackson, P.E.	Transportation Planner

ACOUSTICAL ENGINEERING CONSULTANTS

Brian R. Smith	Principal Consultant
----------------	----------------------

BARNETT ENVIRONMENTAL

Bruce D. Barnett, Ph.D.	President
-------------------------	-----------

KD ANDERSON & ASSOCIATES, INC.

Ken Anderson, P.E.	President
Jonathan Hecker	Traffic Engineer

LEBECK YOUNG ENGINEERING, INC.

Barbara A. Lebeck, P.E.	President
-------------------------	-----------

PEAK & ASSOCIATES, INC.

Robert A. Gerry	Consulting Archaeologist
-----------------	--------------------------

YOUNGDAHL CONSULTING GROUP, INC.

Matthew J. Gross, P.E.	Project Engineer
Laurie B. Israel	Senior Environmental Scientist
David C. Sederquist, C.E.G., C.HG.	Senior Engineering Geologist/Hydrogeologist

8. REFERENCES

8

REFERENCES

- Acoustical Engineering Consultants. *Noise Impact Study for the El Dorado County Public Safety Facility Project in Diamond Springs, California*. September 14, 2015.
- Barnett Environmental Consulting. *Biological & Wetlands Resource Assessment of the El Dorado County Sheriff's headquarters in Diamond Springs (El Dorado County), California*. September 15, 2015.
- Bureau of Land Management. *Paleontological Resources*. Available at: <http://www.blm.gov/ca/st/en/fo/hollister/paleo.html>. Accessed September 2015.
- California Air Resources Board. *Aerometric Data Analysis and Management (ADAM): Top Four Summary*. Available at: <http://www.arb.ca.gov/adam/>. Accessed October 2015.
- California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
- California Air Resources Board. *Ambient Air Quality Standards*. June 4, 2013. Available at: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. Accessed September 2015.
- California Air Resources Board. *Climate Change Scoping Plan*. December 2008.
- California Air Resources Board. *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document*. August 19, 2011.
- California Air Resources Board. *Glossary of Air Pollution Terms*. Available at: <http://www.arb.ca.gov/html/gloss.htm>. Accessed September 2015.
- California Air Resources Board. *Area Designations Maps / State and National*. August 22, 2014. Available at: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed October 2015.
- California Air Resources Board. *El Dorado County AQMD List of Current Rules*. Available at: <http://www.arb.ca.gov/drdb/ed/cur.htm>. Accessed October 2015.
- California Air Resources Board. *Heavy-Duty Vehicle Idling Emission Reduction Program*. October 24, 2013. Available at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>. Accessed October 2015.
- California Air Resources Board. *In-Use Off-Road Diesel Vehicle Regulation*. December 10, 2014. Available at: <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>. Accessed September 2015.

- California Air Resources Board. *Status of Scoping Plan Recommended Measures*. Available at: http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf. Accessed September 2015.
- California Energy Commission. News Release: “*New Title 24 Standards Will Cut Residential Energy Use by 25 Percent, Save Water, and Reduce Greenhouse Gas Emissions.*” July 1, 2014.
- California Energy Consumption Data Management System. *Electricity Consumption by County*. Available at: <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed on October 14, 2015.
- California Energy Consumption Data Management System. *Gas Consumption by County*. Available at: <http://ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed on October 14, 2015.
- California Department of Conservation, Division of Mines and Geology. *Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California*.
- California Department of Fish and Wildlife. *California Natural Diversity Database (CNDDB) RareFind 5*. Commercial Version, Version 3.0.5. Accessed September 2015.
- California Native Plant Society. *On-Line Inventory of Rare and Endangered Vascular Plants of California 7th Edition*. Available at: <http://cnps.web.aplus.net/cgi-bin/inv/inventory.cgi>. Accessed September 2015.
- California Department of Transportation. *Transportation Related Earthborne Vibrations*. February 20, 2002.
- California Office of Governor Edmund G. Brown Jr. *Governor Brown Establishes Most Ambitious Greenhouse Gas Reduction Target in North America*. April 29, 2015.
- CalRecycle. *Facility/Site Summary Details: Potrero Hills Landfill (48-AA-0075)*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0075/Detail/>. Accessed August 5, 2015.
- Caltrans. *Technical Noise Supplement, Traffic Noise Analysis Protocol*. November 2009.
- El Dorado County. *El Dorado County, California – Code of Ordinances*. Codified through November 17, 2014.
- El Dorado County Zoning Ordinance. *Chapter 9.16, Noise*. Updated June 26, 2015.
- El Dorado County. *2004 El Dorado County General Plan*. Adopted July 19, 2004.

- El Dorado County. *El Dorado County General Plan Draft Environmental Impact Report*. May 2003.
- El Dorado County Air Pollution Control District. *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act*. February 2002.
- El Dorado Irrigation District. *Wastewater Facilities Master Plan, El Dorado Irrigation District*. July 31, 2013.
- El Dorado Irrigation District *El Dorado Irrigation District Urban Water Management Plan 2010 Update*. July 2011.
- El Dorado Irrigation District. *Facility Improvement Letter (FIL), El Dorado County Sheriff's Headquarters, Assessor's Parcel No. 329-240-55, 329-391-10 (Diamond Springs)*. February 27, 2015.
- El Dorado Irrigation District. *2013 Water Resources and Service Reliability Report [pg. 40]*. August 12, 2013.
- El Dorado County Planning Department. *El Dorado County General Plan Land Use Map*. July 19, 2004.
- El Dorado County Transportation Commission. *Bicycle Transportation Plan [Map 4 of 6]*. November 9, 2010.
- ENVIRON International Corporation and the California Air Districts. *California Emissions Estimator Model User's Guide Version 2013.2.2*. July 2013.
- Federal Emergency Management Agency. *Flood Zones*. Available at: <http://www.fema.gov/flood-zones>. Accessed September 2015.
- Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Guidelines*. May 2006.
- Federal Transit Administration. *Roadway Construction Noise Model User's Guide*. January 2006.
- Intergovernmental Panel on Climate Change. *Climate Change 2007: Impacts, Adaptation, and Vulnerability*. 2007.
- International Code Council. *Section 1616.5.2 Site Class Definitions*. Available at: http://publicecodes.cyberregs.com/icod/ibc/2009/icod_ibc_2009_16_par164.htm. Accessed September 2015.

- KDAnderson & Associates, Inc. *Traffic Impact Analysis for El Dorado County Sheriff Headquarters Facility, Diamond Springs, El Dorado County, CA.* May 29, 2015.
- Lebeck Young Engineering, Inc. *Preliminary Drainage Report for EDC – Sheriff Headquarters.* July 14, 2015.
- Oak Ridge National Laboratory. *Transportation Energy Data Book: Edition 33.* July 2014.
- Peak & Associates, Inc. *Cultural Resources Record Search.* September 15, 2014.
- Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County.* December 2009.
- Sacramento Metropolitan, El Dorado, Feather River, Placer, and Yolo-Solano Air Districts, *Spare the Air website. Air Quality Information for the Sacramento Region.* Available at: <http://www.sparetheair.com/health.cfm?page=healthoverall>. Accessed September 2015.
- State Water Resources Control Board. *Draft Voluntary Domestic Well Assessment Project – El Dorado County Data Summary Report.* September 2005.
- Transportation Research Board. *Highway Capacity Manual.* 2010.
- University of California, Davis. *Transportation Project-Level Carbon Monoxide Protocol.* December 1997.
- U.S. Army Corps of Engineers. *Recognizing Wetlands – An Informational Pamphlet.* Available at: http://www.usace.army.mil/Portals/2/docs/civilworks/regulatory/rw_bro.pdf. Accessed September 2015.
- U.S. Department of Agriculture, Soil Conservation Service. *Web Soil Survey.* 2013. Available at: <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed September 2015.
- U.S. Environmental Protection Agency. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 -2011.* April 15, 2015.
- U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions.* Available at: <http://epa.gov/climatechange/ghgemissions/sources/industry.html>. Accessed October 2015.
- U.S. Fish and Wildlife Service. *Species List Generators.* Available at: http://www.fws.gov/sacramento/es_species/Lists/es_species_lists-overview.htm. Accessed September 2015.

United States Forest Service. *Wildlife Fire Assessment System*. 2015. Available at: <http://www.wfas.net/index.php/fire-danger-rating-fire-potential--danger-32/fire-danger-rating-fire-potential--danger-32>. Accessed September 2015.

Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study Update for El Dorado County Sheriff Headquarters, Industrial Drive, Placerville, California*. September 2014.

Youngdahl Consulting Group, Inc. *Phase I Environmental Site Assessment, Industrial Drive and Merchandise Way APN 329-240-55 (Industrial Drive) and APN 329-391-10 (6625 Merchandise Way), Placerville, El Dorado County, California*. December 2014.

Youngdahl Consulting Group, Inc. *Polychlorinated Biphenyls (PCBs) Soil Sampling Report, El Dorado County Sheriff's Headquarters Project Plan, Site "C", Option 2 (11 Acres) Industrial Drive, El Dorado County APN 329-240-55, California*. January 2015.

APPENDIX A



NOTICE OF PREPARATION of a Draft Environmental Impact Report

Date: June 16, 2015

To: Agencies and Interested Parties

Subject: **Notice of Preparation of a Draft Environmental Impact Report for the Proposed El Dorado County Public Safety Facility Project**

Review Period: **June 16, 2015 to July 15, 2015**

This Notice of Preparation (NOP) initiates the environmental review process in accordance with the California Environmental Quality Act (14 California Code of Regulations [CCR] Section 15082) for a land development project in El Dorado County. El Dorado County will be the Lead Agency and will prepare the Environmental Impact Report (EIR). The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (State CEQA Guidelines 14 CCR Section 15082[b]). The project description, location, and probable environmental effects of the El Dorado County Public Safety Facility Project are briefly described below.

Providing Comments

El Dorado County is soliciting comments from public agencies, private organizations, and individuals regarding the scope and content of the environmental documentation. Because of time limits mandated by State law, comments should be provided no later than 5:00 PM on July 15, 2015. Please send all comments to:

Brent Collins, Senior Project Manager
County of El Dorado Chief Administrative Office - Facilities
3000 Fairlane Court, Suite 1
Placerville, CA 95667
Email: brent.collins@edcgov.us

Agencies that will need to use the EIR when considering permits or other approvals for the proposed project should provide the name of a contact person, phone number, and email address in their comment. Comments provided by email should include "El Dorado County Public Safety Facility Project NOP Comment" in the subject line, and the name and physical address of the commenter in the body of the email.

Public Scoping Meeting

A public scoping meeting will be held by the County to inform interested parties about the proposed project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. The meeting time and location are as follows:

July 9, 2015
6:00 PM to 7:30 PM
El Dorado County
Community Development Agency Development Services Division
Building C Hearing Room
2850 Fairlane Court
Placerville, CA 95667

This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit written comments at any time between 6PM and 7:30PM. Representatives from El Dorado County Facilities, the EIR consultant, and the Sheriff's Office will be available to address questions regarding the basic project components and EIR process. Members of the public may provide written comments throughout the meeting.

The meeting space is accessible to persons with disabilities. Individuals needing special assistive devices will be accommodated to the County's best ability. For more information, please contact Brent Collins (at the contact information above) at least 48 hours before the meeting.

Project Background

The various divisions of the El Dorado County Sheriff's Office are currently located in spaces deficient for their need and are unnecessarily spread geographically throughout the County. The Sheriff's Office is currently operating out of seven different facilities. The operations are currently broken into the following locations:

- 300 Fair Lane, Placerville. The 21,354-square foot (sf.) structure is currently occupied by command, patrol, evidence, crime scene investigation (CSI) and training. The structure currently serves as the Public Safety Facility;
- 330 Fair Lane, Placerville. Approximately 7,282 sf. of the main government center is currently used for operational employment statistics (OES), central dispatch, and administration;
- 3615 China Garden Road, Diamond Springs. The 4,000 sf. facility is currently used as a radio shop, large evidence storage, and search and rescue and boat storage. The facility is leased with additional yard space for Sheriff boat and vehicle storage;
- 1323 Broadway, Placerville. The 6,020 sf. leased office is currently used for Sheriff's support services;
- 471 Pierroz Road, Placerville. Approximately 7,000 sf. is currently leased for detectives;
- 300 Forni Road, Placerville. Portions of the Placerville Main Jail are currently used for non-custody operations; and
- 5941 Union Mine Road, El Dorado County. The facility is currently used for training.

A preliminary survey conducted by the Sheriff's Office in July 2011 identified numerous reasons to replace the Sheriff's Office Headquarters. Some of the critical reasons included:

- Extensive yearly rental costs for leased off-site facilities;
- Insufficient space for Sheriff's operations;
- Age of current headquarters building; much of the work spaces are operated out of condemned jail cells, and inadequate storage for equipment and ammunition;
- Lack of security for Sheriff's Office and staff vehicles;
- Operational inefficiencies;
- Cost to properly maintain existing facility is prohibitive; and
- The liability and risk associated with continued operations out of the existing facility.

Recognizing the need to consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office, El Dorado County commissioned Vanir Construction Management to develop a Needs Assessment for a new El Dorado County Public Safety Facility, and establish various development criteria to accommodate the space program. The *Sheriff's Operational Assessment and Facility Study* prepared by Vanir reviewed previous proposals and assessments going back to 1989. The El Dorado County Board of Supervisors approved site search criteria concurrent with the preparation of the Operational Assessment. These criteria were used to evaluate over 400 properties. A site selection team for the study consisted of: an El Dorado County Facilities Division Senior Project Manager, a local civil engineer, a development and construction specialist, a government real estate expert, and a senior representative from the Sheriff's Office. This team worked to rank the properties using the Board-approved criteria. Some of the criteria used to evaluate each property include drive time, utility and infrastructure, traffic impacts, zoning, environmental impacts, long-term costs, site size, government connectivity, public access, development costs and other factors. The site selection team assessed each property and eventually brought a short list with numerical rankings back for Board of Supervisors review. The short list consisted of three sites, including the proposed project site, which were ultimately brought to the Board of Supervisors for review and approval. In July of 2014, the Board of Supervisors authorized a Purchase and Sale Agreement for the proposed project site.

Project Location

The project site is located in El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately 4.6 miles southwest of Smithflat (see Figure 1, Regional Location). Access to the project site is provided from Industrial Drive, in the Diamond Springs area (see Figure 2, Project Vicinity). The site is identified as Assessor's Parcel Numbers 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary secured site access).

Site Characteristics

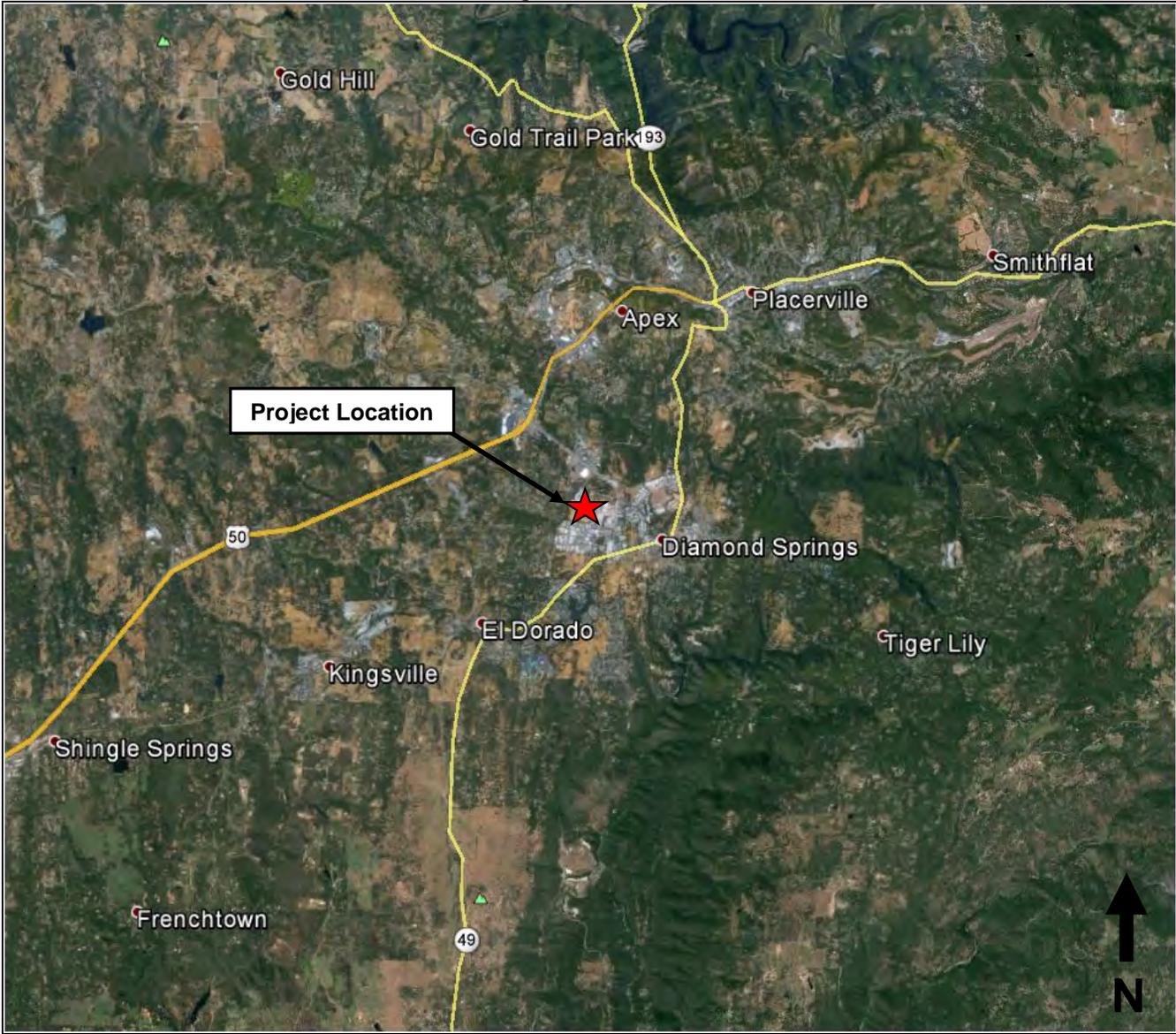
The project site consists of approximately 30.34 acres of land, which is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for Sacramento Municipal Utility District (SMUD).

Surrounding Land Uses

When discussing surrounding land uses, it is first important to emphasize that the proposed development area for the Public Safety Facility is approximately 11 acres of the overall 30.34-acre proposed County property (see Figure 3). The northern and western sides of the 11-acre Public Safety Facility will be surrounded by undeveloped land, still within the bounds of the 30.34-acre proposed County property. Outside of the 30.34-acre property, the site is surrounded by the Diamond Springs Business Park to the north, and a few single-family residences atop the bluff, overlooking the site vicinity. South of the proposed County property are located industrial uses, including the County Animal Control Center. Solid Rock Faith Center, and an associated mini-playground area, are located at the southeast corner of the proposed project site. East of the 11-acre Public Safety Facility development area are industrial uses, including the Western Sign Company facility, and El Dorado Truss Company, Inc. To the west of the 30.34-acre property are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which is single family residential.

The Sacramento-Placerville Transportation Corridor used to be owned and operated by Southern Pacific Railroad. However, Southern Pacific discontinued use of their line from Folsom to Placerville in the 1970's, and for more than 30 years the line has been in a state of decay and disuse. The rail line has never been abandoned. The right-of-way is now owned by 'The Sacramento - Placerville Joint Powers Authority' (JPA), a public entity formed in 1991 for the purpose of purchasing 53 miles of the Placerville Branch right-of-way from Southern Pacific. The member agencies of the JPA include: County of El Dorado, City of Folsom, County of Sacramento, and the Sacramento Regional Transit District (RT). The JPA purchased the right-of-way from Southern Pacific in September 1996. The JPA is an ongoing agency with the purpose of preserving the corridor for transportation uses and overseeing property management.

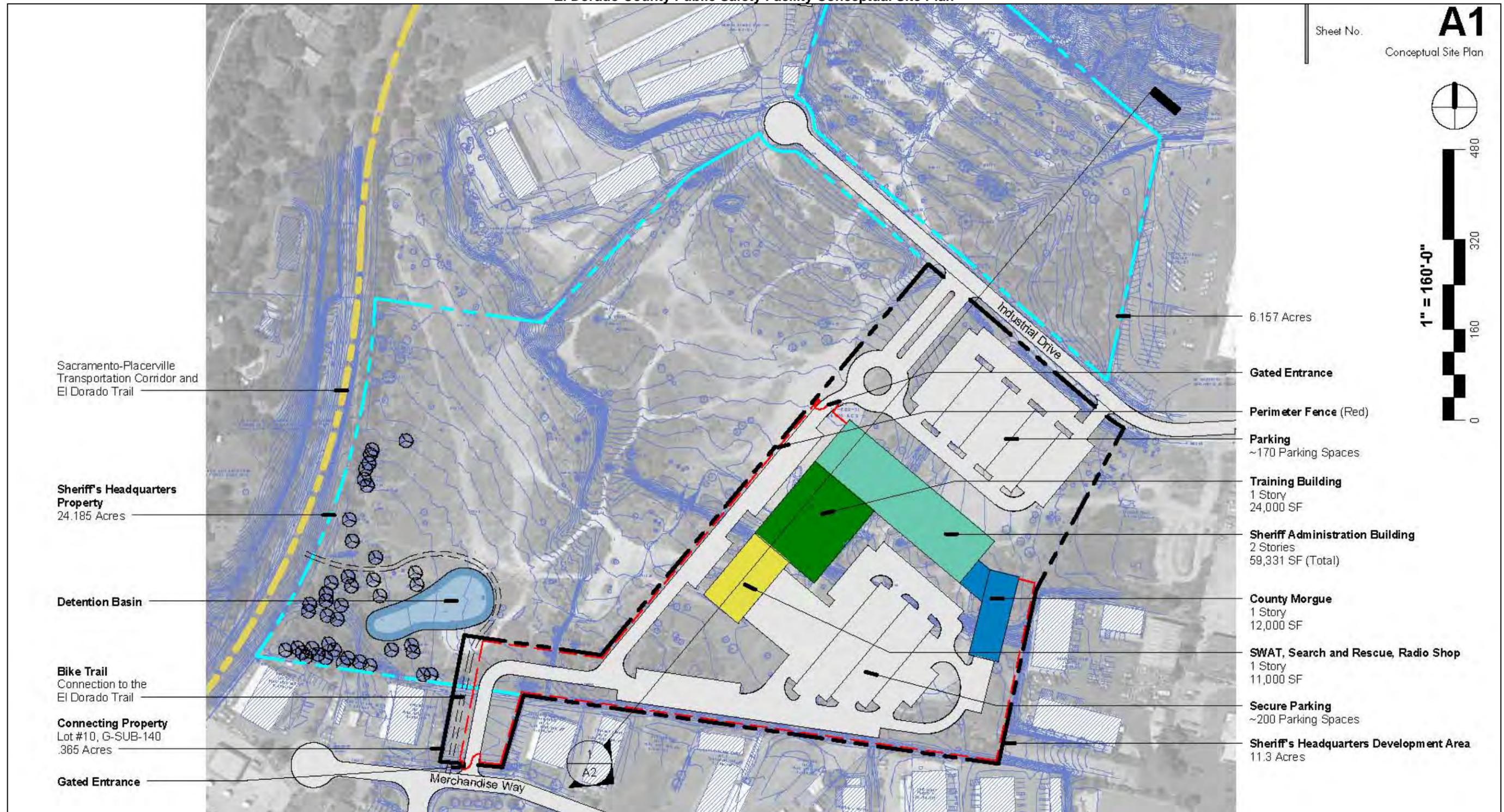
**Figure 1
Regional Location**



**Figure 2
Project Vicinity**



Figure 3
El Dorado County Public Safety Facility Conceptual Site Plan



Project Description

The proposed Public Safety Facility Project includes development of four buildings, totaling approximately 106,331 sf. It should be noted that, after design-level planning is completed, the actual square footage for the Public Safety Facility, may be less than 106,331 sf. Based on the Sheriff's Operational Assessment and Facility Study completed in 2013, the buildings are anticipated to be used as follows (see Figure 3, El Dorado County Public Safety Facility Conceptual Site Plan, and Table 1, Project Summary by Division):

1. One-story, 24,000-sf Training Building with indoor firing range;
2. Two-story, 59,331-sf Sheriff Administration building;
3. One-story, 12,000-sf County Morgue; and
4. One-story, 11,000-sf SWAT, Search and Rescue, and Radio Shop.

The proposed uses are consistent with the site's current El Dorado County General Plan land use and zoning designations, both of which are Industrial.

Table 1	
Conceptual Project Summary by Division	
Component	Square Footage
<i>Sheriff's Command and Administration</i>	
Sheriff's Administration	4,173
Common Facilities	10,788
Total	14,960
<i>Patrol and Investigation Division</i>	
Placerville Patrol	6,107
Detectives	5,019
Narcotics	2,595
Boats and Radio Shop	7,731
Total	21,452
<i>Support Services Division</i>	
Personnel	4,397
Training	14,518
Civil – Coroner	3,005
Morgue	2,479
Records	3,535
Property – Evidence	10,977
Central Dispatch	5,703
Information Technology	1,209
Total	45,823
<i>Financial Division</i>	
Financial	2,829
Total	2,829
<i>Special Operations - Storage</i>	
Special Operations - Storage	5,699
Total	5,073
<i>Total Staff and Space (Net SF)</i>	
	85,065
<i>Shell Space Area</i>	
	21,266
Total SF	106,331

The proposed Public Safety Facility would be open to the public from 8:00 AM to 5:00 PM, Monday through Friday, and closed on holidays. Patrol would operate 24-hours a day, seven days a week. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Training would occur both indoors and outdoors, in the evenings, and on weekends, as needed. Outdoor training could involve EVOC (driver training), physical agility testing, employee exercise, SAR training, etc., several times per year.

Circulation and Parking

The proposed project would include two access points. Primary vehicle access and public parking would be provided from Industrial Drive to the north of the facility. The public parking lot would include approximately 170 spaces. A second gated access and secured parking would be provided from Merchandise Way to the south. The gated access and secured parking would be available only to Public Safety Facility staff. Approximately 200 spaces would be provided within the secured parking lot.

The project also includes a bicycle/pedestrian path, which would connect the El Dorado Trail, along the Sacramento-Placerville Transportation Corridor west of the site, to the industrial area south of the site. The path would meander around the proposed on-site detention basin and through the oak trees within the southwestern corner of the overall property.

Security Features

As shown in Figure 3, the Public Safety Facility will be completely fenced, with the exception of the public parking area to the north (see red fencing outline in Figure 3). Additional on-site security measures would include, but not necessarily be limited to recorded cameras and lighting.

Utilities

The project would include necessary water, sewer, and drainage infrastructure to serve the proposed facility.

Water

The project would be served by the El Dorado Irrigation District (EID). Pursuant to the EID hydraulic model, and in order to receive fire flow at the project site, the project would construct an eight-inch waterline through the site, from the existing waterline in Industrial Drive to an existing eight-inch waterline located in Merchandise Way. This on-site waterline would create a looped waterline. In addition, the proposed project would include a three-inch water meter for domestic service and a 1.5-inch landscape meter for landscape/irrigation.

Sewer

An existing 8-inch sewer line runs along the southwest corner of the project site for approximately 390 feet, then flows to an existing lift station (Parkwest Diamond Industrial Lift Station), located in the northerly corner of the El Dorado County Animal Shelter Facility property to the south. An existing 8-inch sewer line is also located within Merchandise Way, south of the project site. Three potential options exist for providing sewer service to the project.

1. The project could potentially gravity flow to the existing 8-inch sewer line along the trail at the southwest corner of the project site, with the proposed sewer line to be installed across the existing ditch conventionally (i.e., under or through the ditch using typical construction equipment).
2. Use the trail connection point but install the new sewer pipe for the project under the existing ditch with directional boring, if biological concerns preclude conventional installation.
3. Connect to the sewer system in Merchandise Way using conventional installation.

Drainage

The project would include a detention basin in the southwestern corner of the project site. The proposed on-site detention basin would collect runoff from the 11-acre Public Safety Facility site, as well as the sheet flow from portions of the undeveloped areas of the overall 30.34-acre project site. Once stormwater runoff is collected in the detention basin, it would be slowly discharged via a pipe to an existing 24-inch

culvert located off-site to the southwest in an existing drainage easement. An emergency overflow spillway would also be constructed to allow stormwater to flow overland into the existing open ditch located along the western boundary of the project site should the primary discharge pipe become plugged up. The detention basin will be designed and constructed such that sufficient storage will be available to ensure that post-development flows do not exceed pre-development flows from the property.

Grading

The proposed design would split the elevation difference between Industrial Drive and Merchandise Way, as necessary, to maintain a balanced site. Any over/under material requirements are intended to be managed using the remaining site acreage either as a borrow source or stockpile area. As a result, soil off-haul or import will not be necessary during site grading.

Potential Approvals Required

As the lead agency under CEQA, the County is responsible for considering and determining the adequacy of the EIR and determining if the proposed project should be approved. The El Dorado County Board of Supervisors is responsible for approving the CEQA document and finalizing the property site acquisition.

Probably Environmental Effects and Scope of the EIR

The EIR will evaluate the direct and indirect significant environmental impacts of the proposed project. The EIR will also evaluate the project's incremental contribution to cumulative impacts when considered in conjunction with other related reasonably foreseeable future projects. The County has determined that the EIR shall evaluate the following CEQA topic areas:

- Aesthetics,
- Air Quality and Greenhouse Gas Emissions,
- Biological Resources,
- Cultural Resources,
- Geology and Soils,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Land Use and Planning,
- Noise,
- Public Services and Utilities, and
- Transportation and Circulation.

In addition, project alternatives, cumulative impacts, and other statutorily required sections identified in CEQA Guidelines Section 15126 will be analyzed in the EIR. It is anticipated that all other CEQA topics (e.g., Agriculture and Forest Resources, Mineral Resources, Population and Housing) can be addressed within the Initial Study, which will be included as an Appendix to the EIR.



REVISED NOTICE OF PREPARATION of a Draft Environmental Impact Report

Date: July 24, 2015

To: Agencies and Interested Parties

Subject: **Revised Notice of Preparation of a Draft Environmental Impact Report for the Proposed El Dorado County Public Safety Facility Project**

Review Period: **July 24, 2015 to August 24, 2015**

On June 16, 2015, the County issued the original Notice of Preparation (NOP) for an earlier version of the Public Safety Facility Project. The NOP was issued in accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082) to inform agencies and interested parties that an EIR would be prepared for the above-referenced project. During the 30-day NOP review period for the original version of the project, the County amended the project description to add on-site solar-generation facilities. As a result, this revised NOP has been released to provide sufficient information about the current version of the proposed project and its potential environmental impacts, in order to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (State CEQA Guidelines 14 CCR Section 15082[b]).

The project description, location, and probable environmental effects of the El Dorado County Public Safety Facility Project are briefly described below.

Providing Comments

El Dorado County is soliciting comments from public agencies, private organizations, and individuals regarding the scope and content of the environmental documentation. Because of time limits mandated by State law, comments should be provided no later than 5:00 PM on August 24, 2015. Please send all comments to:

Brent Collins, Senior Project Manager
County of El Dorado Chief Administrative Office - Facilities
3000 Fairlane Court, Suite 1
Placerville, CA 95667
Email: brent.collins@edcgov.us

Agencies that will need to use the EIR when considering permits or other approvals for the proposed project should provide the name of a contact person, phone number, and email address in their comment. Comments provided by email should include "El Dorado County Public Safety Facility Project NOP Comment" in the subject line, and the name and physical address of the commenter in the body of the email.

A public scoping meeting was held on July 9, 2015 at the El Dorado County Community Development Agency Development Services Division, Building C Hearing Room, to inform interested parties about the project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. A new public scoping meeting will not be held.

Project Background

The various divisions of the El Dorado County Sheriff's Office are currently located in spaces deficient for their need and are unnecessarily spread geographically throughout the County. The Sheriff's Office is currently operating out of seven different facilities. The operations are currently broken into the following locations:

- 300 Fair Lane, Placerville. The 21,354-square foot (sf.) structure is currently occupied by command, patrol, evidence, crime scene investigation (CSI). The structure currently serves as the Public Safety Facility;
- 330 Fair Lane, Placerville. Approximately 7,282 sf. of the main government center is currently used for Office of Emergency Services (OES), central dispatch, and administration;
- 3615 China Garden Road, Diamond Springs. The 4,000 sf. facility is currently used as a radio shop, large evidence storage, and search and rescue and boat storage. The facility is leased with additional yard space for Sheriff boat and vehicle storage;
- 1323 Broadway, Placerville. The 6,020 sf. leased office is currently used for Sheriff's support services and training;
- 471 Pierroz Road, Placerville. Approximately 7,000 sf. is currently leased for detectives;
- 300 Forni Road, Placerville. Portions of the Placerville Main Jail are currently used for non-custody operations; and
- 5941 Union Mine Road, El Dorado County. The facility is currently used for training.

A preliminary survey conducted by the Sheriff's Office in July 2011 identified numerous reasons to replace the Sheriff's Office Headquarters. Some of the critical reasons included:

- Extensive yearly rental costs for leased off-site facilities;
- Insufficient space for Sheriff's operations;
- Age of current headquarters building; much of the work spaces are operated out of condemned jail cells, and inadequate storage for equipment and ammunition;
- Lack of security for Sheriff's Office and staff vehicles;
- Operational inefficiencies;
- Cost to properly maintain existing facility is prohibitive; and
- The liability and risk associated with continued operations out of the existing facility.

Recognizing the need to consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office, El Dorado County commissioned Vanir Construction Management to develop a Needs Assessment for a new El Dorado County Public Safety Facility, and establish various development criteria to accommodate the space program. The *Sheriff's Operational Assessment and Facility Study* prepared by Vanir reviewed previous proposals and assessments going back to 1989. The El Dorado County Board of Supervisors approved site search criteria concurrent with the preparation of the Operational Assessment. These criteria were used to evaluate over 400 properties. A site selection team for the study consisted of: an El Dorado County Facilities Division Senior Project Manager, a local civil engineer, a development and construction specialist, a government real estate expert, and a senior representative from the Sheriff's Office. This team worked to rank the properties using the Board-approved criteria. Some of the criteria used to evaluate each property include drive time, utility and infrastructure, traffic impacts, zoning, environmental impacts, long-term costs, site size, government connectivity, public access, development costs and other factors. The site selection team assessed each property and eventually brought a short list with numerical rankings back for Board of Supervisors review. The short list consisted of three sites, including the proposed project site, which were ultimately brought to the Board of Supervisors for review and approval. In July of 2014, the Board of Supervisors authorized a Purchase and Sale Agreement for the proposed project site.

Project Location

The project site is located in El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately 4.6 miles southwest of Smith Flat (see Figure 1, Regional Location). Access to the project site is provided from Industrial Drive, in the Diamond Springs area (see Figure 2, Project

Vicinity). The site is identified as Assessor's Parcel Numbers 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary secured site access).

Site Characteristics

The project site consists of approximately 30.34 acres of land, which is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for Sacramento Municipal Utility District (SMUD).

Surrounding Land Uses

When discussing surrounding land uses, it is first important to emphasize that the proposed development area for the Public Safety Facility is approximately 11 acres of the overall 30.34-acre proposed County property (see Figure 3). The northern and western sides of the 11-acre Public Safety Facility will be surrounded by undeveloped land, still within the bounds of the 30.34-acre proposed County property. Outside of the 30.34-acre property, the site is surrounded by the Diamond Springs Business Park to the north, and a few single-family residences atop the bluff, overlooking the site vicinity. South of the proposed County property are located industrial uses, including the County Animal Control Center. Solid Rock Faith Center, and an associated mini-playground area, are located at the southeast corner of the proposed project site. East of the 11-acre Public Safety Facility development area are industrial uses, including the Western Sign Company facility, and El Dorado Truss Company, Inc. To the west of the 30.34-acre property are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which is single family residential.

The Sacramento-Placerville Transportation Corridor used to be owned and operated by Southern Pacific Railroad. However, Southern Pacific discontinued use of their line from Folsom to Placerville in the 1970's, and for more than 30 years the line has been in a state of decay and disuse. The rail line has never been abandoned. The right-of-way is now owned by 'The Sacramento - Placerville Joint Powers Authority' (JPA), a public entity formed in 1991 for the purpose of purchasing 53 miles of the Placerville Branch right-of-way from Southern Pacific. The member agencies of the JPA include: County of El Dorado, City of Folsom, County of Sacramento, and the Sacramento Regional Transit District (RT). The JPA purchased the right-of-way from Southern Pacific in September 1996. The JPA is an ongoing agency with the purpose of preserving the corridor for transportation uses and overseeing property management.

Project Description

The proposed Public Safety Facility Project includes development of four buildings, totaling approximately 106,331 sf. It should be noted that, after design-level planning is completed, the actual square footage for the Public Safety Facility, may be less than 106,331 sf. Based on the Sheriff's Operational Assessment and Facility Study completed in 2013, the buildings are anticipated to be used as follows (see Figure 3, El Dorado County Public Safety Facility Conceptual Site Plan, and Table 1, Project Summary by Division):

1. One-story, 24,000-sf Training Building with indoor firing range;
2. Two-story, 59,331-sf Sheriff Administration building;
3. One-story, 12,000-sf County Morgue; and
4. One-story, 11,000-sf SWAT, Search and Rescue, and Radio Shop.

The proposed uses are consistent with the site's current El Dorado County General Plan land use and zoning designations, both of which are Industrial.

**Figure 1
Regional Location**

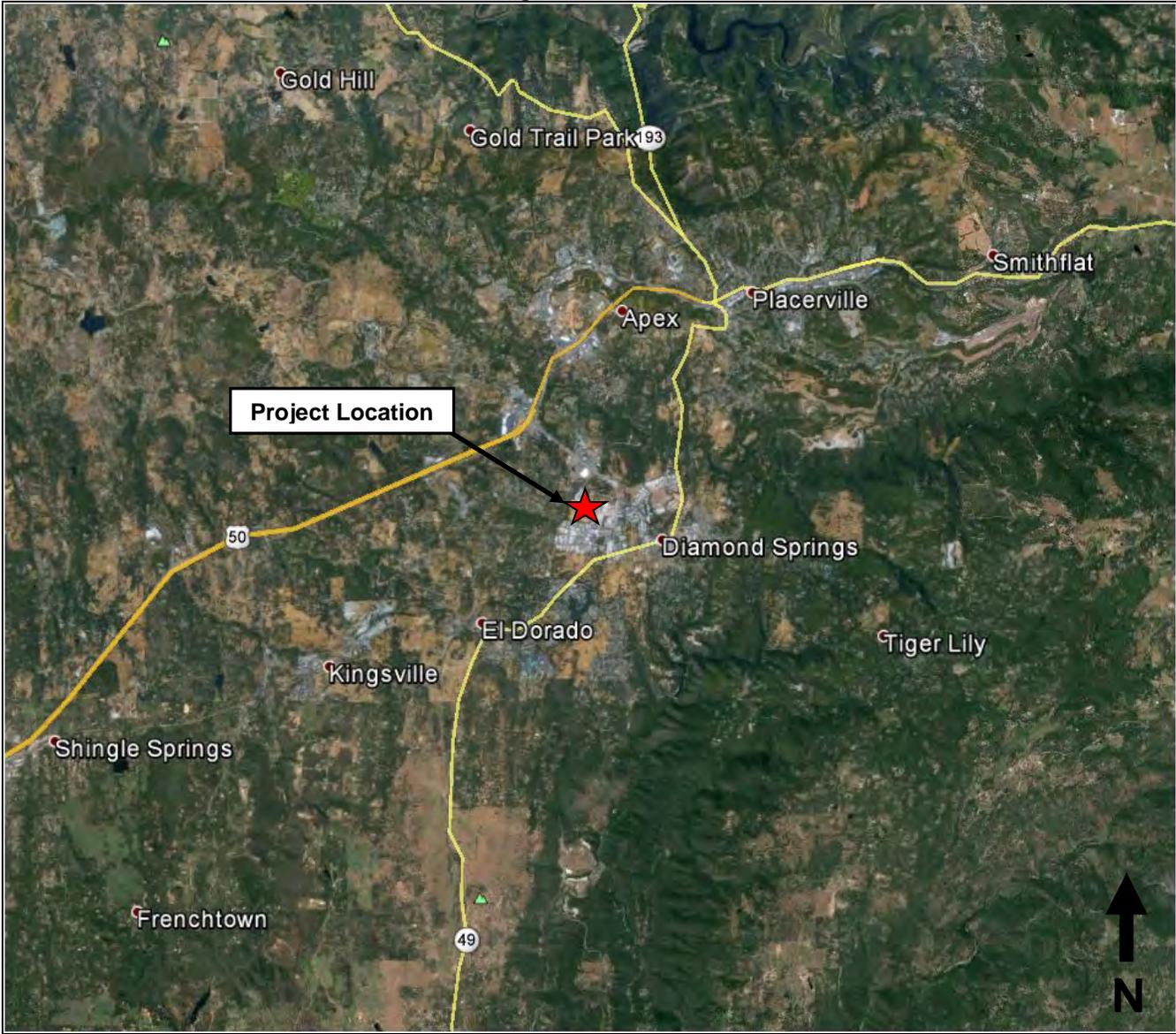


Figure 2
Project Vicinity



Figure 3
El Dorado County Public Safety Facility Conceptual Site Plan

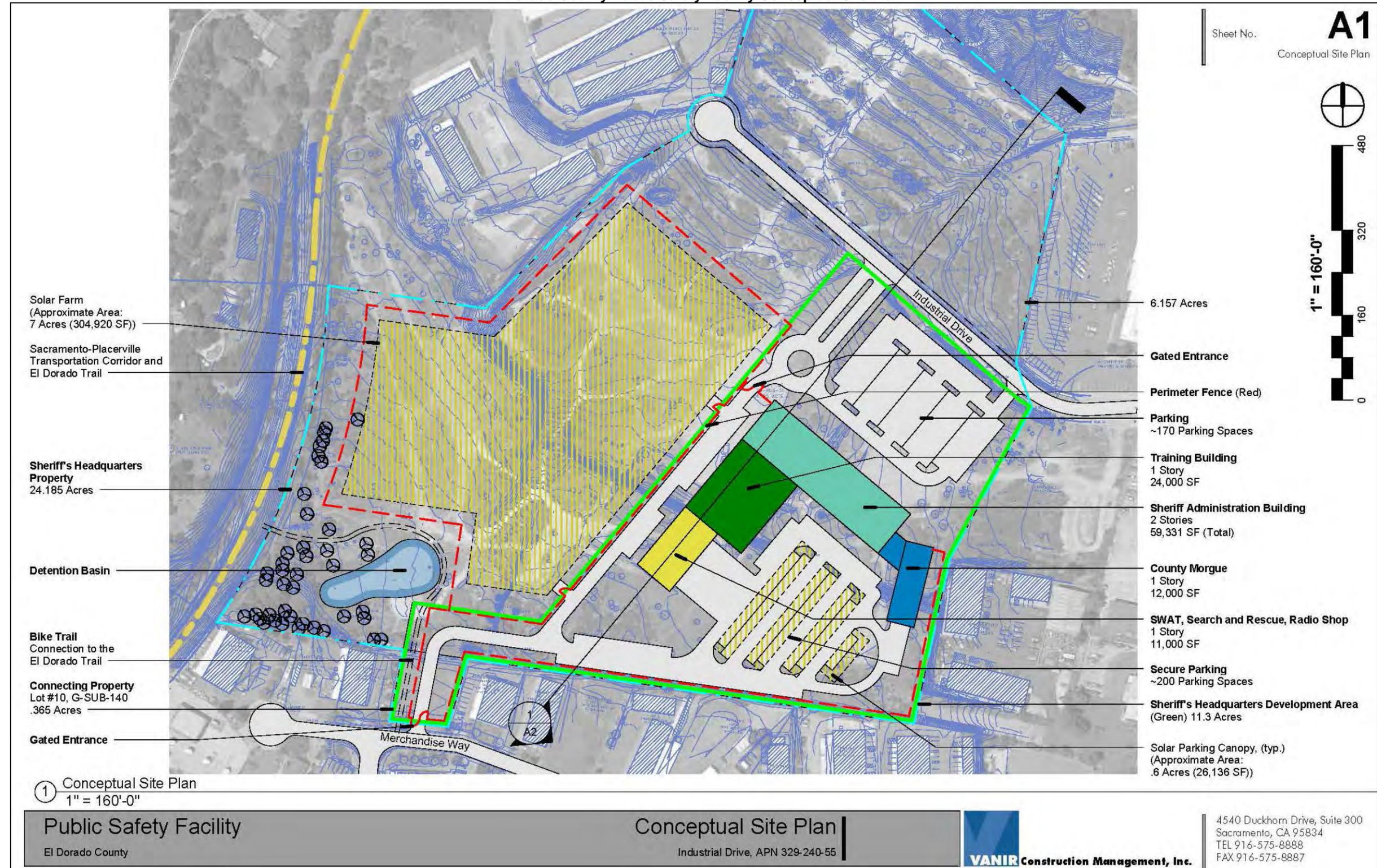


Table 1	
Conceptual Project Summary by Division	
Component	Square Footage
<i>Sheriff's Command and Administration</i>	
Sheriff's Administration	4,173
Common Facilities	10,788
Total	14,960
<i>Patrol and Investigation Division</i>	
Placerville Patrol	6,107
Detectives	5,019
Narcotics	2,595
Boats and Radio Shop	7,731
Total	21,452
<i>Support Services Division</i>	
Personnel	4,397
Training	14,518
Civil – Coroner	3,005
Morgue	2,479
Records	3,535
Property – Evidence	10,977
Central Dispatch	5,703
Information Technology	1,209
Total	45,823
<i>Financial Division</i>	
Financial	2,829
Total	2,829
<i>Special Operations - Storage</i>	
Special Operations - Storage	5,699
Total	5,073
<i>Total Staff and Space (Net SF)</i>	<i>85,065</i>
<i>Shell Space Area</i>	<i>21,266</i>
Total SF	106,331

The proposed Public Safety Facility would be open to the public from 8:00 AM to 5:00 PM, Monday through Friday, and closed on holidays. Patrol would operate 24-hours a day, seven days a week. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Training would occur both indoors and outdoors, in the evenings, and on weekends, as needed. Outdoor training could involve EVOC (driver training), physical agility testing, employee exercise, SAR training, etc., several times per year.

Circulation and Parking

The proposed project would include two access points. Primary vehicle access and public parking would be provided from Industrial Drive to the north of the facility. The public parking lot would include approximately 170 spaces. A second gated access and secured parking would be provided from Merchandise Way to the south. The gated access and secured parking would be available only to Public Safety Facility staff. Approximately 200 spaces would be provided within the secured parking lot.

The project also includes a bicycle/pedestrian path, which would connect the El Dorado Trail, along the Sacramento-Placerville Transportation Corridor west of the site, to the industrial area south of the site. The path would meander around the proposed on-site detention basin and through the oak trees within the southwestern corner of the overall property.

Security Features

As shown in Figure 3, the Public Safety Facility will be completely fenced, with the exception of the public parking area to the north (see red fencing outline in Figure 3). Additional on-site security measures would include, but not necessarily be limited to recorded cameras and lighting.

Utilities

The project would include necessary water, sewer, and drainage infrastructure to serve the proposed facility.

Water

The project would be served by the El Dorado Irrigation District (EID). Pursuant to the EID hydraulic model, and in order to receive fire flow at the project site, the project would construct an eight-inch waterline through the site, from the existing waterline in Industrial Drive to an existing eight-inch waterline located in Merchandise Way. This on-site waterline would create a looped waterline. In addition, the proposed project would include a three-inch water meter for domestic service and a 1.5-inch landscape meter for landscape/irrigation.

Sewer

An existing 8-inch sewer line runs along the southwest corner of the project site for approximately 390 feet, then flows to an existing lift station (Parkwest Diamond Industrial Lift Station), located in the northerly corner of the El Dorado County Animal Shelter Facility property to the south. An existing 8-inch sewer line is also located within Merchandise Way, south of the project site. Three potential options exist for providing sewer service to the project.

1. The project could potentially gravity flow to the existing 8-inch sewer line along the trail at the southwest corner of the project site, with the proposed sewer line to be installed across the existing ditch conventionally (i.e., under or through the ditch using typical construction equipment).
2. Use the trail connection point but install the new sewer pipe for the project under the existing ditch with directional boring, if biological concerns preclude conventional installation.
3. Connect to the sewer system in Merchandise Way using conventional installation.

Drainage

The project would include a detention basin in the southwestern corner of the project site. The proposed on-site detention basin would collect runoff from the 11-acre Public Safety Facility site, as well as the sheet flow from portions of the undeveloped areas of the overall 30.34-acre project site. Once stormwater runoff is collected in the detention basin, it would be slowly discharged via a pipe to an existing 24-inch culvert located off-site to the southwest in an existing drainage easement. An emergency overflow spillway would also be constructed to allow storm water to flow overland into the existing open ditch located along the western boundary of the project site should the primary discharge pipe become plugged up. The detention basin will be designed and constructed such that sufficient storage will be available to ensure that post-development flows do not exceed pre-development flows from the property.

Grading

The proposed design would split the elevation difference between Industrial Drive and Merchandise Way, as necessary, to maintain a balanced site. Any over/under material requirements are intended to be managed using the remaining site acreage either as a borrow source or stockpile area. As a result, soil off-haul or import will not be necessary during site grading.

Solar Farm

The proposed project includes solar-generating facilities in the secured parking area, as well as west of the Public Safety Facility buildings (see Figure 3). The solar improvements within the secured parking area will be a combination of roof and shade structure mounted systems. This 0.6-acre area will generate approximately 300 kilowatts (KW) of "on-site" solar. The "on-site" solar will be Net Metered with the Public Safety Center.

Additional proposed, ancillary solar-generating facilities will be located at the southwest portion of the site, west of the Public Safety Facility buildings. Approximately seven acres of land are proposed to be used to generate 2 to 3 Megawatts (MW) of power. The 7-acre solar site will be fenced. The power generated on the seven acres will be used to offset other County power costs through Virtual Net Metering. The design will use a fixed-tilt system, but may incorporate single-axis tracking, as engineering and topography necessitate.

Fixed-tilt design is anticipated to include the following design features:

1. The solar panels are mounted on a simple post, rail, and cross beam construction (panels do not move or "track" the sun).
2. The panels are tilted in a southwestern direction for fixed-tilt systems.
3. The low end of the panels (which face southwesterly) will be approximately two feet above the ground and the high end of the panels will be a maximum of ten feet off the ground.
4. Vertical steel posts are installed via a pneumatic ramming technique and are set in concrete footings (2 feet in diameter x 3.5 feet in height). Spacing between each row of panels (post to post) will be approximately 10 to 14 feet.

Single-axis design is anticipated to include the following design features:

1. The solar panel rows would be oriented in a north-south direction.
2. Once the posts are installed, the horizontal cross-members of the tracking system and associated motors would be placed and secured.
3. A galvanized metal racking system, which would hold the PV modules in the proper position for maximum capture of solar insulation, would then be field-assembled and attached to the horizontal cross members. The racking system would include a mechanism that would allow the array to track the path of the sun (from east to west) throughout the day. In the morning the panels would face the east; throughout the day, the panels would slowly move to the upright position at noon and then move on to face the west at sundown. The panels would reset to the east in the evening or early morning to receive sunlight at sunrise.
4. The single-axis tracker system would include up to 12 electric motors (4 motors per 1 MW) to rotate the tracking system throughout the day. These motors are anticipated to be 1.5 to 3 horsepower.
5. Vertical steel posts are installed via a pneumatic ramming technique and are set in concrete footings (2 feet in diameter x 3.5 feet in height). Spacing between each row of panels (post to post) will be approximately 10 to 14 feet.

Electrical inverters and power conditioning equipment will have utility pads as necessitated by the specific engineering of the system. This project could have two to four utility pads and a typical utility pad is approximately 25 feet x 30 feet. Interior electrical conduit will be placed in subsurface trenches.

Potential Approvals Required

As the lead agency under CEQA, the County is responsible for considering and determining the adequacy of the EIR and determining if the proposed project should be approved. The El Dorado County Board of Supervisors is responsible for approving the CEQA document and finalizing the property site acquisition.

Probably Environmental Effects and Scope of the EIR

The EIR will evaluate the direct and indirect significant environmental impacts of the proposed project. The EIR will also evaluate the project's incremental contribution to cumulative impacts when considered in conjunction with other related reasonably foreseeable future projects. The County has determined that the EIR shall evaluate the following CEQA topic areas:

- Aesthetics,
- Air Quality and Greenhouse Gas Emissions,
- Biological Resources,
- Cultural Resources,
- Geology and Soils,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Land Use and Planning,
- Noise,
- Public Services and Utilities, and
- Transportation and Circulation.

In addition, project alternatives, cumulative impacts, and other statutorily required sections identified in CEQA Guidelines Section 15126 will be analyzed in the EIR. It is anticipated that all other CEQA topics (e.g., Agriculture and Forest Resources, Mineral Resources, Population and Housing) can be addressed within the Initial Study, which will be included as an Appendix to the EIR.

APPENDIX B



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

8 July 2015

Brent Collins
El Dorado County
3000 Fairlane Court, Suite One
Placerville, CA 95667

CERTIFIED MAIL
7014 2870 0000 7535 4241

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL
IMPACT REPORT, PUBLIC SAFETY FACILITY PROJECT, SCH# 2015062046,
EL DORADO COUNTY**

Pursuant to the State Clearinghouse's 16 June 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Public Safety Facility Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

July 24, 2015

To: Reviewing Agencies
Re: Public Safety Facility Project
SCH# 2015062046

Attached for your review and comment is the Notice of Preparation (NOP) for the Public Safety Facility Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Brent Collins
El Dorado County
3000 Fairlane Court, Suite One
Placerville, CA 95667

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency



**Document Details Report
State Clearinghouse Data Base**

SCH# 2015062046
Project Title Public Safety Facility Project
Lead Agency El Dorado County

Type NOP Notice of Preparation
Description Revised

The proposed Public Safety Facility Project includes development of four buildings, totaling approx. 106,331 sf. It should be noted that, after design-level planning is completed, the actual square footage for the Public Safety Facility, may be less than 106,331 sf.

Lead Agency Contact

Name Brent Collins
Agency El Dorado County
Phone 530-621-5890 **Fax**
email
Address 3000 Fairlane Court, Suite One
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City Diamond Springs
Region
Cross Streets Industrial Drive and Merchandise Way
Lat / Long 38° 41' 54.7" N / 120° 49' 48.7" W
Parcel No. 329-240-55, 329-391-10
Township 10N **Range** 10E **Section** 24 **Base** MDBM

Proximity to:

Highways SR-49
Airports
Railways Sac-Placer Joint
Waterways
Schools Various
Land Use The 30.34 acre project site has historically been used for industrial operations and is currently vacant. The project site is designated Industrial according to the El Dorado County General Plan. The site zoned as Industrial as well.

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Other Issues; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Toxic/Hazardous; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; California Energy Commission; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 2; Native American Heritage Commission; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 07/24/2015 **Start of Review** 07/24/2015 **End of Review** 08/24/2015

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2015062046

Project Title: Public Safety Facility Project

Lead Agency: County of El Dorado Facilities Division Contact Person: Brent Collins
Street Address: 3000 Fairlane Court, Suite One Phone: 530-621-5890
City: Placerville, CA Zip: 95667 County: El Dorado

Project Location: County: El Dorado City/Nearest Community: Diamond Springs

Cross Streets: Industrial Drive and Merchandise Way Zip code: 95619

Lat./Long/: 38 ° 41 ' 54.7 " N / 120 ° 49 ' 48.7 " W Total Acres: 30.34

Assessor's Parcel No. 329-240-55, 329-391-10

Section: 24 Twp: 10N Range: 10E Base: MDBM

Within 2 miles: State Hwy#: SR-49 Waterways: _____

Airports: _____ Railways: Sac-Placer Joint Schools: Independence High School, Placerville Preschoolers, Placerville Christian School, South Sutter Charter School, Ocean Gove Charter School, Sky Mountain Charter School
Powers Authority (inactive) _____

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units _____ Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Educational _____ Waste Treatment: Type _____ MGD _____
 Recreational _____ Hazardous Waste: Type _____
 Other: El Dorado County Sheriff's Public Safety Facility (106,331 sf)

Project Issues That May Have A Significant Or Potentially Significant Impact:

Aesthetic/Visual Fiscal Public Services/Facilities Traffic/Circulation
 Agricultural Land/Forest Flood Plain/Flooding Recreation/Parks Vegetation
 Air Quality Forest Land/Fire Hazard Schools/Universities Water Quality
 Archeological/Historical Geologic/Seismic Septic Systems Water Supply/Groundwater
 Biological Resources Greenhouse Gas Emissions Sewer Capacity Wetland/Riparian
 Coastal Zone Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Drainage/Absorption Noise Solid Waste Land Use
 Economic/Jobs Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Other: _____

Present Land Use/Zoning/General Plan Designation: The 30.34-acre project site has historically been used for industrial operations and is currently vacant. The project site is designated Industrial according to the El Dorado County General Plan. The site is zoned as Industrial as well.

Project Description: See Attached Description.

IOP Distribution List

County: EL DORADO

SCH#

2015062046

<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input type="checkbox"/> OES (Office of Emergency Services) Marcia Scully	<input type="checkbox"/> Caltrans, District 8 Mark Roberts	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways Denise Peterson	<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 3 Charles Armor	<input type="checkbox"/> Public Utilities Commission Supervisor	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Lisa Johansen	<input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Elizabeth Carpenter	<input type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> State Lands Commission Jennifer Deleong	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> Cal Fire Dan Foster	<input type="checkbox"/> Fish & Wildlife Region 6 I/M Heidi Calvert Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Cal State Transportation Agency CalSTA	<input type="checkbox"/> All Other Projects Cathi Slaminski	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input type="checkbox"/> Dept. of Fish & Wildlife M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins	<input type="checkbox"/> Transportation Projects Nesamani Kalandiyyur	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Ron Parsons	<input type="checkbox"/> Other Departments	<input type="checkbox"/> Caltrans - Planning HQ LD-IGR Terri Pencovic	<input type="checkbox"/> Industrial/Energy Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects	<input type="checkbox"/> State Water Resources Control Board Karen Larsen Division of Drinking Water	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> State Water Resources Control Board Colorado River Basin Region (7)	<input type="checkbox"/> RWQCB 7
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of General Services Anna Garbeff Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Phil Crader Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Caltrans, District 3 Eric Federicks - South Susan Zanchi - North	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Other
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<input type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Caltrans, District 4 Patricia Maurice	<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Conservancy
<input type="checkbox"/> Fish & Wildlife Region 1 Curt Babcock	<input type="checkbox"/> Delta Protection Commission Michael Machado	<input type="checkbox"/> Caltrans, District 5 Larry Newland		
		<input type="checkbox"/> Caltrans, District 6 Michael Navarro		
		<input type="checkbox"/> Caltrans, District 7 Dianna Watson		

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 - MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0638
FAX (916) 263-1796
TTY 711



*Serious drought.
Help save water!*

August 24, 2015

032015-ELD-0029
03-ELD-49 / PM 12.105
SCH# 2015062046

Mr. Brent Collins
County of El Dorado
Community Development Agency
Development Services Division
2850 Fairlane Court
Placerville, CA 95667

Public Safety Facility Project – Revised Notice of Preparation of an Environmental Impact Report (NOP)

Dear Mr. Collins:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development's TIS and improvements draft plans for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability / livability / economy, and safety / health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed Public Safety Facility Project includes development for four buildings, totaling approximately 106,331 square feet. The proposed buildings would include a training building with an indoor firing range, a sheriff administration building, a County morgue building, and a building with the SWAT, Search and Rescue, and Radio Shop units. The project will also include an on-site solar generation facility. The project is located approximately 0.25 miles north of State Route (SR) 49 and one mile southeast of the United States Highway (US) 50/Missouri Flat Road Interchange. The following comments are based on the NOP.

Traffic Impact Analysis

This project could have significant traffic impacts on SR49 and US50. A traffic analysis should be prepared that identifies the number of project trips that will be added to state facilities, what impacts

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Mr. Brent Collins/County of El Dorado

August 24, 2015

Page 2

the additional traffic will have on operations that could increase collisions, and the proposed mitigation measures to offset those impacts. Potential impacts could include but are not limited to exceeding available storage at key intersections, creating speed differentials at merge/diverge locations, and increasing the demand for channelization where there is none. The following intersections with state facilities should be included in the analysis:

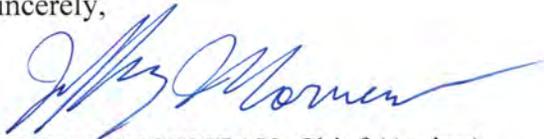
1. SR 49 and Forni Rd
2. SR 49 and Commerce Way
3. SR 49 and Missouri Flat Rd
4. US 50 and Missouri Flat Ramps

The Transportation and Circulation section of the EIR should also state the expected trips that will be generated by the maintenance and operation of the solar facility.

Please provide our office with copies of any further actions regarding this project.

If you have any questions regarding these comments or require additional information, please contact me at (916) 274-0639 or by email at florigna.feliciano@dot.ca.gov.

Sincerely,



JEFFREY MORNEAU, Chief (Acting)
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse

EL DORADO COUNTY

**NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR PROPOSED EL DORADO COUNTY
PUBLIC SAFETY FACILITY PROJECT**

PUBLIC SCOPING MEETING

THURSDAY, JULY 9, 2015

**COMMUNITY DEVELOPMENT AGENCY
DEVELOPMENT DIVISION
2850 FAIRLANE COURT
PLACERVILLE, CALIFORNIA**

REPORTED BY:

**ESTHER F. SCHWARTZ
CSR NO. 1564**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

ATTENDEES

RANEY PLANNING & MANAGEMENT:

TIM RANEY
NICK PAPPANI

EL DORADO COUNTY:

JOHN D'AGOSTINI, SHERIFF
RANDY PESHOL, UNDERSHERIFF
RUSS FACKRELL, FACILITIES MANAGER
BRENT COLLINS, SR. PROJECT MANAGER

PUBLIC COMMENTERS:

TONI BEERS
IRENE AUGINO
RICHARD BOYLAN

---oOo---

1 were bulldozers and flood lights for months. And I
2 can't remember the guy's name. I think Dwayne
3 Anderson was the project manager. He was wonderful
4 at communicating with me because at times we had to
5 leave our home because of -- I can't remember the
6 department that allows -- the road department that
7 allows them to only work between 10:00 p.m. and 6:00
8 a.m. So the bulldozers and the floodlights and
9 everything, that's when it was occurring. So on
10 occasion we had to leave our home to be able to
11 sleep or have company or anything.

12 So that's what brought me here today. I
13 wanted to see the location of the new facility, to
14 see if that is going to affect my home. In addition
15 to my home value went down about 30-something
16 thousand after the road widening. So that was my
17 purpose here today is to see how far that is from my
18 home. And it looks like it's only a few miles, but
19 it's not as close to my home. It's in more, of
20 course, the industrial area. But I wanted to make
21 sure that it wasn't going in that open lot that is
22 facing on Pleasant Valley Road.

23 And then, also, my concern was not so much the
24 lights, because I know it is going to be in that
25 area, but the noise and the things like building,

1 bulldozers, and when that would be performed and the
2 hours. If that is similar to having to be done
3 during nighttime hours 'cause it does back up to a
4 residential area.

5 DR. BOYLAN: Dr. Richard Boylan. Our main
6 concern. In general, we think the facility project
7 is a good idea and well-sited. Our major concern is
8 traffic flow. Specifically big traffic flow, like
9 when the officers have a shift change - new officers
10 come on and parting officers leave. The route they
11 pick for coming and going is crucial.

12 Because we live right next to Forni Road and
13 use it as our way in and out of our property, and we
14 are very close to where Enterprise Drive empties
15 onto Forni Road. And if a whole shift change of
16 officers is coming in and going out there, it's
17 going to really challenge the capacity of Forni Road
18 beyond its ability to absorb that kind of heavy
19 flow.

20 Forni Road is a sinuous, highly curvy road and
21 lends itself to low speeds and is going to have
22 great difficulty absorbing a long string of cars
23 coming in and out. And, certainly, the residents
24 and other users in the area are going to experience
25 some kind of a high volume roadway if that ensues.

1 We would argue that it would be better if the
2 officers were to use the Enterprise roadway in and
3 out of the sheriff's facility. Probably that would
4 involve where Enterprise Road interfaces with
5 Missouri Flat Road. They're probably going to need
6 to put a signal in because, again, the kind of high
7 volume of officers during shift changes.

8 Right now all there is is a stop sign at
9 Enterprise Road meeting Missouri Flat. Missouri
10 Flat Road does not have to stop. And if the whole,
11 let's say, 30 officers and cars are kind of coming
12 in or leaving, they'll be forever, unless there is a
13 signal light put in there.

14 My address is 6731 Juniper Lane. Postally it
15 is Placerville, but we really consider ourselves
16 Diamond Springs.

17 So the ingress and egress for the officers is
18 the big issue. Talking to the planning guy, I got
19 the impression they were thinking about using the
20 Merchandise Road entrance to the Sheriff's facility,
21 and he thought, therefore, that they would be
22 picking where Enterprise meets Forni Road as the way
23 in and out. That is a concern.

24 If they pick the other route, even coming out
25 there, if they turn the other way on Enterprise and

1 then go to Industrial and out to Missouri Flat,
2 that's okay. Missouri Flat, especially with the
3 traffic light, can absorb a bunch of officers coming
4 in and out. But Forni Road will be overwhelmed.
5 It's just a narrow, two lane and a lot of curves.
6 It would be a large backup. And it would preclude
7 the residents, such as ourselves, being able to get
8 out from our driveways onto Forni for a long time
9 while all that happened. Whereas, Missouri Flat's
10 four lane, high speed and can absorb that kind of
11 traffic.

12 So that's the basic concern we wanted to
13 register. Thank you.

14 (Public Scoping meeting and
15 comments concluded at 7:30 p.m.)

16 ---oOo---

17
18
19
20
21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

I, ESTHER F. SCHWARTZ, certify that I was the official Court Reporter for the proceedings named herein, and that as such reporter, I reported in verbatim shorthand writing those proceedings;

That I thereafter caused my shorthand writing to be reduced to printed format, and the pages numbered 3 through 7 herein constitute a complete, true and correct record of the proceedings.

IN WITNESS WHEREOF, I have subscribed this certificate at Sacramento, California, on this Friday day of July 10, 2015.

ESTHER F. SCHWARTZ
CSR NO. 1564

----- Forwardedmessage-----

From: **Bob Elliott** <bobdsmhp@gmail.com>

Date: Thu, Jul 9, 2015 at 3:56 PM

Subject: NOP for DEIR for EDC Public Safety Project

To: brent.collins@edcgov.us

Hi Brent,

My name is Bob Elliott and I am on the board of directors for Diamond Springs Mobile Home Park, Inc. (DSMHP). DSMHP operates Diamond Springs Mobile Home Park at 3550 China Garden Road. The location is very close to the planned project and as such I have some real concerns regarding traffic flow issues that will be created by the sear scope of a 106,331 square foot project with 370 parking spaces. I am also concerned that the site will be expanded to a much larger capacity in the future since it will be located on a 30+ acre parcel. I hope the possible and likely expansion will taken into consideration during the DEIR phase.

I just received the notice today and am unable to attend the meeting being held tonight, but wanted to ensure my comments are on the record.

Thanks,

Robert L. Elliott, Secretary

Diamond Springs Mobile Home Park, Inc.
530-622-4723

--

Brent Collins
County of El Dorado / Chief Administrative Office
3000 Fairlane Ct., Ste 1, Placerville, CA 95667
Ph. (530) 621-5593 / Fax (530) 295-2506

Lynn Olson
350 Pleasant Valley Road, Space 6
Diamond Springs, CA 95619
olson2252@sbcglobal.net

July 26, 2015

Attention: Brent Collins, Senior Project Manager
County of El Dorado Chief Administrative Office – Facilities
3000 Fairlane Court, Suite 1
Placerville, CA 95667

RE: Revised Notice of Preparation of a Draft Environmental Impact Report for the
El Dorado County Public Safety Facility Project

Dear Mr. Collins;

First of all, I want to commend you on the fact that this project site is being done on land that is already developed. It is so sad to see so much land developed where so many vacant places just sit and rot. Awesome ideas and I am all for it. I especially like the idea of having a solar-generating facility in addition to the four buildings. This makes the use of this land, "well planned usage".

One concern I have is will there be signal lights put in at the Industrial Drive and Missouri Flat Road? I see so many cars trying to get out on a left hand turn to get across (this is from either side of the road) and many times just going for it just a few feet from oncoming traffic. I have had many near misses and I hope improvements can be made. The middle turn lanes have become quite dangerous too.

The second concern is about the noise level. Will there be any noise heard from the indoor firing range? Will there be any kind of intercom speakers heard from the buildings? I live at the end of Missouri Flat Road, and can at times hear noises from the El Dorado Truss Co., Inc. It's not bad, just makes me wonder if it was a falling truss, or a gunshot waking me out of my sleep.

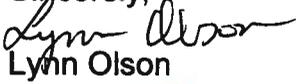
It sounds like the gates will be secure and only people who belong or have business to be at the buildings will be screened and carefully admitted.

Hopefully your plans will go accordingly and this project will become a reality in near future. An exciting time for those involved I'm sure. Thank you for the communications regarding the projects. I do wish I had remembered to attend the meeting on July 9, but

had forgotten about it until 10 minutes after it started. Does there seem to be a lot or some people in favor for the project?

Best wishes.

Sincerely,

A handwritten signature in black ink that reads "Lynn Olson". The signature is written in a cursive style with a large, sweeping initial "L".

Lynn Olson

olson2252@sbcglobal.net

**PUBLIC SAFETY FACILITY PROJECT
ENVIRONMENTAL IMPACT REPORT (EIR) SCOPING MEETING**

COMMENT FORM

To document the author of comments received, please provide the following information. Thank you.

Name: Todd Pieglow

Address: 180 Industria Dr.

Organization: Snowline Hospice

Please provide us with your written comments on the scope of the EIR by **5:00 PM, July 15, 2015.**

We operate a warehouse at the end of Industrial Dr. Currently it is difficult to get on & off of Masonic Flat. With a 170 lot parking lot overlooking the intersection that feeds it? We also have a current concern with theft at our location via the railroad tracks. Hopefully this project will help the situation.

Send comments to:

**Brent Collins, Senior Project Manager
County of El Dorado Chief Administrative Office - Facilities
3000 Fairlane Court, Suite 1
Placerville, CA 95667
brent.collins@edcgov.us**

APPENDIX C

COUNTY OF EL DORADO
PLANNING SERVICES DEPARTMENT



Public Safety Facility Project
Initial Study

October 2015



1501 SPORTS DRIVE • SUITE A • SACRAMENTO • CA • 95834
OFFICE 916.372.6100 • FAX 916.419.6108

TABLE OF CONTENTS

A. BACKGROUND 2

B. SOURCES..... 3

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED..... 4

E. DETERMINATION 4

F. INTRODUCTION AND BACKGROUND..... 5

G. PROJECT DESCRIPTION 6

H. ENVIRONMENTAL CHECKLIST 17

 I. AESTHETICS.....18

 II. AGRICULTURE AND FOREST RESOURCES.....20

 III. AIR QUALITY.....22

 IV. BIOLOGICAL RESOURCES.....28

 V. CULTURAL RESOURCES.....30

 VI. GEOLOGY AND SOILS.....31

 VII. GREENHOUSE GAS EMISSIONS.....33

 VIII. HAZARDS AND HAZARDOUS MATERIALS.....34

 IX. HYDROLOGY AND WATER QUALITY.....37

 X. LAND USE AND PLANNING.....40

 XI. MINERAL RESOURCES.....41

 XII. NOISE.....42

 XIII. POPULATION AND HOUSING.....44

 XIV. PUBLIC SERVICES.....45

 XV. RECREATION.....48

 XVI. TRANSPORTATION AND CIRCULATION.....49

 XVII. UTILITIES AND SERVICE SYSTEMS.....51

 XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.....53

INITIAL STUDY

October 2015

A. BACKGROUND

1. Project Title: Public Safety Facility Project
2. Lead Agency Name and Address: El Dorado County
Planning Services Department
3000 Fairlane Court, Suite One
Placerville, CA 95667
3. Contact Person and Phone Number: Bob Christenson
Contract Project Manager
(916) 416-7271
4. Project Location: North and South of Industrial Drive,
west of the intersection of Industrial Drive/Missouri Flat Road
Diamond Springs, CA
5. Project Sponsor's Name and Address: El Dorado County Facility Services
(530) 621-5890
6. General Plan Designations: Industrial (I)
7. Zoning Designations: Industrial (I)
8. Project Description Summary:

The project site consists of approximately 30.34 acres of land. The proposed project would include development of a multi-building public safety facility on approximately 11 acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet (sf). The buildings are anticipated to be used as follows: training building with indoor firing range; Sheriff Administration building; County morgue; and SWAT, Search and Rescue, and radio shop. It should be noted that, after design-level planning is completed, the actual building configuration may change; and the total square footage for the proposed project may be less than 106,331 sf. The project would include two access points from Industrial Drive and Merchandise Way. Public parking and secured parking would be provided on-site. In addition, an approximately seven-acre solar farm facility would be located west of the Public Safety Facility buildings.

B. SOURCES

All the technical reports and modeling results used for the purposes of this analysis are available upon request at the El Dorado County Planning Services Department office. The following documents are referenced information sources utilized for the analysis within this Initial Study (IS):

1. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
2. California Air Resources Board. Air Quality Standards and Area Designations. Available at: <http://www.arb.ca.gov/desig/desig.htm>. Accessed June 2015.
3. California Department of Conservation. *El Dorado County Important Farmland 2010*. Available at: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/>. Accessed June 2015.
4. California Department of Transportation. *California Scenic Highway Mapping System, El Dorado County*. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm. Accessed June 2015.
5. Diamond Springs/El Dorado Fire District website. *Operations*. Available at: http://www.diamondfire.org/operations/ops_hp.htm. Accessed August 3, 2015.
6. El Dorado County Air Pollution Control District. *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act*. February 2002.
7. El Dorado County. *Adopted General Plan*. July 2004.
8. El Dorado County. *Draft Environmental Impact Report*. May 2003.
9. El Dorado County. *Final Environmental Impact Report*. January 2004.
10. El Dorado County. *Integrated Natural Resources Management Plan*. Available at: [http://www.edcgov.us/Government/Planning/General_Plan_Integrated_Natural_Resource_s_Management_Plan_\(INRMP\).aspx](http://www.edcgov.us/Government/Planning/General_Plan_Integrated_Natural_Resource_s_Management_Plan_(INRMP).aspx). Accessed June 2015.
11. El Dorado Disposal. Available at: <http://www.eldoradodisposal.com/>. Accessed June 2015.
12. El Dorado Irrigation District. Available at: <http://www.eid.org/>. Accessed June 2015.
13. Federal Emergency Management Agency. *Flood Map Service Center*. Available at <https://msc.fema.gov/portal/search>. Accessed on June 2015.
14. Peak & Associates, Inc. *Cultural Resources Record Search*. September 15, 2014.
15. Sacramento Metropolitan Air Quality Management District. *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*. September 26, 2013.
16. Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study Update for El Dorado County Sheriff Headquarters*. September 2014.
17. Youngdahl Consulting Group, Inc. *Phase I Environmental Site Assessment, Industrial Drive and Merchandise Way*. December 2014.
18. Youngdahl Consulting Group, Inc. *Polychlorinated Biphenyls (PCBs) Soil Sampling Report El Dorado County Sheriff's Headquarters Project*. January 2015.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

D. DETERMINATION

On the basis of this initial study:

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

Signature

Russ Fackrell
Printed Name

Date

El Dorado County
For

E. INTRODUCTION AND BACKGROUND

This IS identifies and analyzes the potential environmental impacts of the Public Safety Facility Project (proposed project). The information and analysis presented in this IS is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed. The mitigation measures prescribed for environmental effects described in this IS will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project Conditions of Approval. The County would adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

Background

The various divisions of the El Dorado County Sheriff's Office are currently located in spaces deficient for their need and are unnecessarily spread geographically throughout the County. The Sheriff's Office is currently operating out of seven different facilities. The operations are currently broken into the following locations:

- 300 Fair Lane, Placerville. The 21,354 sf structure is currently occupied by command, patrol, evidence, and crime scene investigation (CSI). The structure currently serves as the Public Safety Facility;
- 330 Fair Lane, Placerville. Approximately 7,282 sf of the main government center is currently used for Office of Emergency Services (OES), central dispatch, and administration;
- 3615 China Garden Road, Diamond Springs. The 4,000 sf facility is currently used as a radio shop, large evidence storage, and search and rescue and boat storage. The facility is leased with additional yard space for Sheriff boat and vehicle storage;
- 1323 Broadway, Placerville. The 6,020 sf leased office is currently used for Sheriff's support services and training;
- 471 Pierroz Road, Placerville. Approximately 7,000 sf is currently leased for detectives;
- 300 Forni Road, Placerville. Portions of the Placerville Main Jail are currently used for non-custody operations; and
- 5941 Union Mine Road, El Dorado County. The facility is currently used for training.

A preliminary survey conducted by the Sheriff's Office in July 2011 identified numerous reasons to replace the Sheriff's Office Headquarters. Some of the critical reasons included:

- Extensive yearly rental costs for leased off-site facilities;
- Insufficient space for Sheriff's operations;
- Age of current headquarters building; much of the work spaces are operated out of condemned jail cells, and inadequate storage for equipment and ammunition;
- Lack of security for Sheriff's Office and staff vehicles;
- Operational inefficiencies;

- Cost to properly maintain existing facility is prohibitive; and
- The liability and risk associated with continued operations out of the existing facility.

Recognizing the need to consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office, El Dorado County commissioned Vanir Construction Management to develop a Needs Assessment for a new El Dorado County Public Safety Facility, and establish various development criteria to accommodate the space program. The *Sheriff's Operational Assessment and Facility Study* prepared by Vanir reviewed previous proposals and assessments going back to 1989. The El Dorado County Board of Supervisors approved site search criteria concurrent with the preparation of the Operational Assessment. The criteria were used to evaluate over 400 properties. A site selection team for the study consisted of: an El Dorado County Facilities Division Senior Project Manager, a local civil engineer, a development and construction specialist, a government real estate expert, and a senior representative from the Sheriff's Office. The team worked to rank the properties using the Board-approved criteria. Some of the criteria used to evaluate each property include drive time, utility and infrastructure, traffic impacts, zoning, environmental impacts, long-term costs, site size, government connectivity, public access, development costs, and other factors. The site selection team assessed each property and eventually brought a short list with numerical rankings back for Board of Supervisors review. The short list consisted of three sites, including the proposed project site, which was ultimately brought to the Board of Supervisors for review and approval. In July of 2014, the Board of Supervisors authorized a Purchase and Sale Agreement for the proposed project site.

F. PROJECT DESCRIPTION

The following section contains a summary of the project location, surrounding land uses, and project components.

Project Location

The proposed project site is located in El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately 4.6 miles southwest of Smithflat, within the Diamond Springs area of unincorporated El Dorado County (see Figure 1, Regional Project Location). Access to the project site is currently provided from Industrial Drive, in the Diamond Springs area. The site is identified as Assessor's Parcel Numbers (APN) 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary secured site access).

The project site consists of approximately 30.34 acres of land, which is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for Sacramento Municipal Utility District (SMUD) (see Figure 2, Project Vicinity Map). The site is generally vacant and undeveloped. The 30.34-acre site steadily increases in elevation from south to north, with elevations ranging from 1,750 feet above means sea level (amsl) at the southern end to 1,840 feet amsl at the northern end. Generally, the project site is separated into three elevations and areas based on past disturbance and existing topography. The 6.16-acre portion of the project site, north of Industrial Drive, which is not proposed for development as part of this project, is generally sloped and contains trees, shrubs, and evidence of past disturbance, including off-road vehicle use.

Figure 1
Regional Project Location

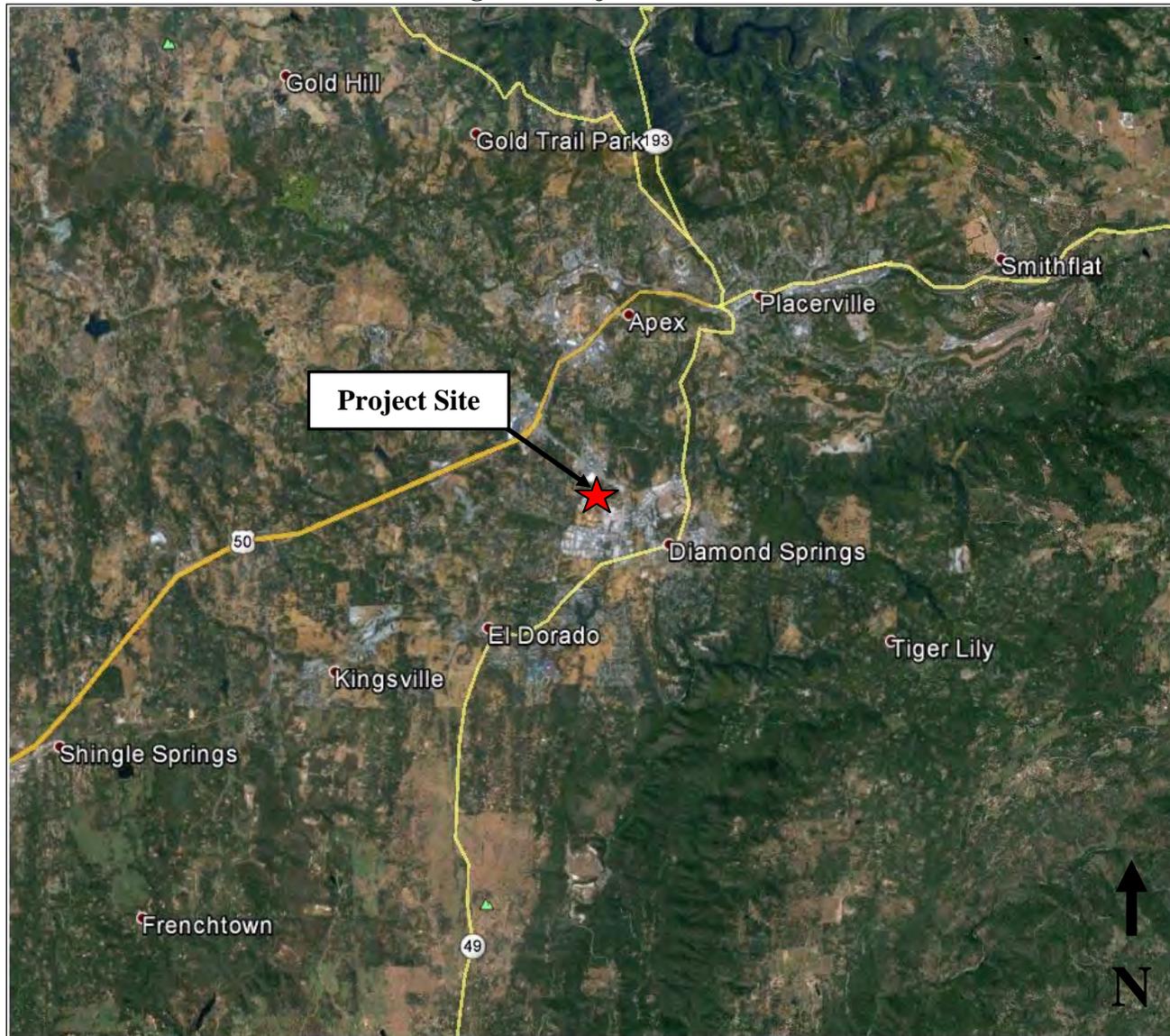


Figure 2
Project Vicinity Map



South of Industrial Drive, the project site is largely disturbed with ample evidence of off-road vehicle use and previous grading activities. Trash piles are also scattered throughout the project site, south of Industrial Drive. The 24.18-acre portion of the project site located south of Industrial Drive steps down in elevation at an existing cut slope, approximately 10 feet in height. Several trees and shrubs are located on-site, particularly, along the top of the cut slope. Signs of surficial erosion are present in many areas that have been previously graded, but remain unvegetated. In those portions of the site where vegetation does exist, low seasonal grasses are prevalent.

Surrounding Land Uses

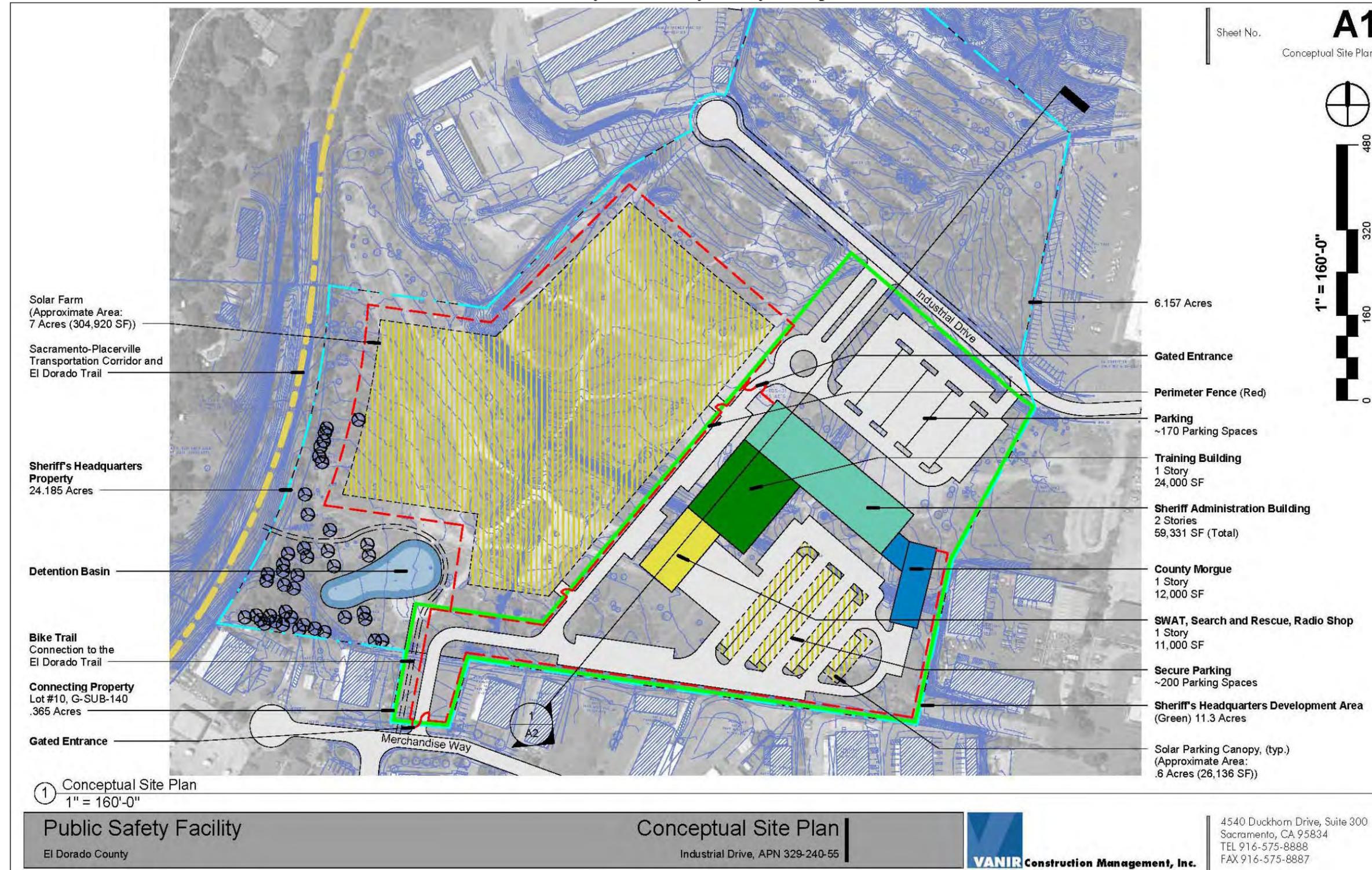
Industrial uses generally surround the site to the south, east, and north. The Diamond Springs Business Park is located to the north, and a few single-family residences are located atop the bluff, overlooking the site vicinity, to the northeast. An AT&T/Pacific Bell field office is located northeast of the site, across Industrial Drive. A Solid Rock Faith Center and an associated mini-playground area are located southeast of the site. South of the proposed County property are industrial uses, including the County Animal Control Center. To the west of the site are the Sacramento-Placerville Transportation Corridor and El Dorado Trail, beyond which are single family residences.

The Sacramento-Placerville Transportation Corridor used to be owned and operated by Southern Pacific Railroad. However, Southern Pacific discontinued use of their line from Folsom to Placerville in the 1970's, and for more than 30 years the line has been in a state of decay and disuse. The rail line has never been abandoned. The right-of-way is now owned by the Sacramento - Placerville Joint Powers Authority (JPA), a public entity formed in 1991 for the purpose of purchasing 53 miles of the Placerville Branch right-of-way from Southern Pacific. The member agencies of the JPA include: County of El Dorado, City of Folsom, County of Sacramento, and the Sacramento Regional Transit (RT) District. The JPA purchased the right-of-way from Southern Pacific in September 1996. The JPA is an ongoing agency with the purpose of preserving the corridor for transportation uses and overseeing property management.

Project Components

The proposed project includes development of a multi-building Public Safety Facility on approximately 11 acres for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 sf. Based on the Sheriff's Operational Assessment and Facility Study completed in 2013, the multi-building public safety facility is anticipated to consist of four buildings, according to the major divisions shown in Figure 3, El Dorado County Public Safety Facility Conceptual Site Plan, and listed in Table 1, Conceptual Building Summary.

Figure 3
El Dorado County Public Safety Facility Conceptual Site Plan



Building Use	Number of Stories	Size (sf)
Training building with indoor firing range	1	24,000
Sheriff administration building	2	59,331
County morgue	1	12,000
SWAT, Search and Rescue, and radio shop	1	11,000
	<i>Total:</i>	<i>106,331</i>

After design-level planning is completed, the actual building configuration may change; and the total square footage for the proposed project may be less than 106,331 sf. While the building configurations shown on the Site Plan are conceptual, and subject to change, the final building configurations will not differ substantially from the arrangement shown on Figure 3-3. For example, the public safety facility buildings will continue to be clustered near the southeastern corner of the project site, such that they are placed closer to the existing off-site industrial uses, rather than the homes west of the project site. Similarly, the on-site solar farm would remain within the western portion of the project site to help buffer the public safety facility's operations from the nearest residences.

The following section provides a general description of the anticipated public safety facility buildings.

Training Building

The proposed training building is anticipated to include, but not necessarily be limited to, the following uses: indoor firing range, evidence storage, armory storage, training classrooms, technology room, conference room, exercise room, and restrooms. The indoor firing range facility would include a powerful ventilation system to clean and remove gun smoke and other airborne contaminants, as well as a lead/bullet trap and reclamation system at the end of the range. Mechanical ventilation equipment for the range would be placed within an enclosed outdoor equipment yard at the bullet trap end of the range.

Sheriff Administration Building

The proposed administration building is anticipated to include, but not necessarily be limited to, the following uses: reception area and public counter, file storage, conference rooms, staff offices and work stations, dispatch, staff break room, staff locker rooms, and additional storage.

County Morgue Building

The proposed County morgue building is anticipated to include, but not necessarily be limited to, the following uses: waiting area, viewing area, evidence storage, laboratory, dark room, autopsy spaces, and refrigeration storage for bodies. After examination, all bodies are removed from the morgue by a third party and taken to the mortuary requested by the family, after which the bodies are interned or cremated.

SWAT, Search and Rescue, and Radio Shop Building

The proposed SWAT, Search and Rescue, and radio shop building is anticipated to include the following uses: dive and boat storage, staff locker room, break room, and radio shop, where all radio equipment (e.g., handhelds, car systems) is maintained. The building is anticipated to have service bays for general auto service (e.g. oil changes, tires, etc.), as well as a water tank for servicing outboard motors from Sheriff patrol boats. The radio shop portion would be contained indoors.

Operating Hours

The proposed Public Safety Facility would be open to the public from 8:00 AM to 5:00 PM, Monday through Friday, and closed on holidays. Patrol would operate 24-hours a day, seven days a week. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Training would occur both indoors and outdoors, in the evenings, and on weekends, as needed.

Outdoor Activities

Outdoor training activities would occur at the site, and are expected to involve Emergency Vehicles Operations Course (EVOC) driver training, physical agility testing, employee exercise, SAR training, etc., several times a year. EVOC training is currently conducted off-site every other year. Because the Sheriff's Office does not currently have a facility to conduct training, parking lots throughout the area are relied on for EVOC training. The parking lots currently used for EVOC training include Brown's Ravine (Folsom), DST Output (El Dorado Hills), and the Placerville Airport (Placerville). The training consists of a four hour block, only approximately two hours of which consist of driving. The EVOC training includes very slow speed maneuvering around cones and parking the vehicle. "Pursuit driving" around cones is also performed. During the pursuit driving, drivers reach speeds of approximately 45 miles per hour. Once the proposed project is constructed, EVOC training will be shifted to the project site, within the project parking lot. EVOC training at the site will only occur during daytime hours, at the same approximate intervals (i.e., every other year).

Sirens

Siren use at the public safety facility would be minimal. During each shift change for patrol personnel, vehicle sirens would be tested briefly to ensure that they are working properly. This involves turning on the vehicle sirens only long enough to hear a momentary "chirp" of the siren. As discussed above, shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Additional use of sirens would be limited to Code 3 calls received by patrol personnel at the facility. While most Code 3 calls would be responded to by units already in the field, Code 3 responses from the public safety facility would occasionally be necessary, primarily during shift changes, but possibly other times as well. In such an event, the responding patrol officer would turn on his or her siren and then exit the facility.

Hazardous Materials Usage and Disposal

The proposed County morgue building is anticipated to include, but not necessarily be limited to, the following uses: waiting area, viewing area, evidence storage, laboratory, dark room, autopsy spaces, and refrigeration storage for bodies. Biohazardous waste resulting from autopsies will be temporarily stored, as necessary, in red bags. Full “red-bag” containment would be required for all biohazardous waste. Disposal of this biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, will be disposed of pursuant to California Health and Safety Code Section 7054.4. For this facility, it is anticipated that human waste byproducts from autopsies will be collected by a private, registered biohazardous waste hauler and delivered for disposal at an appropriate hazardous waste facility.

After examination, all bodies are removed from the morgue by a third party and taken to the mortuary requested by the family, after which the bodies are interned or cremated.

Circulation, Parking, and Security

The proposed project includes two access points. Primary vehicle access and public parking would be provided from Industrial Drive to the north of the facility. The public parking lot would include approximately 170 spaces. A second gated access and secured parking would be provided from Merchandise Way to the south. The gated access and secured parking would be available only to Public Safety Facility staff. Approximately 200 spaces would be provided within the secured parking lot.

The project also includes a bicycle/pedestrian path, which would connect the El Dorado Trail, along the Sacramento-Placerville Transportation Corridor west of the site, to the industrial area south of the site. The path would meander around the proposed on-site detention basin and through the oak trees within the southwestern corner of the overall property.

The proposed project will be completely fenced, with the exception of the public parking area to the north (see red fencing outline in Figure 3-3). Additional on-site security measures would include, but not necessarily be limited to recorded cameras and lighting.

Infrastructure for Public Safety Facility

The project includes necessary water, sewer, and drainage infrastructure to serve the proposed facility.

Water

The project would be served by the El Dorado Irrigation District (EID). Pursuant to the EID hydraulic model, and in order to receive fire flow at the project site, the project would include construction of an eight-inch waterline through the site, from the existing waterline in Industrial Drive to an existing eight-inch waterline located in Merchandise Way. This on-site waterline would create a looped waterline. In addition, the proposed project would include a three-inch water meter for domestic service and a 1.5-inch landscape meter for landscape/irrigation.

Sewer Connection

An existing eight-inch sewer line runs along the southwest corner of the project site for approximately 390 feet, then flows to an existing lift station (Parkwest Diamond Industrial Lift Station), located in the northerly corner of the El Dorado County Animal Shelter Facility property to the south. An existing eight-inch sewer line is also located within Merchandise Way, south of the project site. Two potential options exist for providing sewer service to the project.

1. Use the trail connection point but install the new sewer pipe for the project under the existing ditch with directional boring, if biological concerns preclude conventional installation.
2. Connect to the sewer system in Merchandise Way using conventional installation.

Drainage

The project would include a detention basin in the southwestern corner of the project site. The proposed on-site detention basin would collect runoff from the 11-acre Public Safety Facility, as well as sheet flow from the solar farm and undeveloped areas of the overall 30.34-acre project site. Once stormwater runoff is collected in the detention basin, it would be slowly discharged via a pipe to an existing 24-inch culvert located off-site to the southwest in an existing drainage easement. As part of the project, approximately 153 lineal feet of the existing off-site 24-inch storm drain culvert will be upsized to a 36-inch culvert. An emergency overflow spillway would also be constructed to allow stormwater to flow overland into the existing open ditch located along the western boundary of the project site should the primary discharge pipe become plugged. The detention basin will be designed and constructed such that sufficient storage will be available to ensure that post-development flows do not exceed pre-development flows from the property.

Electricity

The proposed project includes solar-generating facilities in the secured parking area (see Figure 3-3). The solar improvements within the secured parking area will be a combination of roof and shade structure mounted systems. This 0.6-acre area will generate approximately 300 kilowatts (KW) of "on-site" solar. The "on-site" solar will be "Net Metered" with the Public Safety Facility. Any remaining power needs will be met by connections to existing PG&E lines within the project vicinity.

The project will also include a backup power generation system located within a concrete block enclosure on the southeast side of the project. A diesel generator set in a sound attenuating enclosure is anticipated to be used for emergency power generation, tested once or twice per month, to keep the equipment in working condition.

Solar Farm

Additional proposed, ancillary solar-generating facilities will be located at the southwest portion of the site, west of the Public Safety Facility buildings. Approximately seven acres of land are

proposed to be used to generate two to three megawatts (MW) of power. The seven-acre solar site will be fenced. The power generated on the seven acres will be used to offset other County power costs through “Virtual Net Metering”. The design will use a fixed-tilt system, but may incorporate single-axis tracking, as engineering and topography necessitate.

Fixed-tilt design is anticipated to include the following design features:

1. The solar panels are mounted on a simple post, rail, and cross beam construction (panels do not move or “track” the sun).
2. The panels are tilted in a southwestern direction for fixed-tilt systems.
3. The low end of the panels (which face southwesterly) will be approximately two feet above the ground and the high end of the panels will be a maximum of ten feet off the ground.
4. Vertical steel posts are installed via a pneumatic ramming technique and are set in concrete footings (two feet in diameter by 3.5 feet in height). Spacing between each row of panels (post to post) will be approximately 10 to 14 feet.

Single-axis design is anticipated to include the following design features:

1. The solar panel rows would be oriented in a north-south direction.
2. Once the posts are installed, the horizontal cross-members of the tracking system and associated motors would be placed and secured.
3. A galvanized metal racking system, which would hold the PV modules in the proper position for maximum capture of solar insulation, would then be field-assembled and attached to the horizontal cross members. The racking system would include a mechanism that would allow the array to track the path of the sun (from east to west) throughout the day. In the morning the panels would face the east; throughout the day, the panels would slowly move to the upright position at noon and then move on to face the west at sundown. The panels would reset to the east in the evening or early morning to receive sunlight at sunrise.
4. The single-axis tracker system would include up to 12 electric motors (four motors per one MW) to rotate the tracking system throughout the day. The motors are anticipated to be 1.5 to three horsepower.
5. Vertical steel posts are installed via a pneumatic ramming technique and are set in concrete footings (two feet in diameter by 3.5 feet in height). Spacing between each row of panels (post to post) will be approximately 10 to 14 feet.

Electrical inverters and power conditioning equipment will have utility pads as necessitated by the specific engineering of the system. The project could have two to four utility pads. A typical utility pad is approximately 25 feet by 30 feet. Interior electrical conduit will be placed in subsurface trenches.

Construction Phase

The following section summarizes the construction phasing for both the Public Safety Facility and the solar farm.

Public Safety Facility

The construction phase for the Public Safety Facility is anticipated to begin in July 2016 and occur over an 18-month period. Approximately 15 acres of the 30.34-acre project site would be disturbed during grading. The proposed design of the Public Safety Facility involves splitting the elevation difference between Industrial Drive and Merchandise Way, as necessary, to maintain a balanced site. Any over/under material requirements are intended to be managed using the remaining site acreage either as a borrow source or stockpile area. As a result, soil off-haul or import will not be necessary during site grading.

A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control would be implemented to avoid and minimize impacts on the environment during construction, operations and maintenance.

Solar Farm

Timing of construction for the solar farm is dependent upon the County's receipt of USDA Rural Development Community Facilities grant funding. The County has submitted its initial grant application to USDA for the proposed project, including the public safety facility and solar farm components. Once construction of the solar farm is initiated, the length of the construction period is anticipated to extend over approximately three months.

The development of the solar farm is expected to require limited site grading, with limited impact to existing off-site drainage patterns and overall topography of the site. The limited grading would be associated with minor cuts at the locations of inverters and other equipment to provide level foundations on properly prepared subgrade. Internal access driveways will be provided by placing and compacting a pervious, non-combustible material such as gravel or decomposed granite.

The installation of the solar panels requires trenching throughout the project site for the installation of the buried electrical wire (cable) systems. Electrical wiring will be installed using "direct bury" technique, and will be located within trenches, with a depth range of approximately 18-48 inches to be backfilled with excavated material from the site.

A SWPPP and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control would be implemented to avoid and minimize impacts on the environment during construction.

Responsible and Permitting Agencies

Responsible and permitting agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve

a portion of the project for which a lead agency is preparing or has prepared an IS. A list of responsible and/or permitting agencies is included below. However, this list is not exhaustive and could include other agencies.

- Regional Water Quality Control Board (RWQCB) – The project would obtain permits from the RWQCB for stormwater discharge under the National Pollutant Discharge Elimination System (NPDES) program administered by the RWQCB.
- El Dorado County Air Quality Management District (EDAQMD) – EDAQMD would approve construction and operation permits.

This IS has been designed to provide information to these agencies to assist them in the permitting processes for the proposed project. While CEQA is not binding on federal agencies, and no federal agencies have been identified that would be required to take action on the project, any such agency may use the analysis in this document in order to assist with the preparation of their own analyses required by federal law.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Typically, a scenic vista is associated with views of an ocean, mountains, hills, lakes, rivers, canyons, open spaces and other natural features. The El Dorado County General Plan EIR has not identified the project area specifically as a scenic vista. In addition, the proposed project would not affect any existing views of or from a scenic vista. Therefore, impacts related to substantial adverse effects on a scenic vista would be *less than significant*.
- b. According to the California Department of Transportation (Caltrans), State scenic highways are not located within, or within view of, the project site. Although State Route (SR) 49 is located south of the project site, the route is not designated as a State scenic highway. The proposed project is not located within the vicinity of, and is not visible from, a State scenic highway, and would not substantially damage scenic resources within a State scenic highway. Therefore, the impact to substantially damaging scenic resources within a State scenic highway is considered *less than significant*.
- c. The existing visual character of the project vicinity is predominantly developed with industrial uses. The project site is largely disturbed due to former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for SMUD. Although the surroundings are characterized by industrial and commercial development, development of the project would change the visual character of the project site from a vacant, undeveloped site, to a largely developed site with ongoing operations. The change in visual character and quality of the site could result in a *potentially significant* impact.

Further analysis of this impact will be discussed in the Aesthetics chapter of the Public Safety Facility Project EIR.

- d. The proposed project would include physical development that would include new sources of light and glare on the surrounding areas. Sources of light and glare do not

currently exist on-site. Therefore, the lighting and glare associated with the development of the project site could have a *potentially significant* impact by increasing light and glare in the project area.

Further analysis of this impact will be discussed in the Aesthetics chapter of the Public Safety Facility Project EIR.

II. AGRICULTURE AND FOREST RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a.e. The project area is designated as “Urban and Built-Up Land” on the El Dorado County Important Farmland 2010 Map. Urban and Built-Up Land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. The project area is largely disturbed due to the former on-site uses and is surrounded by existing commercial, industrial, and residential development. Agricultural operations do not exist in the project vicinity, and agriculture could not be conducted in an economical manner on the property, given the location and surrounding uses. The project site is designated and zoned for industrial uses and development of this area was contemplated in the County General Plan since 2004. As such, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use.

In addition, agricultural operations do not exist in the vicinity of the project site. The nearest area which is zoned for agricultural use is located approximately 0.29-mile south of the project site, south of the existing development along Enterprise Drive and Commerce Way. The proposed project does not include off-site improvements in the vicinity of the aforementioned area. As such, development of the site would not result in any changes in the existing environment which, due to their location or nature, could individually or cumulatively result in the loss of Farmland to non-agricultural uses. Therefore, *no impact* related to agricultural resources would occur.

- b. The project area is not under any Williamson Act contract and the area is not designated, zoned, or rezoned for agricultural uses. In addition, the project area is surrounded by existing urban development. Therefore, because buildout of the proposed project would not conflict with a Williamson Act contract or existing zoning for agriculture, the project would result in *no impact*.

- c,d. The site is not currently, anticipated to be, or intended to be used as forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). The project site is designated and zoned industrial uses and development of this area was contemplated in the County's General Plan and General Plan EIR since 2004. Therefore, the proposed project would have *no impact* with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b,c. The project site is located within the El Dorado County portion of the Mountain Counties Air Basin (MCAB), which is under the jurisdiction of the El Dorado County Air quality Management District (EDCAQMD). Under State and federal law, the California Air Resources Board (CARB) is required to designate areas of the State as attainment, nonattainment, or unclassified with respect to the State and national ambient air quality standards (AAQS). The El Dorado County portion of the MCAB is designated as nonattainment for the State and federal ozone, State particulate matter 10 microns in diameter (PM₁₀), and federal particulate matter 2.5 microns in diameter (PM_{2.5}) standards, and attainment or unclassified for all other AAQS. The U.S. Environmental Protection Agency (USEPA) requires states with areas designated as nonattainment for national AAQS to prepare State Implementation Plans (SIP) that demonstrate attainment and maintenance of the national AAQS. The SIP contains the strategies and control measures for states to use to attain the national AAQS. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them.

Due to the nonattainment designations, the EDCAQMD, along with the other air districts in the nonattainment areas, is required to develop plans to attain the federal and State standards for ozone and particulate matter. According to the EDCAQMD, the applicable air quality plan for the area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, which was prepared in December 2008. The CARB approved the plan on March 26, 2009 as a revision to the SIP. An update to the plan, *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan), has been prepared and was approved by CARB in November 2013. The 2013 Ozone Attainment Plan was submitted to the USEPA as a revision to the SIP on December 31, 2013. The 2013 Ozone Attainment Plan shows that the region continues to meet federal progress requirements

and demonstrates that the Sacramento ozone nonattainment region will meet the national AAQS by 2018 through implementation of source control measures, which consist of the EDCAQMD's rules and regulations and other development- and transportation-related measures.

According to the EDCAQMD, if a project can demonstrate consistency with the 2013 Ozone Attainment Plan, the project would not be considered to have a significant cumulative air quality impact with respect to ozone. Per the EDCAQMD's CEQA Guide, development projects within the MCAB portion of the County are considered consistent with the Attainment Plan if:

- The project does not require a change in existing land use designation, and project emissions of ROG and NO_x from the project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation;
- The project does not exceed the EDCAQMD's thresholds of significance for ROG and NO_x;
- The lead agency requires the project to implement any applicable emission reduction measures contained in and/or derived from the 2013 Ozone Attainment Plan;
- The project complies with all applicable EDCAQMD rules and regulations.

The project site is currently planned for industrial uses. The proposed project would not modify the allowable uses on the site, and would not result in any changes to the existing land use designations on the site. The project is required to comply with all applicable EDCAQMD rules and regulations. The buildout of the site would still result in emissions in excess of the EDCAQMD's thresholds of significant for ROG and NO_x. Therefore, the proposed project could be considered to conflict with or obstruct implementation of the applicable air quality plan and could result in a cumulatively considerable increase of any criteria pollutant.

According to the CEQA Guidelines, an air quality impact may be considered significant if the proposed project's implementation would result in, or potentially result in, conditions, which violate any existing local, State or federal air quality regulations. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants designated as nonattainment in the area, the EDCAQMD has established significance thresholds associated with development projects for emissions of reactive organic gases (ROG) and nitrogen oxide (NO_x) emissions. If a project would result in mass emissions in excess of the thresholds of significance, the project could affect the EDCAQMD's commitment to attainment of the federal AAQS for ozone and, thus, could result in a significant adverse impact on air quality in the region.

Thresholds for PM₁₀ or other pollutants, including CO, PM, SO₂, NO₂, sulfates, lead, and H₂S, have not yet been established by the EDCAQMD. However, a project could be considered to have a significant impact on air quality if it would cause or contribute significantly to a violation of the applicable AAQS. According to the EDCAQMD CEQA Guide, if construction-related ROG and NO_x mass emissions are determined to be less than significant, the assumption could be made that construction-related exhaust

emissions of other air pollutants from the operation of equipment and worker commute vehicles would also be less than significant. Similarly, according to EDCAQMD's operational screening levels for CO and PM₁₀, if a project is anticipated to be below significance for ROG and NO_x, the project's CO and PM₁₀ emissions are expected to be insignificant as well.

Implementation of the proposed project would contribute to increases of criteria air pollutant emissions in the area during both construction and operation of the proposed project:

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and in the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a nonattainment area for ozone and PM.

The project is required to comply with all EDCAQMD rules and regulations for construction, including, but not limited to, the following, which would be noted on County-approved construction plans:

- Rule 202 related to visible emissions;
- Rule 215 related to architectural coatings;
- Rule 223 related to fugitive dust; and
- Rule 224 related to cutback asphalt paving material.

Operational Emissions

Operational emissions of ROG, NO_x, CO, and PM₁₀ would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as employees and public visitors to and from the project site would make up the majority of the mobile emissions. Emissions would occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

As stated above, the project is required to comply with all EDCAQMD rules and regulations, such as those listed previously for construction, as well as the following for operations:

- Rule 205 related to nuisance;
- Rule 207 related to particulate matter;
- Rule 239 related to water heaters;
- Rule 502 related to general conformity; and
- Rule 523 related to new stationary source review.

Based on the information discussed above, the project would have a *potentially significant* impact related to air quality plans or standards, as well as a cumulatively considerable net increase of criteria pollutants.

Further analysis of these impacts will be discussed in the Air Quality and Greenhouse Gas Emissions chapter of the Public Safety Facility Project EIR.

- d. The major pollutant concentrations of concern are localized CO emissions and TAC emissions, including naturally occurring asbestos (NOA). Emissions of CO result from the incomplete combustion of carbon-containing fuels such as gasoline or wood. As older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of CO emissions for the vehicle fleet throughout the State has been, and is expected to continue, decreasing. However, elevated localized concentrations of CO warrant consideration due to the severe effect on human health in concentrated amounts. Occurrences of localized CO concentrations are often associated with heavy traffic congestion, which most frequently occur at signalized intersections of high-volume roadways. Concentrations of localized CO approaching the AAQS are only expected to occur where background levels are high, and traffic volumes and congestion levels are high. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations.

Toxic Air Contaminants (TACs) are also a category of environmental concern. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, day care centers, playgrounds, and medical facilities; however, consideration should also be given to other land use types where people

congregate, such as recreational facilities, worksites, and commercial areas. The proposed project includes the development of industrial land uses located in the vicinity of other existing development with similar land uses. In addition, the proposed project could be considered a place where people congregate. Accordingly, for analysis purposes, the project site is considered to contain sensitive receptors. The nearest existing sensitive receptors would be the existing residences north of the site.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. The nearest sensitive receptors to the project site could become exposed to DPM emissions during construction activities. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be very low. Because health risks associated with exposure to DPM or any TAC are correlated with high concentrations over a long period of exposure (e.g., over a 70-year lifetime), the temporary, intermittent construction-related DPM emissions would not be expected to cause any health risks to nearby sensitive receptors.

Asbestos is the name for a group of naturally occurring silicate minerals and may be found in serpentine, other ultramafic, and volcanic rock. When rock containing NOA is broken or crushed, asbestos may become released and become airborne, causing a potential health hazard. The EDCAQMD regulates NOA through Rule 223-2, which requires activities to reduce asbestos dust created from earth moving activities. An asbestos dust mitigation plan must be prepared, submitted, approved and implemented when more than 20 cubic yards of earth will be moved at all sites identified as being in an Asbestos Review Area as shown on the El Dorado County Naturally Occurring Asbestos Review Map prepared by El Dorado County. According to the El Dorado County Naturally Occurring Asbestos Review Map, the project site is not within an Asbestos Review Area.¹ Thus, the site is not expected to contain NOA and impacts associated with potential exposure to such would not occur.

The proposed project would have a *potentially significant* impact related to exposing sensitive receptors to substantial pollutant concentrations.

Further analysis of these impacts will be discussed in the Air Quality and Greenhouse Gas Emissions chapter of the Public Safety Facility Project EIR.

¹ Frank Bruyn, El Dorado County Surveyor/G.I.S. Division. Asbestos Review Areas, Western Slope, County of El Dorado, State of California. July 21, 2005. Available at: <http://www.edcgov.us/Government/AirQualityManagement/Asbestos.aspx>. Accessed: November 2014.

- e. Although offensive odors typically do not cause physical harm, they can be unpleasant enough to lead to considerable distress among the public and generate citizen complaints. According to the EDCAQMD, projects that have the potential to expose members of the public to objectionable odors in a manner that meets the following statutory definition of nuisance per Health and Safety Code Section 41700 would be deemed to have a potentially significant effect:

[...] which cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property.

Examples of common land use types that typically generate significant odor impacts include, but are not limited to wastewater treatment plants; sanitary landfills; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The project site is not located in the vicinity of any such existing uses and is not proposing any such uses. However, although less common, diesel fumes associated with substantial diesel-fueled equipment and heavy-duty trucks, such as from construction activities, freeway traffic, or distribution centers, could be found to be objectionable. The proposed project would require construction activities that would involve diesel-fueled equipment and heavy-duty trucks. Accordingly, construction of the project could result in objectionable odors. In addition, industrial uses generally surround the project site to the north, south, and east, as well as a Walmart to the north, opposite the Sacramento-Placerville Transportation Corridor and El Dorado Trail, the operations of which may involve truck deliveries. Therefore, the proposed project could generate and/or be exposed to objectionable odors, and a *potentially significant* impact could occur.

Further analysis of these impacts will be discussed in the Air Quality and Greenhouse Gas Emissions chapter of the Public Safety Facility Project EIR.

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	✘		<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a-d. The project site is located on a largely disturbed area that is surrounded by existing urban development. The site does not contain any natural communities that would generally house special-status species. However, the possibility exists that the site could provide limited habitat for wildlife species, including migratory birds. As a result, development of the proposed project could have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service. Therefore, the project could have a *potentially significant* impact to protected species.

Further analysis of these impacts will be discussed in the Biological Resources chapter of the Public Safety Facility Project EIR.

- e. Oak and pine trees are located on the project site. According to the Biological & Wetland Resources Assessment prepared for the proposed project, development of the secure parking lot for the proposed Public Safety Facility will require removal of a total of 35 pine trees and 40 oak trees. Mitigation is not required for the removal of pine trees during project construction; however, the El Dorado County Board of Supervisors is currently reviewing changes to the County's *Oak Resources Management Plan (ORMP)* that was originally adopted in May of 2008 under the *El Dorado County General Plan Policy 7.4.2.8*. Proposed ORMP changes relevant to the current project include an in-lieu fee payment option for mitigation of impacts to oak woodlands and individual oak trees. As the proposed project would impact individual oak trees, a ***potentially significant*** impact would result.

Further analysis of these impacts will be discussed in the Biological Resources chapter of the Public Safety Facility Project EIR.

- f. In December 2009, El Dorado County approved a contract with Sierra Ecosystems Associates, Inc. to prepare the first phase of the El Dorado County Integrated Natural Resource Management Plan (INRMP). The INRMP is intended to preserve and enhance native habitats that support endangered and sensitive species. However, a final INRMP has not yet been adopted. Therefore, the proposed project would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, and ***no impact*** would occur.

V. CULTURAL RESOURCES.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a-d. The 30.34-acre project site has been historically used as a lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for SMUD. The project site is currently vacant and largely disturbed due to former uses. The Cultural Resources Record Search performed for the project site by Peak & Associates, Inc. states that one recorded resource exists within the project area. The recorded resource, a water tank, is located at the far edge of the record search area and is not within the project site. Other recorded resources do not exist within the 1/8-mile buffer zone around the project area. However, given the prehistoric and historic activity that occurred over time in the project area, the potential exists for the project to cause an adverse change in the significance of a historical or archaeological resource, destroy a unique paleontological resource, site, or unique geologic feature, or disturb any human remains; and a *potentially significant* impact would occur.

Further analysis of these impacts will be discussed in the Cultural Resources chapter of the Public Safety Facility Project EIR.

VI. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a. The site is not located within a designated Alquist-Priolo Earthquake Fault Zone and active or potentially active faults do not occur at the site. According to the Geotechnical Engineering Study Update prepared for the project site, active faults or Earthquake Fault Zones (Special Studies Zones) are not located on the project site. In addition, evidence of recent or active faulting was not observed during the field study conducted on the project site as part of the Geotechnical Engineering Study Update. However, the potential exists for the proposed project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving earthquakes. Therefore, a ***potentially significant*** impact could occur.

Further analysis of this impacts will be discussed in the Geology and Soils chapter of the Public Safety Facility Project EIR.

- b-d. The project site is generally undeveloped and is located approximately 0.92 miles south of U.S. 50 and 0.35 miles north of SR 49 in Diamond Springs, California. Future development would require substantial ground disturbance, resulting in temporarily

exposed soils. Topsoil could be lost and exposed soil could be transported to downstream waterways when subject to wind and/or water. Therefore, a potential exists for loss of topsoil.

According to the site-specific Geotechnical Engineering Study Update, a variety of fill materials were encountered on the site. Weathered metavolcanic bedrock was encountered beneath the surface fills and native soils to the maximum depth explored in each pit. Effective refusal was encountered with the equipment used for the geotechnical study. The bedrock is generally highly weathered at the bottom of each pit. In addition, the project site soils are classified as Site Class C, very dense soil and soft rock, in accordance with the 2013 California Building Standards Code (CBC).

When buildings or streets are placed on expansive soils, foundations may rise each wet season and fall each dry season. Movements may vary under different parts of a building or street, resulting in cracking foundations and street surfaces, distorting various structural portions of a building, and warping doors and windows so that they do not function properly. Therefore, a potential exists for soil movement that could result in a *potentially significant* impact.

Further analysis of this impact will be discussed in the Geology and Soils chapter of the Public Safety Facility Project EIR.

- e. The 30.34-acre site would include connection to existing El Dorado Irrigation District (EID) utility lines along Merchandise Way and Industrial Drive, including water, sewer electricity, and gas. An existing eight-inch sewer line runs along the southwest corner of the project site for approximately 390 feet, then flows to an existing lift station (Parkwest Diamond Industrial Lift Station), located in the northerly corner of the El Dorado County Animal Shelter Facility property to the south. An existing eight-inch sewer line is also located within Merchandise Way, south of the project site. Two options are being considered for providing sewer service to the project.
1. The project's wastewater could potentially gravity flow to the existing eight-inch sewer line along the trail at the southwest corner of the project site, with the proposed sewer line to be installed under the existing ditch using directional boring.
 2. Connect to the existing sewer system in Merchandise Way.

Therefore, because the project would not use septic tanks or alternative wastewater disposal systems, *no impact* regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

VII. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. Implementation of the proposed project could incrementally contribute to a cumulative increase of greenhouse gas (GHG) emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O). Sources of GHG emissions include area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because the proposed project could generate GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation, a ***potentially significant*** impact could occur. The discussion of GHG impacts in the EIR will occur in the context of cumulative impacts, as the effects of GHG emissions are inherently cumulative in nature in light of the global character of climate change caused by GHG emissions.

Further analysis of these impacts will be discussed in the Air Quality and Greenhouse Gas Emissions chapter of the Public Safety Facility Project EIR.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b. The proposed project consists of the operation of a multi-building Public Safety Facility, with a maximum development potential totaling approximately 106,331 sf adjacent to existing urban development. Implementation of the proposed project would include the construction of a training building with indoor firing range, a Sheriff Administration building, a County morgue, and a SWAT, Search and Rescue and radio shop. According to the Phase I Environmental Site Assessment and the Polychlorinated Biphenyls (PCBs) report, detectable concentrations of PCBs over the reporting limit of 20 ug/kg for Aroclor 1016, 1221, 1232, 1242, 1248, 1254, 1260, and 1268 were not present on the project site. However, construction activities would involve the use of heavy equipment, which would

contain fuels and oils, and various other products such as concrete, paints, and adhesives. As a result, the proposed project could create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or the release of hazardous materials through reasonably foreseeable upset and accident conditions, resulting in a *potentially significant* impact.

Further analysis of these impacts will be discussed in the Hazards and Hazardous Materials chapter of the Public Safety Facility Project EIR.

- c. The nearest school to the project site, South Sutter Charter School, is located approximately 0.30 miles from the project site. Therefore, the proposed project would have *no impact* related to hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. According to the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the development area is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a significant hazard to the public or the environment, and *no impact* would occur.
- e,f. Public or private airports are not located within two miles of the project site, and the site does not fall within an airport land use plan area. Placerville Airport, the closest airport to the site, is approximately 3.7 miles east of the closest boundary of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and the site does not fall within an airport land use plan area. Therefore, *no impact* would occur.
- g. According to the County's General Plan, the County's Multi-Hazard Functional Emergency Operation Guide provides guidance for the County's response to extraordinary large-scale emergency situations (i.e., natural disasters, technological incidents, natural security emergencies) that require unusual response. Development of the project would not impede the County from implementing the County's Multi-Hazard Functional Emergency Operation Guide. In addition, the proposed project would add two new access roads into the site; thus, the project would increase circulation in the area and would provide additional access routes that could be utilized in the case of an emergency. Furthermore, the proposed project would be considered consistent with what has been anticipated for the site per the land use and zoning designation, as well as with the existing industrial uses in the immediate vicinity. As a result, implementation of the proposed project would have a *less-than-significant* impact on any adopted emergency response plan, emergency evacuation plan, or evacuation or response routes used by emergency response teams.
- h. The project site is currently undeveloped and is adjacent to existing development to the north, east, and south. However, west of the project site is the Sacramento-Placerville Transportation Corridor and El Dorado Trail, which consists of primarily trees and shrubs. As such, the western border of the site could be considered a wildland-urban

interface area. According to the U.S. Forest Service Wildland Fire Assessment System, the project site is within an area designated as low to moderate for fire danger. Therefore, the proposed project could have a *potentially significant* impact related to exposing people or structures to the risk of injury or death involving wildland fires.

Further analysis of this impact will be discussed in the Hazards and Hazardous Materials chapter of the Public Safety Facility Project EIR.

IX. HYDROLOGY AND WATER QUALITY.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a,f. The construction of the proposed project would involve construction-related activities and, during the early stages of construction, topsoil could be exposed. A limited potential exists for wind and water erosion and discharge of sediment and/or urban pollutants into project stormwater runoff during construction, which could adversely affect downstream

water quality. Therefore, a **potentially significant** impact could occur related to water quality.

Further analysis of these impacts will be discussed in the Hydrology and Water Quality chapter of the Public Safety Facility Project EIR.

- b. The project would be served by the EID. Pursuant to the EID hydraulic model, and in order to receive fire flow at the project site, the project would include construction of an eight-inch waterline through the site, from the existing waterline in Industrial Drive to an existing eight-inch line waterline located in Merchandise Way. The project would include a drainage basin on-site, which would collect runoff from the project, as well as the sheet flow from portions of the undeveloped areas in the overall 30.34-acre project site. However, the proposed project would introduce impervious surfaces to the site which could interfere with groundwater recharge. Therefore, the proposed project could have a **potentially significant** impact on depleting groundwater supplies or interfere substantially with groundwater recharge.

Further analysis of these impacts will be discussed in the Hydrology and Water Quality chapter of the Public Safety Facility Project EIR.

- c-e. The proposed project would introduce impervious surfaces where none currently exist. Therefore, the proposed project could alter the existing drainage pattern of the site or area, create or contribute runoff water which would exceed the capacity of existing or planner stormwater drainage systems, or provide substantial additional sources of polluted runoff. As a result, the project could have a **potentially significant** impact.

Further analysis of these impacts will be discussed in the Hydrology and Water Quality chapter of the Public Safety Facility Project EIR.

- g-i. The proposed project site is located within Flood Hazard Zone X, which is described by FEMA as an area of minimal flood hazard, usually above the 500-year flood level. Thus, development of the proposed project would not place housing within a 100-year flood hazard zone nor place structures within a 100-year floodplain that would impede or redirect flood flows, and restrictions on development or special requirements associated with flooding are not needed for this project. In addition, development of the proposed project would not involve an increase, or any modification in the potential for dam failure. Therefore, the project would not expose people or structures to a risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam. Overall, the proposed project's impacts associated with flooding would be considered **less than significant**.

- j. The project area is located over 100 miles from the Pacific Ocean. Tsunamis typically affect coastlines and areas up to ¼-mile inland. Due to the project's distance from the coast, potential impacts related to tsunami are minimal. In addition, the project site is not susceptible to impacts resulting from a seiche because of the site's distance from any enclosed bodies of water. The nearest enclosed body of water to the project site is the Indian Creek Reservoir, which is located approximately five miles northwest of the

project site. Because steep slopes are not located in close proximity to the site, mudflows would not pose an issue. Therefore, a *less-than-significant* impact would occur related to inundation by seiche, tsunami or mudflow.

X. LAND USE AND PLANNING. <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community's conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. The 30.34-acre site is currently vacant and is surrounded by the Diamond Springs Business Park and a few single-family residences atop the bluff to the north, the County Animal Control Center to the south, the Western Sign Company facility and El Dorado Truss Company, Inc. to the east, and the Sacramento Placerville Transportation Corridor and El Dorado Trail to the west. Given the site's immediate vicinity, the project would have ***no impact*** related to the physical division of an established community.
- b. The project site is designated and zoned for industrial uses. In addition, the proposed project must comply with all applicable land use plans, policies, and regulations of agencies with jurisdiction over the project. Without compliance with applicable land use plans, policies, and regulations, a ***potentially significant*** impact could occur.

Further analysis of this impact will be discussed in the Land Use and Planning chapter of the Public Safety Facility Project EIR.

- c. In December 2009, El Dorado County approved a contract with Sierra Ecosystems Associates, Inc. to prepare the first phase of the El Dorado County Integrated Natural Resource Management Plan (INRMP). The INRMP is intended to preserve and enhance native habitats that support endangered and sensitive species. However, a final INRMP has not yet been adopted. Therefore, the proposed project would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, and ***no impact*** would occur.

XI. MINERAL RESOURCES.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a,b. According to Figure CO-1, Important Mineral Resources Areas, of the El Dorado County General Plan the project site is not located with a mineral resource zone (MRZ). Therefore, the proposed project would not have any impacts on mineral resources that would be of local, regional or statewide importance. As a result, *no impact* to mineral resources would occur as a result of development of the project.

XII. NOISE. <i>Would the project result in:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a,c. The Noise Element of the El Dorado County General Plan establishes goals, standards and policies related to established noise standards and compliance requirements. The proposed project would introduce noise sources to the area, primarily associated with short term construction. Noise levels during construction may exceed those levels deemed generally acceptable in the General Plan Noise Element. In addition, project operation may also result in an increase in noise associated with the firing range, mechanical equipment, engine generator, vehicle maintenance, solar farm, or with project-related traffic that could exceed relevant local standards for the surrounding roadways. Therefore, the proposed project could expose persons to or generate noise levels in excess of standards, or result in permanent increase in ambient noise levels, and a ***potentially significant*** impact could occur.

Further analysis of these impacts will be discussed in the Noise chapter of the Public Safety Facility Project EIR.

b,d. During construction of the proposed project, noise and groundborne vibration from construction activities would add to the noise environment in the immediate project vicinity; however, these activities are temporary in nature and are not anticipated to result

in any unusual or excessive vibration levels. Pile driving is not anticipated to be required to construct the buildings or solar farm. Nevertheless, for purposes of this IS, it is assumed the proposed project could create a *potentially significant* impact to ambient noise levels.

Further analysis of these impacts will be discussed in the Noise chapter of the Public Safety Facility Project EIR.

- e.f. The project area is not located within the vicinity of a public airport or a private airstrip and is not within an airport land use plan. The nearest airport or airstrip is the Placerville Airport, located 3.7 miles from the project site. Therefore, the proposed project would not expose people to excessive air traffic noise, and *no impact* would occur.

XIII. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a. The proposed project would include development of a multi-building public safety facility for the El Dorado County Sheriff’s Office. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the public safety facility buildings. The proposed project is intended to consolidate and improve the Department’s efficiency and response times to increase the safety of the public and employees. Therefore, the development of the proposed project would not induce a substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure), resulting in a *less than significant* impact.

- b,c. The project site is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as a transformer storage area for SMUD. In addition, housing is not located on the project site. Housing or people would not be displaced as a result of the proposed project. The development on the project site would be consistent with existing land use designations in the El Dorado County General Plan. Therefore, the project would have *no impact* related to the displacement of substantial numbers of existing housing or people.

XIV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a. The Diamond Springs/El Dorado Fire District currently provides fire protection services to the project area. According to the El Dorado County General Plan EIR, the Diamond Springs/El Dorado Fire Protection District covers an area of 93 square miles, with an approximate population of 30,000. The Fire District has five stations and operates with a career staff of 16 full-time safety-suppression personnel and 23 volunteer safety-suppression personnel, augmented by a non-safety staff of one full-time and five part-time administration and prevention personnel.² The Fire District meets the response time goal of eight minutes to community regions 80 percent of the time and operates the following equipment:

- 8 engines (6-Type I and 2-Type II);
- 2 water tenders (1-3,000 gallon capacity and 1-2,500 gallon capacity);
- 1 water truck (55-foot aerial);
- 1 rescue truck;
- 1 Advanced Life Support (ALS) ambulance; and
- 7 utility and command vehicles.

The station that serves the site is located at 501 Pleasant Valley Road, in Diamond Springs, and is approximately 0.62-mile from the project site. Fire flow for the project would be provided by the El Dorado Irrigation District (EID). Pursuant to the EID hydraulic model, and in order to receive fire flow at the project site, the project would construct an eight-inch waterline through the site, from the existing waterline in Industrial Drive, to an existing eight-inch waterline located in Merchandise Way. The Fire District will review plans to determine compliance with their fire standards,

²Diamond Springs/El Dorado Fire District website. *Operations*. Available at: http://www.diamondfire.org/operations/ops_hp.htm. Accessed August 3, 2015.

including, but not limited to: location of fire hydrants, accessibility around buildings, turning radii within parking lots, fire sprinklers within buildings, building identification, and construction phasing.

Chapter 13.20 of the County Code establishes the Fire District Improvement Fee, which is paid by developers at the issuance of building permits for all new discretionary and ministerial projects. The fee is used to finance public improvements and equipment for fire protection purposes. Each building permit applicant in the County pays a fair share of the total cost of improvements and equipment needed to serve the proposed development.

While the proposed project could result in an increase in the demand for fire protection services, the demand would not result in the need for the provision of new or physically altered fire protection facilities, the construction of which could cause substantial adverse physical impacts. Furthermore, the project is consistent with the type of development anticipated for the project site. Therefore, the demand on fire protection services resulting from site development has already been anticipated in the General Plan. The El Dorado County General Plan EIR concluded that, with implementation of mitigation measures, general plan buildout would result in less-than-significant impacts to fire protection services. As discussed above, the proposed project is consistent with the General Plan land use designation for the project site (Industrial). Consistent with the General Plan EIR finding, the proposed project would have a *less-than-significant* impact related to substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

- b. The proposed project site was determined to be the preferred location for a new Sheriff's public safety facility, based on an extensive site review process which evaluated properties based on drive time, utility and infrastructure, traffic impacts, zoning, environmental impacts, long-term costs, site size, government connectivity, public access, development costs, and other factors. Because the project would provide on-site law enforcement services, the project would not increase the need for police protection for the project site. The project would centralize the existing County Sheriff facilities, thus potentially decreasing the response times to the local area. Rather than increasing demand for law enforcement services, the project would provide additional space for the Department to train and practice essential job skills. Given the public benefits of the proposed project to the El Dorado County Sheriff's Department, the proposed project would have a *less-than-significant* impact related to substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.
- c. The proposed project consists of the operation of a multi-building Public Safety Facility, with a maximum development potential totaling approximately 106,331 sf adjacent to

existing industrial and residential development. The buildings are anticipated to be used as follows: training building with indoor firing range; Sheriff administration building; County morgue; and SWAT, Search and Rescue, and radio shop. Such uses would not generate additional students requiring accommodation in the surrounding school system. As a result, the proposed project would not result in a need for new, or improvements to existing, school facilities, construction of which could cause significant environmental impacts; and *no impact* would occur.

- d. The proposed project is a public safety facility and does not include park facilities. In addition, because the project would not directly or indirectly increase substantial population growth, an increased demand for new, or expansion of any existing, park facilities would not occur. Therefore, *no impact* to park facilities would occur.
- e. The proposed project would be consistent with the existing land use and zoning designations for the site; therefore, the project site has been anticipated for development by the County. As a result, the proposed project would not result in new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any other public services. Therefore, a *less-than-significant* impact would occur.

XV. RECREATION.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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"/>	✘
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"/>	✘

Discussion

- a,b. The proposed project consists of the construction of a Public Safety Facility, and does not include any residential development. As such, the proposed project would not induce population growth or otherwise impact demographic characteristics within El Dorado County. Therefore, an increased demand for new recreational facilities or increased use of existing facilities would not result from implementation of the proposed project, and *no impact* to recreational facilities would occur.

XVI. TRANSPORTATION AND CIRCULATION.
Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d. Substantially increase hazards due to a 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"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. The project site is accessible by Industrial Way to the north and by Merchandise Way to the south, which were previously developed when adjacent industrial and residential developments were constructed. The potential to increase in traffic volume on the surrounding roadway system will be analyzed in the Traffic Impact Analysis. Therefore, the proposed project could cause an increase in traffic beyond the level of service standard established by El Dorado County; thus, a *potentially significant* impact could occur.

Further analysis of these impacts will be discussed in the Transportation and Circulation chapter of the Public Safety Facility Project EIR.

c. The proposed project is not located near an airport, and does not include any improvements to airports or a change in air traffic patterns. The nearest airport is the Placerville Airport, which is located approximately 3.7 miles east of the project site. Therefore, because the proposed project would not result in a change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks, *no impact* would occur.

d,e. The proposed project would include internal circulation consisting of a road network. The road network would not include any tight curves or other design hazards. In addition, the

project would provide two access points: one secure access strictly for employee use, and one access which would be open to the public. As a result, the proposed project would not result in any new or increases to previously identified impacts associated with hazardous design features or inadequate emergency access, and impacts would be *less than significant*.

- f. The proposed project would include a bicycle/pedestrian path, which would connect the El Dorado Trail, along the Sacramento-Placerville Transportation Corridor west of the site, to the industrial area south of the site. Although a bicycle/pedestrian path would be constructed as part of the project, impacts could occur associated with the increase in demand and/or adequacy of existing transit service, bicycle, and pedestrian facilities. Therefore, the proposed project could have a *potentially significant* impact on alternative transportation.

Further analysis of this impact will be discussed in the Transportation and Circulation chapter of the Public Safety Facility Project EIR.

XVII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b,e. Wastewater treatment services in the project area are provided by the EID. Two options are being considered for providing sewer service to the project.

1. The project's wastewater could potentially gravity flow to the existing eight-inch sewer line along the trail at the southwest corner of the project site, with the proposed sewer line to be installed under the existing ditch using directional boring.
2. Connect to the existing sewer system in Merchandise Way.

The proposed project would generate new sources of wastewater and would require connection to existing EID infrastructure in the nearby roadways for wastewater collection purposes. As a result, the proposed project could have a *potentially significant* impact on wastewater treatment.

Further analysis of these impacts will be discussed in the Utilities chapter of the Public Safety Facility Project EIR.

- c. The proposed project includes the development of a 103,661-sf Public Safety Facility and associated infrastructure that would result in the conversion of a currently undeveloped site to industrial land uses. Development of the project site would increase the amount of impervious surfaces on the site, resulting in alterations to the existing stormwater drainage system and increase the amount of runoff compared to existing levels. Therefore, a **potentially significant** impact on stormwater drainage could occur.

Further analysis of this impact will be discussed in the Utilities chapter of the Public Safety Facility Project EIR.

- d. The proposed project site would connect to the EID via existing waterlines in Merchandise Way and Industrial Drive. In addition, the area surrounding the project site is developed and the site is zoned and designated for industrial uses. Thus, the proposed project would be consistent with what is currently developed in the vicinity. However, an increase in water use would result from development of the proposed project. Therefore, the project could have a **potentially significant** impact on current water supplies, and could require additional or expanded entitlements.

Further analysis of this impact will be discussed in the Utilities chapter of the Public Safety Facility Project EIR.

- f,g. El Dorado Disposal Service provides solid waste collection, disposal, recycling, and yard waste services to the County, including the area surrounding the project site. The proposed project would create new sources of solid waste in the area, including construction waste and operational refuse. Therefore, a **potentially significant** impact related to solid waste could occur.

Further analysis of these impacts will be discussed in the Utilities chapter of the Public Safety Facility Project EIR.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 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"/>

Discussion

- a. The proposed project has limited potential to degrade the quality of the environment, 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, eliminate important examples of the major periods of California history or prehistory. As a result of the above, the proposed project would have a *potentially significant* impact.

Further analysis of this impact will be discussed in the Public Safety Facility Project EIR.

- b,c. This IS demonstrates that the proposed project could result in adverse impacts to human beings, either directly or indirectly. In addition, potentially significant project impacts identified in this Initial Study could have a significant incremental contribution to potential cumulative impacts. Therefore, the project's impact would be considered *potentially significant*.

Further analysis of this impact will be discussed in the Public Safety Facility Project EIR.

Attachment 5b

Public Safety Facility FEIR

PUBLIC SAFETY FACILITY PROJECT

SCH # 2015062046

FINAL ENVIRONMENTAL IMPACT REPORT

PREPARED FOR
EL DORADO COUNTY



FEBRUARY 2016

PREPARED BY



1501 SPORTS DRIVE, SUITE A, SACRAMENTO, CA 95834

**Public Safety Facility Project
Final Environmental Impact Report**

SCH# 2015062046

Lead Agency:

El Dorado County
3000 Fairlane Court, Suite One
Placerville, CA 95667

Prepared By:

Raney Planning and Management, Inc.
1501 Sports Drive, Suite A
Sacramento, CA 95834
(916) 372-6100

Contact:
Nick Pappani
Vice President

February 2016

TABLE OF CONTENTS

<h1>TABLE OF CONTENTS</h1>

<u>CHAPTER</u>	<u>PAGE</u>
1. INTRODUCTION AND LIST OF COMMENTERS.....	1-1
2. REVISIONS TO THE DRAFT EIR TEXT	2-1
3. RESPONSES TO COMMENTS.....	3-1
4. MITIGATION MONITORING AND REPORTING PROGRAM.....	4-1

1. INTRODUCTION AND LIST OF COMMENTERS

1

INTRODUCTION AND LIST OF COMMENTERS

1.1 INTRODUCTION

This Final Environmental Impact Report (EIR) contains agency and resident comments received during the public review period for the Public Safety Facility Project Draft EIR. This document has been prepared by El Dorado County, as Lead Agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, Section 15132. This Introduction and List of Commenters chapter of the Final EIR discusses the background of the Draft EIR and purpose of the Final EIR, identifies the comment letters received on the Draft EIR, and provides an overview of the Final EIR's organization.

1.2 BACKGROUND

The Draft EIR identifies the proposed project's potential impacts and the mitigation measures that are required. The following environmental analysis chapters are contained in the Public Safety Facility Project Draft EIR:

- Aesthetics;
- Air Quality and Greenhouse Gas Emissions;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Transportation and Circulation;
- Utilities; and
- Alternatives

In accordance with CEQA, El Dorado County used the following methods to solicit public input on the Draft EIR: a Notice of Preparation (NOP) for the Draft EIR was released for a 30-day review from June 16, 2015 to July 15, 2015. A public scoping meeting was held by the County on July 9, 2015 for the purpose of informing the public and receiving comments on the scope of the environmental analysis to be prepared for the proposed project. An amended NOP was subsequently circulated, starting on July 24, 2015 and ending August 24, 2015, to inform the public of an amendment to the project description to include an approximately 7-acre solar farm within the western portion of the project site.

A Notice of Availability (NOA) of the Draft EIR was published in the Mountain Democrat on December 11, 2015 and mailed to property owners within 1-mile radius of the project site. The Draft EIR was sent to the State Clearinghouse for distribution on December 14, 2015 for the 45-day public review period, which ended on January 28, 2016. The Draft EIR was also posted on the El Dorado County website, and printed copies of the document were made available for review at the El Dorado County Community Development Agency, Development Services Division, located at 2850 Fairlane Court, Building C, Placerville.

1.3 PURPOSE OF THE FINAL EIR

Under CEQA Guidelines, Section 15132, the Final EIR shall consist of:

1. The Draft EIR or a revision of the Draft.
2. Comments and recommendations received on the Draft EIR.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The responses to significant environmental points raised in the review process.
5. Any other information added by the Lead Agency.

As required by CEQA Guidelines, Section 15090(a)(1)-(3), a Lead Agency must make the following three determinations in certifying a Final EIR:

1. The Final EIR has been completed in compliance with CEQA.
2. The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
3. The Final EIR reflects the Lead Agency's independent judgment and analysis.

Under CEQA Guidelines, Section 15091, a public agency shall not approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects. Findings of Fact must be accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the records. The Findings of Fact have been prepared for this EIR and will be presented to the County Board of Supervisors for their review and consideration during the public hearing(s) for the project, at which time they will decide whether to certify the EIR for the Public Safety Facility Project.

In addition, pursuant to CEQA Guidelines, Section 15093(b), when a Lead Agency approves a project that would result in significant unavoidable impacts, the agency must state in writing the reasons supporting the action (Statement of Overriding Considerations). The Statement of Overriding Considerations shall be supported by substantial evidence. Here, the proposed project would result in a temporary significant and unavoidable impact related to construction noise; thus, a Statement of Overriding Considerations must be adopted if the project is approved. The Statement of Overriding Considerations has been prepared for this EIR and will be presented to the County Board of Supervisors for their review and consideration during the public hearing(s) for the

project, at which time they will decide whether to certify the EIR for the Public Safety Facility Project.

1.4 LIST OF COMMENTERS

El Dorado County received seven comment letters during the public comment period on the Draft EIR for the proposed project. The comment letters were authored by the following agencies and residents:

Agency

Letter 1.....Jeffrey Morneau, California Department of Transportation
Letter 2..... Stephanie Tadlock, Central Valley Regional Water Quality Control Board
Letter 3.....Scott Morgan, Governor’s Office of Planning and Research

Resident

Letter 4..... Kim Morgan, Resident
Letter 5..... Kathleen Wollman Murillo, Resident
Letter 6..... Camille Preciado, Resident
Letter 7.....Louis Tirapelle, Resident

1.5 ORGANIZATION OF THE FINAL EIR

The Final EIR is organized into the following chapters:

1. Introduction and List of Commenters

Chapter 1 provides an introduction and overview of the document, describing the background and organization of the Final EIR. Chapter 1 also provides a list of commenters who submitted letters in response to the Draft EIR.

2. Revisions to the Draft EIR Text

Chapter 2 summarizes changes made to the Draft EIR text either in response to comment letters or other clarifications/amplifications of the analysis in the Draft EIR that do not change the intent of the analysis or effectiveness of mitigation measures.

3. Responses to Comments

Chapter 3 presents the comment letters received and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1

would have the following format: 1-1. The response to each comment will reference the comment number.

4. Mitigation Monitoring and Reporting Program

CEQA Guidelines, Section 15097, requires lead agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The intent of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure implementation of the mitigation measures identified within the EIR for the Public Safety Facility Project.

2. REVISIONS TO THE DRAFT EIR TEXT

2

REVISIONS TO THE DRAFT EIR TEXT

2.1 INTRODUCTION

The Revisions to the Draft EIR Text chapter presents minor corrections, additions, and revisions made to the Draft EIR as a result of public comments.

The below changes to the Draft EIR represent minor clarifications/amplifications of the analysis contained in the Draft EIR and do not constitute significant new information that, in accordance with CEQA Guidelines, Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

2.2 DESCRIPTION OF CHANGES

New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

4.6 HAZARDS AND HAZARDOUS MATERIALS

Page 4.6-13, Impact 4.6-1, under the header entitled “Public Safety Facility Uses”, the following paragraph has been added for clarification purposes:

Automotive Bays

Vehicle maintenance for the Public Safety Facility will be located in the SWAT, Search and Rescue, and radio shop building. Maintenance would be carried out on both automobiles and boats. Although not yet designed, the building is anticipated to include two service bays. Automotive and boat maintenance could be expected to involve substances such as motor oil, radiator fluid, tires, etc. If the automotive and boat maintenance shop will store reportable quantities of hazardous materials (55 gallons) or generate hazardous waste, prior to commencing operations the operator(s) must comply with the following standard County Environmental Management Department requirements:

- Prepare, submit and implement a hazardous materials business plan and pay appropriate fees.
- Obtain a hazardous waste generator identification number from the California Department of Toxic Substances Control.
- Train all employees to properly handle hazardous materials and wastes.
- Implement proper hazardous materials and hazardous waste storage methods in accordance with the Uniform Fire Code and Uniform Building Code.

The above changes are for clarification purposes only and do not change the technical analysis prepared for the project. Accordingly, the revisions do not alter the conclusions of the Draft EIR.

4.9 NOISE

Page 4.9-22, Mitigation Measure 4.9-1, has been revised as follows:

- 4.9-1 *The following criteria shall be included in the grading plan submitted by the applicant for review and approval by the El Dorado County Community Development Agency prior to issuance of grading permits:*
- A. *Equipment shall be well maintained with effective exhaust mufflers and intake silencers where applicable. Mufflers shall meet the equipment manufacturer's specifications and be free of rust, holes, and exhaust leaks. Construction contractors should select the quietest equipment possible with included optional noise control measures where feasible.*
 - B. *Construction techniques and equipment that minimizes noise and vibration will be implemented into the construction plan.*
 - C. *Combine noisy operations to occur during the same period, when feasible. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.*
 - D. *Plan noisiest equipment and activities during daytime hours with the highest background sound levels.*
 - E. *To the extent feasible, place the loudest equipment and activities on the construction area as far as possible from noise-sensitive locations.*
 - F. *Contractors shall utilize existing site electrical power where possible to avoid operating diesel-powered generators.*
 - G. *Avoid excessive engine revving using lower engine speed where possible and turn off idling equipment. Do not use engine braking. Haul trucks should coast by residential properties under as low of engine speed as possible while avoiding heavy braking.*
 - H. *The contractor shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem to the satisfaction of the El Dorado County Community Development Agency. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*

The above measures shall be utilized during construction, to the extent feasible, as determined by the El Dorado County Community Development Agency.

The above changes are for clarification purposes only and do not change the technical analysis prepared for the project. Accordingly, the revisions do not alter the conclusions of the Draft EIR.

4.10 TRANSPORTATION AND CIRCULATION

For clarification purposes, page 4.10-49 of Chapter 4.10, Transportation and Circulation, is hereby revised as follows:

Mitigation Measure(s)

Payment of the countywide TIM fees for the project would constitute the project’s fair share contribution toward these improvements. Mitigation Measures 4.10-7(a) through (c) are consistent with item (2) of County Policy TC-Xf, which states that for non-residential projects which trigger the County’s thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County’s 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts; and the resultant finding for this impact is *less than cumulatively considerable*. Implementation of the following mitigation measures would improve the LOS for the signalized intersections as shown in Tables 4.10-9A and 4.10-9B.

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>AM Peak Hour</u>		<u>AM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>18.9</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>17.5</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>13.9</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>30.2</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>22.8</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>14.1</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>14.9</u> <u>(16.5)</u>	<u>B</u> <u>(C)</u>	<u>12.9</u> <u>(18.6)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>17.5</u>	<u>C</u>	<u>23.2</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>10.9</u>	<u>A</u>	<u>9.5</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>D</u>	<u>45.1</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>C</u>	<u>20.2</u>	<u>C</u>	<u>25.2</u>
<u>Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)</u>					
<u>Source: KD Anderson & Associates, Inc., 2015.</u>					

Table 4.10-9B
Mitigated PM Peak Hour Level of Service at Intersections
Year 2025 and Year 2035 Plus Project Conditions

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>PM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>B</u>	<u>16.4</u>	<u>B</u>	<u>18.3</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>C</u>	<u>25.1</u>	<u>C</u>	<u>26.9</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>12.4</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>D</u>	<u>35.8</u>	<u>E</u>	<u>63.3</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>C</u>	<u>29.1</u>	<u>D</u>	<u>33.4</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>15.7</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>11.6</u> <u>(20.2)</u>	<u>B</u> <u>(C)</u>	<u>12.7</u> <u>(23.5)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>13.4</u>	<u>B</u>	<u>12.9</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>14.4</u>	<u>B</u>	<u>14.6</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>D</u>	<u>37.2</u>	<u>C</u>	<u>21.0</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>E</u>	<u>46.4</u>
<u>Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)</u>					
<u>Source: KD Anderson & Associates, Inc., 2015.</u>					

The above changes are for clarification purposes only and do not change the technical analysis prepared for the project. Accordingly, the revisions do not alter the conclusions of the Draft EIR.

3. RESPONSES TO COMMENTS

3

RESPONSES TO COMMENTS

This chapter contains written responses to each of the comment letters submitted regarding the Public Safety Facility Project Draft Environmental Impact Report (EIR).

Letter 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 - MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0638
FAX (916) 263-1796
TTY 711



*Serious drought.
Help save water!*

January 27, 2016

032015-ELD-0054
03-ELD-49/11.236
SCH# 2015062046

Mr. Bob Christensen
County of El Dorado
Facilities Division
3000 Fairlane Court, Suite One
Placerville, CA 95667

Public Safety Facility Project – Draft Environmental Impact Report (DEIR)

Dear Mr. Christensen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this parcel map application for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the state's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

1-1

The proposed project includes the development of a multi-building Public Safety Facility on approximately 11-acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet. The project would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the site located north of Industrial Drive is not proposed for development as part of this project. The project site is located 0.6 miles from State Route (SR) 49/Missouri Flat Road at Industrial Drive/Merchandise Way in the Diamond Springs area. The following comments are based on the Draft Environmental Impact Report (DEIR).

1-2

Traffic Operations

- *Mitigation Measure 4.10-3(c), Pleasant Valley Road at SR 49 (page 2-34, Table 2-1):*
"Installation of a traffic signal will maintain acceptable levels of service at the intersection

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

**Letter 1
cont'd**

Mr. Bob Christensen /El Dorado County
January 27, 2015
Page 2

**1-2
cont'd**

during the AM peak hour (LOS C – 20.2 seconds)." Due to the close proximity to Forni Road, a signal may not be the best solution at this intersection. A detailed simulated analysis of the intersection and its interaction with Forni Road is necessary before a signal is considered. Per Traffic Operations Policy Directive 13-02, all projects on state facilities need to identify effective intersection traffic control strategies and alternative treatments. A potential alternative at this intersection is a roundabout.

1-3

- *Mitigation Measure 4.10-3(d), Pleasant Valley Road/Forni Road:* "Installation of a two-way-left turn lane identified in the County's CIP will allow for the intersection to operate at LOS D (26.5 seconds) in the AM peak hour." We understand this project is no longer part of the County's Capital Improvement Program (CIP). Thus, alternative mitigation should be provided.

1-4

- *Study Area Intersections – Pleasant Valley Road (SR 49)/Forni Road (Appendix K, page 5):* The description of this intersection indicates that the spacing between Pleasant Valley Road/SR 49 south and SR 49/Forni Road is about 500 feet – the spacing between these two intersections is approximately 300 feet. The skew and the spacing between these intersections need to be addressed before a signal and a two-way left turn lane can provide operational efficiencies at this location.

1-5

- *2035 Plus Project Conditions – Mitigations, Pleasant Valley Road/ SR 49 (Appendix K, page 48):* "Signalization of the intersection will result in an LOS C condition in the AM peak hour (25.2 seconds)." A table with this information appears to be missing from the DEIR.

Travel Forecasting and Modeling

1-6

We agree that the project will have traffic impacts at several locations within the study area, as concluded in the DEIR Traffic Impact Analysis (TIA). However, the Missouri Flat Interchange was not listed in the TIA (Appendix K) as an impacted location that would require mitigation. Traffic studies for other projects within this study area, such as Piedmont Oak Estates, state that the Missouri Flat Interchange will operate at LOS E and F in the 2035 Plus Project Scenario without improvements to the interchange – a conclusion we agree with. The 2035 Plus Project Scenario LOS for the Missouri Flat Interchange without improvements to the interchange is reported as B and C in this TIS (Table 4.10-8), a conclusion we do not agree with. The 2035 LOS for the Missouri Flat Interchange should be recalculated to be consistent with the LOS of other recent traffic studies and the proposed project should mitigate its impact on the Missouri Flat Interchange by paying its fair share contribution to the future interchange reconstruction project.

Please provide our office with copies of any further actions regarding this project.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

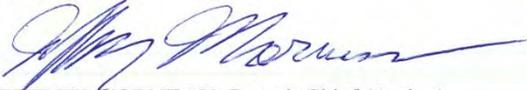
**Letter 1
cont'd**

Mr. Bob Christensen /El Dorado County
January 27, 2015
Page 3

1-7

If you have any questions regarding these comments or require additional information, please contact Eileen Cunningham, Intergovernmental Review Coordinator, at (916) 274-0639 or eileen.cunningham@dot.ca.gov.

Sincerely,



JEFFREY MORNEAU, Branch Chief (Acting)
Transportation Planning – South

c: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

LETTER 1: JEFFREY MORNEAU, CALIFORNIA DEPARTMENT OF TRANSPORTATION

Response to Comment 1-1

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

Response to Comment 1-2

El Dorado County recognizes that additional analysis will need to be conducted prior to any improvements at the State Route (SR) 49 / Pleasant Valley Road intersection. The County monitors intersections through their Intersection Needs Prioritization process. The process will be used by the County to prepare an analysis following the California Department of Transportation (Caltrans) Traffic Operation Policy Directive 13-02 prior to design and implementation of improvements.

Response to Comment 1-3

The existing County Capital Improvement Program (CIP) identifies a two-way-left-turn lane (TWLTL) along Pleasant Valley Road, east of Forni Road. Page 46 of the Traffic Impact Analysis (TIA) for the El Dorado County Public Safety Facility (Appendix K of the Draft EIR) identifies the aforementioned improvement as part of Project GP 176; thus, Mitigation Measure 4.10-3(d) is valid.

Response to Comment 1-4

The County recognizes that the spacing between the SR 49 / Pleasant Valley Road intersection and the Pleasant Valley Road / Forni Road intersection is approximately 400 feet as measured from centerline to centerline. Improvements to the SR 49 / Pleasant Valley Road intersection will need to account for the close proximity of the Pleasant Valley Road / Forni Road intersection. The County's Intersection Needs Prioritization process will be used by the County to analyze both intersections following the California Department of Transportation (Caltrans) Traffic Operation Policy Directive 13-02 prior to design and implementation of improvements.

Response to Comment 1-5

As a result of the comment, page 4.10-49 of Chapter 4.10, Transportation and Circulation, is hereby revised as follows:

Mitigation Measure(s)

Payment of the countywide TIM fees for the project would constitute the project's fair share contribution toward these improvements. Mitigation Measures 4.10-7(a) through (c) are consistent with item (2) of County Policy TC-Xf, which states that for non-residential projects which trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure

the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts; and the resultant finding for this impact is *less than cumulatively considerable*. Implementation of the following mitigation measures would improve the LOS for the signalized intersections as shown in Tables 4.10-9A and 4.10-9B.

Table 4.10-9A
Mitigated AM Peak Hour Level of Service at Intersections
Year 2025 and Year 2035 Plus Project Conditions

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>AM Peak Hour</u>		<u>AM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>18.9</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>17.5</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>13.9</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>30.2</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>22.8</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>14.1</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>14.9</u> <u>(16.5)</u>	<u>B</u> <u>(C)</u>	<u>12.9</u> <u>(18.6)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>17.5</u>	<u>C</u>	<u>23.2</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>10.9</u>	<u>A</u>	<u>9.5</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>D</u>	<u>45.1</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>C</u>	<u>20.2</u>	<u>C</u>	<u>25.2</u>

Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)

Source: KD Anderson & Associates, Inc., 2015.

Table 4.10-9B
Mitigated PM Peak Hour Level of Service at Intersections
Year 2025 and Year 2035 Plus Project Conditions

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>PM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>B</u>	<u>16.4</u>	<u>B</u>	<u>18.3</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>C</u>	<u>25.1</u>	<u>C</u>	<u>26.9</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>12.4</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>D</u>	<u>35.8</u>	<u>E</u>	<u>63.3</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>C</u>	<u>29.1</u>	<u>D</u>	<u>33.4</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>15.7</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>11.6</u> <u>(20.2)</u>	<u>B</u> <u>(C)</u>	<u>12.7</u> <u>(23.5)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>13.4</u>	<u>B</u>	<u>12.9</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>14.4</u>	<u>B</u>	<u>14.6</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>D</u>	<u>37.2</u>	<u>C</u>	<u>21.0</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>E</u>	<u>46.4</u>

Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)

Source: KD Anderson & Associates, Inc., 2015.

Tables 4.10-9A and 4.10-9B above present the “Mitigated Plus Project” AM peak hour information and PM peak hour information, respectively, for the Year 2025 Plus Project and Year 2035 Plus Project conditions.

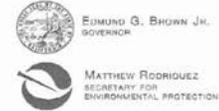
Response to Comment 1-6

The County recognizes that differences in the projected volumes for the Missouri Flat Road interchange exist between the traffic study completed for the El Dorado County Public Safety Facility and previous studies, such as the Piedmont Oak Estates Project. Since the Piedmont Oak Estates traffic study has been completed, the land use input files have been updated as some land uses in the study area had been double counted. The El Dorado County Public Safety Facility TIA uses the latest update to the land use input file, prior to commencement of the study, for the travel demand model that corrected the double count. Therefore, the analysis in the Draft EIR is correct, as noted in the TIA. The proposed project will be required to pay the Traffic Impact Mitigation (TIM) fees.

In addition, the County has begun the analysis for the Missouri Flat Area Master Circulation and Financing Plan Phase II. The study will analyze the future scenarios for the study area with potential land uses that could exceed the current levels in the County's General Plan and will identify the infrastructure needed to accommodate the increase in growth. The future land use scenario includes the proposed project.

Response to Comment 1-7

Thank you.



Central Valley Regional Water Quality Control Board

20 January 2016

Bob Christensen
County of El Dorado
Facilities Division
3000 Fairlane Court, Suite 1
Placerville, CA 95667

CERTIFIED MAIL
91 7199 9991 7035 8419 1859

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL
IMPACT REPORT, PUBLIC SAFETY FACILITY PROJECT, SCH# 2015062046,
EL DORADO COUNTY**

2-1

Pursuant to the State Clearinghouse's 14 December 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Public Safety Facility Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

2-2

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCCE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



**Letter 2
cont'd**

Public Safety Facility Project
El Dorado County

- 2 -

20 January 2016

**2-2
cont'd**

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

2-3

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

2-4

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

**Letter 2
cont'd**

Public Safety Facility Project
El Dorado County

- 3 -

20 January 2016

**2-4
cont'd**

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

2-5

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

2-6

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

2-7

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

**Letter 2
cont'd**

Public Safety Facility Project
El Dorado County

- 4 -

20 January 2016

**2-7
cont'd**

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

2-8

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

2-9

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

2-10

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

**Letter 2
cont'd**

Public Safety Facility Project
El Dorado County

- 5 -

20 January 2016

**2-10
cont'd**

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

2-11

2-12

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

**Letter 2
cont'd**

Public Safety Facility Project
El Dorado County

- 6 -

20 January 2016

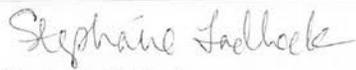
**2-12
cont'd**

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

2-13

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

LETTER 2: STEPHANIE TADLOCK, CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD

Response to Comment 2-1

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

Response to Comment 2-2

The comment provides background regarding the responsibilities of the Central Valley Regional Water Quality Control Board (RWQCB). The information further elaborates on regulatory setting information provided in Chapter 4.7, Hydrology and Water Quality, of the Draft EIR. The project site is located within the Water Quality Control Plan (Basin Plan) area for the Sacramento River and San Joaquin River Basins.

Response to Comment 2-3

Project impacts to groundwater and surface water quality are addressed in Chapter 4.7, Hydrology and Water Quality, of the Draft EIR. Impacts related to water quality during construction were determined to be less-than-significant. In addition, impacts related to water quality during operation were determined to be less-than-significant with mitigation which would ensure the project sponsor would fully comply with the requirements of the Phase II General Permit, as implemented by El Dorado County through the Storm Water Management Plan (SWMP), Grading, Erosion and Sediment Control Ordinance (Chapter 15.14 of the County's Zoning Ordinance), Stormwater Quality Ordinance (Chapter 110.14 of the County's Zoning Ordinance), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3.

Response to Comment 2-4

As discussed in Chapter 4.7, Hydrology and Water Quality, and as required by Mitigation Measure 4.7-2 on page 4.7-22 of the Draft EIR, the County is required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. To do so, the County must prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP), which would incorporate Best Management Practices (BMPs) in order to prevent or reduce to the greatest extent feasible adverse impacts to water quality from erosion and sedimentation. Mitigation Measure 4.7-2 of the Draft EIR requires the County to fully comply with the requirements of the Phase II General Permit, as implemented by El Dorado County through the SWMP, Grading, Erosion and Sediment Control Ordinance (Chapter 15.14 of the County's Zoning Ordinance), Stormwater Quality Ordinance (Chapter 110.14 of the County's Zoning Ordinance), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3. Responsibilities include implementation of BMPs that comply with the General Construction Stormwater Permit from the Central Valley RWQCB.

Response to Comment 2-5

As discussed on page 4.7-3 of the Hydrology and Water Quality chapter of the Draft EIR, El Dorado County is a co-permittee to the West Slope Phase II National Pollutant Discharge Elimination System (NPDES) Small Municipal Separate Storm Sewer System (MS4) Permit. The latest permit was adopted on February 5, 2013 (NPDES Permit No. CAG616001, WDR Order No. R6T-2011-101A1). The County requires new development projects to integrate stormwater quality treatment controls into project designs to ensure that pollutants in site runoff are reduced to the maximum extent practicable.

As noted on page 4.7-22, the project is required to implement low impact development (LID) measures, as applicable. In accordance with County and permit requirements, the storm drainage system for the proposed project would incorporate water quality treatment. For a description of the proposed drainage system, please refer to the discussion in the Draft EIR beginning on page 4.7-18 of Chapter 4.7, as well as the Preliminary Drainage Report (Appendix I of the Draft EIR).

Response to Comment 2-6

Any storm water discharges resulting from future industrial uses on the project site would comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

Response to Comment 2-7

Page 4.3-14 of Chapter 4.3, Biological Resources, of the Draft EIR provides background information on the Clean Water Act (CWA), including requirements concerning water discharge. Fieldwork for the *Wetland & Biological Resources Assessment* was conducted by Barnett Environmental Consulting on April 1, April 16, and May 20, 2015 and the report was included as Appendix E to the Draft EIR. As discussed on page 4.3-26 of the Biological Resources chapter of the Draft EIR, based on the assessment, Barnett Environmental Consulting determined that wetlands do not occur within the study area beyond the 1,045-foot long (0.10-acre) drainage along the site's western boundary, the 102-foot long (0.009-acre) ditch in the site's southwestern corner, and the 750-foot long (0.07-acre) ditch along the site's southern boundary. However, none of these "other waters of the U.S." would be removed or permanently affected by the proposed project. Therefore, mitigation or involvement of federal or State resource agencies (e.g., CWA permitting) would not be required.

As a result of the above determinations, the proposed project would not impact a federally-protected wetland, as defined by Section 404 of the CWA.

Response to Comment 2-8

Please refer to Response to Comment 2-7.

Response to Comment 2-9

Please refer to Response to Comment 2-7.

Response to Comment 2-10

Dewatering is not anticipated to be required as a result of construction of the proposed project. However, should groundwater be encountered during construction and dewatering become necessary, the County would be required to seek the proper NPDES permit for dewatering activities.

Response to Comment 2-11

Comment noted. The project would not include commercially-irrigated agriculture.

Response to Comment 2-12

Please refer to Response to Comment 2-10.

Response to Comment 2-13

Thank you.

Letter 3



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

January 28, 2016

Bob Christensen
El Dorado County
3000 Fairlane Court, Suite One
Placerville, CA 95667



Subject: Public Safety Facility Project
SCH#: 2015062046

Dear Bob Christensen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 27, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

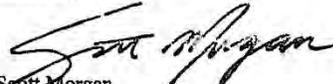
Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

3-1

Letter 3 cont'd

Document Details Report State Clearinghouse Data Base

SCH# 2015062046
Project Title Public Safety Facility Project
Lead Agency El Dorado County

Type EIR Draft EIR
Description The proposed project would include development of a multi-building Public Safety Facility on approx. 11 acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approx. 106,331 sf. The other major project component consists of an approx. 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings.

Lead Agency Contact

Name Bob Christensen
Agency El Dorado County
Phone 530-621-5890 **Fax**
email
Address 3000 Fairlane Court, Suite One
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City Diamond Springs
Region
Lat / Long 38° 41' 54.7" N / 120° 49' 48.7" W
Cross Streets Industrial Drive and Merchandise Way
Parcel No. 329-240-55, 329-391-10
Township 10N **Range** 10E **Section** 24 **Base** MDBM

Proximity to:

Highways SR-49
Airports
Railways Sac-Placer Joint
Waterways
Schools Various
Land Use The 30.34 acre project site has historically been used for industrial operations and is currently vacant. The project site is designated Industrial according to the El Dorado County General Plan. The site zoned as Industrial as well.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Regional Water Quality Control Board, Region 1; Department of Fish and Wildlife, Region 2; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

Date Received 12/14/2015 **Start of Review** 12/14/2015 **End of Review** 01/27/2016

Letter 3
cont'd



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

clear
1/27/16
E

20 January 2016

Bob Christensen
County of El Dorado
Facilities Division
3000 Fairlane Court, Suite 1
Placerville, CA 95667

Governor's Office of Planning & Research

JAN 25 2016

STATE CLEARINGHOUSE

CERTIFIED MAIL

91 7199 9991 7035 8419 1859

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL
IMPACT REPORT, PUBLIC SAFETY FACILITY PROJECT, SCH# 2015062046,
EL DORADO COUNTY**

Pursuant to the State Clearinghouse's 14 December 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Public Safety Facility Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

i. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

**Letter 3
cont'd**

Public Safety Facility Project
El Dorado County

- 2 -

20 January 2016

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

**Letter 3
cont'd**

Public Safety Facility Project
El Dorado County

- 3 -

20 January 2016

(S/WPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

**Letter 3
cont'd**

Public Safety Facility Project
El Dorado County

- 4 -

20 January 2016

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

**Letter 3
cont'd**

Public Safety Facility Project
El Dorado County

- 5 -

20 January 2016

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-014E_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

**Letter 3
cont'd**

Public Safety Facility Project
El Dorado County

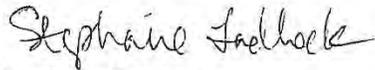
- 6 -

20 January 2016

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Letter 3
cont'd

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 - MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0638
FAX (916) 263-1796
TTY 711



Serious drought.
Help save water!

Clear 1/27/16
E
Governor's Office of Planning & Research

JAN 27 2016

STATE CLEARINGHOUSE

January 27, 2016

032015-ELD-0054
03-ELD-49/11.236
SCH# 2015062046

Mr. Bob Christensen
County of El Dorado
Facilities Division
3000 Fairlane Court, Suite One
Placerville, CA 95667

Public Safety Facility Project – Draft Environmental Impact Report (DEIR)

Dear Mr. Christensen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this parcel map application for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the state's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed project includes the development of a multi-building Public Safety Facility on approximately 11-acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet. The project would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the site located north of Industrial Drive is not proposed for development as part of this project. The project site is located 0.6 miles from State Route (SR) 49/Missouri Flat Road at Industrial Drive/Merchandise Way in the Diamond Springs area. The following comments are based on the Draft Environmental Impact Report (DEIR).

Traffic Operations

- *Mitigation Measure 4.10-3(c), Pleasant Valley Road at SR 49 (page 2-34, Table 2-1):*
"Installation of a traffic signal will maintain acceptable levels of service at the intersection

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Letter 3 cont'd

Mr. Bob Christensen /El Dorado County
January 27, 2015
Page 2

during the AM peak hour (LOS C – 20.2 seconds)." Due to the close proximity to Forni Road, a signal may not be the best solution at this intersection. A detailed simulated analysis of the intersection and its interaction with Forni Road is necessary before a signal is considered. Per Traffic Operations Policy Directive 13-02, all projects on state facilities need to identify effective intersection traffic control strategies and alternative treatments. A potential alternative at this intersection is a roundabout.

- *Mitigation Measure 4.10-3(d), Pleasant Valley Road/Forni Road:* "Installation of a two-way-left turn lane identified in the County's CIP will allow for the intersection to operate at LOS D (26.5 seconds) in the AM peak hour." We understand this project is no longer part of the County's Capital Improvement Program (CIP). Thus, alternative mitigation should be provided.
- *Study Area Intersections – Pleasant Valley Road (SR 49)/Forni Road (Appendix K, page 5):* The description of this intersection indicates that the spacing between Pleasant Valley Road/SR 49 south and SR 49/Forni Road is about 500 feet – the spacing between these two intersections is approximately 300 feet. The skew and the spacing between these intersections need to be addressed before a signal and a two-way left turn lane can provide operational efficiencies at this location.
- *2035 Plus Project Conditions – Mitigations, Pleasant Valley Road/ SR 49 (Appendix K, page 48):* "Signalization of the intersection will result in an LOS C condition in the AM peak hour (25.2 seconds)." A table with this information appears to be missing from the DEIR.

Travel Forecasting and Modeling

We agree that the project will have traffic impacts at several locations within the study area, as concluded in the DEIR Traffic Impact Analysis (TIA). However, the Missouri Flat Interchange was not listed in the TIA (Appendix K) as an impacted location that would require mitigation. Traffic studies for other projects within this study area, such as Piedmont Oak Estates, state that the Missouri Flat Interchange will operate at LOS E and F in the 2035 Plus Project Scenario without improvements to the interchange – a conclusion we agree with. The 2035 Plus Project Scenario LOS for the Missouri Flat Interchange without improvements to the interchange is reported as B and C in this TIS (Table 4.10-8), a conclusion we do not agree with. The 2035 LOS for the Missouri Flat Interchange should be recalculated to be consistent with the LOS of other recent traffic studies and the proposed project should mitigate its impact on the Missouri Flat Interchange by paying its fair share contribution to the future interchange reconstruction project.

Please provide our office with copies of any further actions regarding this project.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

**Letter 3
cont'd**

Mr. Bob Christensen /El Dorado County
January 27, 2015
Page 3

If you have any questions regarding these comments or require additional information, please contact Eileen Cunningham, Intergovernmental Review Coordinator, at (916) 274-0639 or eileen.cunningham@dot.ca.gov.

Sincerely,



JEFFREY MORNEAU, Branch Chief (Acting)
Transportation Planning – South

c: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

LETTER 3: SCOTT MORGAN, GOVERNOR’S OFFICE OF PLANNING AND RESEARCH

Response to Comment 3-1

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment acknowledges that the County has complied with the State Clearinghouse review requirements, pursuant to CEQA. The attached Central Valley Regional Water Quality Control Board letter is included as Letter 2 of this Final EIR. Please see Responses to Comments 2-1 through 2-13. In addition, the attached California Department of Transportation letter is included as Letter 1 of this Final EIR. Please see Responses to Comments 1-1 through 1-7.

Letter 4

Bob,

4-1

Please share my following concerns to the EIR Public Safety Facility Project Draft:

4-2

1) Traffic patterns in and around the Park West Business Park lack the infra-structure and type of traffic controls for the proposed increased traffic onto Merchandise and Enterprise. Specifically the private maintained section along frontage where the Western Sign company currently maintains the road there are no lines on the road and traffic often drives on the wrong side of the road when avoiding "double parked" extra long truck and trailer delivery trucks. These trucks should not be allowed in the light industrial park as they pass through the residential section and there is not adequate turning radius from Missouri Flat road onto Enterprise which requires these trucks to drive on the wrong side of the road creating a hazard for the increased emergency vehicle traffic and placing our Sheriff's department staff at risk for collision with the large trucks/trailers and there are not shoulders or other driving area to avoid collision. These oversized trucks often park along Merchandise and Enterprise again causing cars to drive on the wrong side of the road.

4-3

2) Speed for traffic not currently posted in the Park West area and many delivery trucks and cars travel thru this area in excess speeds of 45 mph or greater.

4-4

3) Employees from Marshall Hospital and from our company take their breaks walking on Merchandise and there are no walkways for pedestrians in the park nor access to the future walk path along the old railway for safe foot traffic nor are there crosswalks.

4-5

I am happy to see the facility in our area but these are concerns that are known to those of us who have been here and may have been overlooked. It seems there are low cost solutions to these concerns and I merely request the addition of these considerations with remedies.

I am concerned for the safety of my employees as a business owner and for our community members as an Occupational Therapist aware of potential environmental risk factors to prevent injury.
Please share with our county board meeting as I am unable to attend the meetings with my obligations to patient care during business hours. Please feel free to call my clinic on M, T, or Th at 530-621-1149.

Thank you,
Dr. Kim Morgan, OTD
Arm and Hand Rehab
6692 Merchandise Wy, suite C
Diamond Springs, CA 95619

LETTER 4 KIM MORGAN, RESIDENT

Response to Comment 4-1

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

Response to Comment 4-2

As noted on page 3-11 of Chapter 3, Project Description, of the Draft EIR, primary vehicle access and public parking to the project would be provided from Industrial Drive to the north of the facility. A second gated access and secured parking would be provided from Merchandise Way to the south. The gated access and secured parking would be available only to Public Safety Facility staff. Therefore, the future Public Safety Facility staff would use Enterprise Drive and Merchandise Way to access the site from the south, while members of the public would use Missouri Flat Road and Industrial Drive to access the site from the north. The commenter expresses concerns regarding preexisting safety considerations, such as lack of striping on Enterprise Drive, and difficulty for through traffic when large semi-trucks are parked along Enterprise Drive. To the extent that preexisting traffic safety issues sometimes occur along Enterprise Drive as a result of large trucks, these issues are a preexisting condition, and not the responsibility of this project. Should any large trucks be illegally parked, or found to conduct illegal traffic movements, these violations are reportable to the Sheriff's Department. Otherwise, with respect to project traffic, it is the responsibility of the deputies and other Sheriff personnel to exercise caution when using Enterprise Drive to enter and exit the second secured project access point.

The commenter's concerns regarding the privately-maintained section of Enterprise Drive and trucks parking along Merchandise Way and Enterprise Drive have been forwarded to the decision-makers for their consideration.

Response to Comment 4-3

The posted speed limit on Enterprise Drive from Missouri Flat Road to Forni Road is 30 miles per hour (mph). Posted speed limit signs exist at the approximate locations of 6119 and 6190 Enterprise Drive. The comment does not address the adequacy of the Draft EIR.

Response to Comment 4-4

As noted on page 3-11 of Chapter 3, Project Description, the project includes a bicycle/pedestrian path which would connect the El Dorado Trail along the Sacramento-Placerville Transportation Corridor west of the site to the industrial area south of the site along Merchandise Way. The path would meander around the proposed on-site detention basin and through the oak trees within the southwestern corner of the overall property.

Response to Comment 4-5

Thank you. The commenter's concerns have been forwarded to the decision-makers for their consideration.

Letter 5

January 18, 2016

County of El Dorado
Chief Administrative Office - Facilities
3000 Fairlane Court, Suite One
Placerville, CA 95667

SUBJECT: Notice of Availability of the
Public Facility Project Draft EIR

Dear Mr. Bob Christenson,

5-1

I am a retired Realtor who worked at Century 21 Coloma Realty for many years. One of the most important factors in selling OR buying real estate is: LOCATION, LOCATION, LOCATION. Having said that and after carefully reviewing the proposed location of the Public Safety Facility Project, SCH# 2015062046, I have come to the conclusion that the purchase and the development of the property located at the end of Industrial Drive in the Diamond Springs area would not be acceptable.

5-2

First of all, I took a good look at the property and noticed that a fairly large portion of the land was under water. It would take a "mountain of rocks and field of dirt" to correct the topography of the land in order to build any kind of structure. Not only that, the UPS Company houses a huge fleet of trucks across the street from the proposed property. Personally I do enjoy a good 'round of "Demolition Derby," but the traffic jam of police vehicles and UPS Vans trying to get out on the road every day would be insane, to say the least.

5-3

Secondly, due to the nature of police activity, vehicles must be able to get in and out in a hurry, so "safety" is a huge issue. Frankly, it would not be at all possible to accomplish the relatively simple task of getting on or off Missouri Flat Road without getting into a car accident every single day. Not only that, the noise of the sirens and the chronic air pollution from the added vehicles would make our lives, along with the small businesses - grim at best.

5-4

5-5

Thirdly, during our twenty years in Diamond Springs we have witnessed a MASSIVE increase in the traffic on Missouri Flat Road. On any given day, if one tries to patronize any one of the many businesses along this corridor, it is virtually impossible to get IN or OUT! If you don't believe me, you

**Letter 5
cont'd**

5-5
cont'd

might want to ask any one of the delivery drivers how hard it is to maneuver an eighteen wheeler in Diamond Springs, California.

5-6

Finely, my husband and I have lived a quiet and comfortable life at the Westwood Mobilehome Community mobilehome park for twenty years. We have seventy plus other homes here, with a large majority of people who are retired. Most of us have worked hard all of our lives and we deserve to have a good quality of life, at the end of our lives. A neighbor once said, "Living here is like heaven's waiting room." Sadly, the proposed project is less than two miles from our home; Bye bye heaven -- hello hell on wheels!

5-7

In conclusion, I highly applaud all of our fine officers in uniform for keeping the peace here in El Dorado County. Thank you kindly for giving me the opportunity to voice my concerns regarding our growing and remarkable community. Having raised my children here, I am truly honored to call Diamond Springs my home. I do wish the growing sheriffs department the best of luck in finding a new and permanent location.

Sincerely,



Kathleen Wollman Murillo
350 Pleasant Valley Road #33
Diamond Springs, California 95619

LETTER 5: KATHLEEN WOLLMAN MURILLO, RESIDENT

Response to Comment 5-1

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

Response to Comment 5-2

As discussed on page 4.3-26 of Chapter 4.3, Biological Resources, of the Draft EIR, Barnett Environmental Consulting determined that wetlands do not occur within the study area with the exception of the 1,045-foot long (0.10-acre) drainage along the site's western boundary, the 102-foot long (0.009-acre) ditch in the site's southwestern corner, and the 750-foot long (0.07-acre) ditch along the site's southern boundary. However, none of these "other waters of the U.S." would be removed or permanently affected by the proposed project. While water may pond on other areas of the project site after storm events, this water dries up and does not remain on-site for extended periods.

In terms of site topography, as noted on page 3-14 of Chapter 3, Project Description, of the Draft EIR, the proposed design of the Public Safety Facility involves splitting the elevation difference between Industrial Drive and Merchandise Way, as necessary, to maintain a balanced site. Figure 4.1-7 on page 4.1-15 of Chapter 4.1, Aesthetics, depicts the proposed project site cross-section and shows the elevation difference. Any over/under material requirements are intended to be managed using the remaining site acreage either as a borrow source or stockpile area. As a result, soil off-haul or import would not be necessary during site grading.

Response to Comment 5-3

Impacts related to traffic were analyzed in Chapter 4.10, Transportation and Circulation, of the Draft EIR. As noted on page 4.10-41 of Chapter 4.10, the project would be required to construct a traffic signal at the intersection of Missouri Flat Road / Industrial Drive to ensure public safety access is maintained at this intersection, particularly during times when patrol vehicles from the project are responding to emergency calls. Emergency personnel leaving the project site could include deputies, SWAT Teams, and other personnel. In order to exit the site, emergency personnel and equipment would be required to find gaps in traffic on Missouri Flat Road, a heavily-travelled arterial roadway. The installation of a traffic signal at this intersection would help facilitate egress movements from the project site in a safe manner.

Response to Comment 5-4

Impacts related to noise were analyzed in Chapter 4.9, Noise, of the Draft EIR. As noted on page 4.9-27 of Chapter 4.9, emergency vehicle sirens would be tested briefly during each shift change for patrol personnel to ensure that they are working properly, which would typically involve turning on the vehicle long enough to hear a momentary "chirp" of the siren. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Additional use of sirens at the site would be limited to Code 3 calls received by patrol personnel

at the facility. Although the majority of the Code 3 calls would be responded to by the units already in the field, Code 3 responses from the proposed project site would occasionally be necessary. In such an event, the responding patrol officer would turn on his or her siren and then exit the facility onto public roads.

Although siren use at the proposed project site would generate noise, noise from sirens on emergency vehicles is exempt from local noise regulations. According to Section 9.16.020 of the County's Zoning Ordinance, the Noise Ordinance provisions shall not apply to: "A. Any peace officer while carrying out his or her duties as a peace officer". Because the use of sirens at the project site would be minimal and siren noise is exempt from local noise regulations, siren noise would not be considered a substantial permanent increase in ambient noise levels in the project vicinity.

In addition, impacts related to air quality were analyzed in Chapter 4.2, Air Quality and Greenhouse Gas Emissions, of the Draft EIR. As noted on pages 4.2-37 through 4.2-40 of Chapter 4.2, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant. All impacts related to air quality and greenhouse gas emissions were determined to be less than significant.

Response to Comment 5-5

Please refer to Response to Comment 5-3 regarding impacts to the Missouri Flat Road / Industrial Drive intersection. In addition, as noted on page 4.10-35 of Chapter 4.10, Transportation and Circulation, of the Draft EIR, all intersections, except the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections, will operate within acceptable El Dorado County LOS thresholds in the Existing Plus Project condition. To reduce the impacts to the aforementioned intersections, Mitigation Measures 4.10-2(a) and 4.10-2(b) require the County to pay the countywide traffic impact mitigation (TIM) fees consistent with the County's Capital Improvement Program (CIP). Payment of the TIM fees would be used towards the installation traffic signals at the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections. With implementation of the aforementioned mitigation measures, impacts to the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections would be less than significant.

Response to Comment 5-6

The commenter does not provide specific concerns in order to provide a detailed response. It should be noted, however, that impacts related to nearby sensitive receptors, including residential uses, were analyzed in Chapter 4.1, Aesthetics, Chapter 4.2, Air Quality and Greenhouse Gas Emissions, and Chapter 4.9, Noise. The commenter's concerns have been forwarded to the decision-makers for their consideration.

Response to Comment 5-7

Thank you. The commenter's concerns have been forwarded to the decision-makers for their consideration.

Letter 6



NOTICE OF AVAILABILITY

OF THE PUBLIC SAFETY FACILITY PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

SCH #2015062046

DATE: December 11, 2015

TO: Responsible Agencies and Interested Parties

FROM: County of El Dorado
Chief Administrative Office – Facilities
3000 Fairlane Court, Suite 1
Placerville, CA 95667
Contact: Bob Christenson, Contract Project Manager
Email: bob.christenson@edcgov.us

SUBJECT: Notice of Availability of the Public Safety Facility Project Draft EIR

NOTICE IS HEREBY GIVEN that El Dorado County, as Lead Agency, has completed a Draft Environmental Impact Report (Draft EIR) for the Public Safety Facility Project.

PROJECT LOCATION: The project site is located in the Diamond Springs area of unincorporated El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately three miles southwest of the City of Placerville. Access to the project site is provided from Industrial Drive via Missouri Flat Road. The site is identified as Assessor's Parcel Numbers 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary, secured site access).

PROJECT DESCRIPTION: The proposed project would include development of a multi-building Public Safety Facility on approximately 11 acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet. The proposed Public Safety Facility would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the 30.34-acre site located north of Industrial Drive is not proposed for development as part of this project.

HAZARDOUS WASTE SITES: The proposed project is not located on any hazardous waste sites lists enumerated under Section 65965.5 of the Government Code.

SIGNIFICANT ANTICIPATED ENVIRONMENTAL EFFECTS: The Draft EIR provides an evaluation of the potential environmental impacts of the proposed project. The Draft EIR has identified a significant and unavoidable environmental impact related to a substantial temporary or periodic increase in ambient noise levels in the project vicinity as a result of project construction activities. All other identified project-level and cumulative impacts were found to be less-than-significant or could be reduced to a less-than-significant level with implementation of mitigation measures.

Letter 6
cont'd

DOCUMENT AVAILABILITY: Copies of the Draft EIR are available for review Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., at the El Dorado County, Community Development Agency Development Services, 2850 Fairlane Court, Building C, Placerville, CA 95667, except on specified holidays. The Draft EIR is also available online at:

<https://www.edcgov.us/Planning/>
https://www.edcgov.us/Government/Facilities/Facilities_main_info.aspx

PUBLIC REVIEW TIMELINE: The 45-day public review period for the Draft EIR begins December 14, 2015 and ends January 28, 2016. The County must receive all written comments within this time period. Written comments may be submitted to the attention of Bob Christenson, El Dorado County Facilities at the following:

County of El Dorado
Chief Administrative Office - Facilities
3000 Fairlane Court, Suite One
Placerville, California 95667

Email: bob.christenson@edcgov.us

QUESTIONS: If you have any questions about this project, please contact Bob Christenson, El Dorado County Facilities, at bob.christenson@edcgov.us, or the main Facilities line at (530) 621-5890.

6-1

I believe these 2 projects
would be good esp. Solar gardening!
Sincerely
Camille
Preciado

LETTER 6: CAMILLE PRECIADO, RESIDENT

Response to Comment 6-1

Thank you for submitting comments on the Public Safety Facility Draft EIR. The commenter's support for the project has been forwarded to the decision-makers for their consideration.

Letter 7

On Fri, Dec 18, 2015 at 10:10 AM, louis tirapelle <tpelle@att.net> wrote:

Hello Bob Christenson. In case you don't already have one, I thought you might like to see a 1950's aerial photo of the CalDor Lumber Mill site.

7-1 For reference the larger structure shown in the center-right of the photo is the current structural beam producer and was at that time the "Box Factory." In the center-left is the "Saw Mill and Power House" from which the four smoke stacks rise. The Power House burned sawdust and other log/lumber debris associated with the production facility, to produce the steam power which was used in the mill operation. Below the Mill and the Box Factory is the log pond. To the right of the log pond and in the upper far left are stacks of drying lumber. I suspect the upper far left is the site of the new safety facility. At the bottom is the "Big Shed" which stored finished lumber. At the top is the "Bray Reservoir" a water storage reservoir/lake owned by EID. Below the Bray Reservoir and to the right are the "Round House" which housed the several CalDor locomotives and repair shops. Currently, it is the intersection of Missouri Flat Road and China Garden Road. And, to the upper left of the Round House you can see the old road which is now Missouri Flat Road nearing the current Walmart facility.

7-2 When the mill reopened in 1935, it provided employment for over one hundred locals as an alternate to gold mining which was still going on in the area. My father and brothers were part of the opening crew. By the time of WWII my father was the millwright, one brother was a sawyer and a third brother returned from the military to train for and later became the saw filer. In 1938 my oldest sister became the bookkeeper. And, upon graduation from El Dorado County Hi, I work for two seasons as a "relief man" and in other utility assignments. Fortunately, the Korean Conflict took me out of the mill and later to college and into management of a major electronics firm in the Los Angeles area.

I am anxious to see the new Public Safety Facility Project completed. It is such a great improvement over the ill-fated attempt by the county supervisors to use that prime property for the relocation of the El Dorado Disposal Transfer Station (the DUMP).

Regards, Louis Tirapelle

**Letter 7
cont'd**



Caldor Diamond Springs, in the snow - 1950's.

LETTER 7: LOUIS TIRAPELLE, RESIDENT

Response to Comment 7-1

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment includes a 1950's photograph of the Caldor Lumber Mill previously located on the project site. As discussed in Chapter 4.4, Cultural Resources, of the Draft EIR, historical resources are not located on-site. The commenter's knowledge of the history of the immediate environs has been forwarded to the decision-makers for informational purposes.

Response to Comment 7-2

The commenter's support for the project has been forwarded to the decision-makers for their consideration.

4. MITIGATION MONITORING AND REPORTING PROGRAM

4

MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Public Safety Facility Project. The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.2 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Public Safety Facility Project prepared by El Dorado County. The MMRP is intended to be used by County staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR that was prepared for the proposed project.

Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by El Dorado County. The table attached to this report identifies the mitigation measure, the

monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The County will be responsible for monitoring compliance.

4.3 MITIGATION MONITORING AND REPORTING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.1 Aesthetics					
4.1-2	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	<p>4.1-2 <i>Prior to the issuance of a building permit, the project applicant shall submit a lighting plan to the El Dorado County Community Development Agency for review and approval. The project applicant shall implement the approved lighting plan. The lighting plan shall comply with the El Dorado County Ordinance Code for lighting, including, but not limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Lighting plans shall contain, at a minimum, the location and height of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.</i> • <i>All outdoor lighting shall be hooded or screened as to direct the source of light downward and focus onto the property from which it originates and shall not negatively impact adjacent properties or directly reflect upon any adjacent residential property.</i> • <i>Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads.</i> 	El Dorado County Community Development Agency	Prior to the issuance of a building permit	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> • <i>Upward lighting shall be minimized to the greatest extent possible.</i> • <i>External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated.</i> 			
4.3 Biological Resources					
4.3-2	Have a substantial adverse effect, either directly or through habitat modifications, on any wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.	4.3-2 <i>Prior to issuance of a grading permit for development, a pre-construction nesting bird survey shall be conducted on-site within 14 days prior to site clearing if site clearing associated with the project would commence between March 1st and August 15th (“the nesting season in northern California”). If disturbance associated with the project would occur outside of the nesting season, no surveys shall be required. The written results of the pre-construction survey shall be submitted to the County Development Services Division. If migratory birds are identified as nesting on the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. If raptors are identified as nesting on the project site, a non-disturbance buffer of 500 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be</i>	El Dorado County Development Services Division	Prior to issuance of a grading permit for development if site clearing is to occur between March 1 st and August 15 th	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be postponed until a qualified ornithologist has determined that the young have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.</i>			
4.3-5	Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	<p>4.3-5(a) <i>Prior to the issuance of a grading permit, the applicant shall submit an Oak Woodland Habitat Mitigation Plan for review and approval by the County Development Services Division. The Oak Woodland Habitat Mitigation Plan shall provide on-site mitigation for the canopy impacted by the proposed project, based on the County's formula of 200 one-gallon oak trees per acre of impact. In compliance with the County's requirement, 15 one-gallon oak trees shall be planted as part of the project's landscaping as mitigation for the loss of 0.07-acre of impacted oak canopy.</i></p> <p>4.3-5(b) <i>Prior to Grading Plan approval, the plans shall include a list of tree protection methods, for review and approval by the County Community Development Agency. The list of tree protection methods shall be implemented during construction of the project. The list of tree protection methods shall include, but not necessarily limited to, the following:</i></p>	<p>El Dorado County Development Services Division</p> <p>El Dorado County Community Development Agency</p>	<p>Prior to the issuance of a grading permit</p> <p>Prior to Grading Plan approval</p>	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> • <i>The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans.</i> • <i>The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches DBH (or 10 inches DBH aggregate for multi-trunked trees). The fencing shall delineate an area that is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>moved onsite or any site preparation or construction activities taking place. Development of this site, including grading, shall not be allowed until this condition is satisfied. Any encroachment within the areas listed above, including within driplines of trees to be saved, must first be approved by a designated representative of the Community Development Agency. Grading, clearing, or storage of equipment or machinery may not occur until a representative of the Community Development Agency has inspected and approved all temporary construction fencing. Trees shall be preserved where feasible. This may include the use of retaining walls, planter islands, or other techniques commonly associated with tree preservation. The Grading/Improvement Plans shall indicate the location of the fencing and include a note describing the fencing requirements consistent with this mitigation measure.</i></p> <ul style="list-style-type: none"> <i>The project applicant shall implement the following guidelines before and during grading and construction for</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>protection of all oak trees to be preserved:</i></p> <ul style="list-style-type: none"> ○ <i>Plans and specifications shall clearly state protection procedures for oak trees on the project site. The specifications shall also include a provision for remedies if oak trees are damaged;</i> ○ <i>Before construction commences, those oak trees within 25 feet of construction sites shall be pruned and the soil aerated and fertilized;</i> ○ <i>Vehicles, construction equipment, mobile offices, or materials shall not be parked, stored, or operated within the driplines of oak trees to be preserved;</i> ○ <i>Cuts and fills around trees shall be avoided where feasible.</i> ○ <i>Soil surface removal greater than one foot shall not occur within the driplines of oak trees to be preserved. Cuts shall not occur within five feet</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p style="text-align: center;"><i>of their trunks;</i></p> <ul style="list-style-type: none"> ○ <i>Earthen fill greater than one foot deep shall not be placed within the driplines of oak trees to be preserved, and fill shall not be placed within five feet of their trunks;</i> ○ <i>Underground utility line trenching shall not be placed within the driplines of oak trees to be preserved where feasible without first obtaining approval from a designated representative of the Community Development Agency. If it is necessary to install underground utilities within the driplines of oak trees, boring or drilling rather than trenching shall be used;</i> ○ <i>Paving shall not be placed in the vicinity of oak trees to be preserved (at a minimum, within the dripline of any oak tree) without first obtaining approval from a designated representative of the Community Development Agency; and</i> ○ <i>Irrigation lines or sprinklers</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>shall not be allowed within the dripline of native oak trees.</i>			
4.4 Cultural Resources					
4.4-1	Cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource as defined in Section 15064.5, directly or indirectly destroy a unique paleontological resource on site or unique geologic features, or disturb any human remains, including those interred outside of formal cemeteries.	<p><i>4.4-1(a) If buried archeological resources, such as chipped or ground stone, historic debris, building foundations, or buried paleontological resources are discovered during ground disturbing activities, work shall stop in that area, and within 100 feet of the find, until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the County and other appropriate agencies. Possible management recommendations for historical or unique archaeological resources could include resource avoidance (i.e., preservation in place) or data recovery excavations where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects. These recommendations shall be included on the project grading plans prior to their approval.</i></p> <p><i>4.4-1(b) If human remains of Native American origin are discovered during project construction, State laws relating to the disposition of Native American remains in coordination</i></p>	<p>El Dorado County Development Services Division</p> <p>El Dorado County Development Services</p>	<p>If buried archeological resources, such as chipped or ground stone, historic debris, building foundations, or buried paleontological resources are discovered during ground disturbing activities</p> <p>If human remains of Native American origin are</p>	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>with the NAHC (PRC 5097.98) must be complied with. If any human remains are discovered or recognized in any location other than a dedicated cemetery, work shall stop in that area and within 100 feet of the find until:</i></p> <ul style="list-style-type: none"> • <i>The County coroner has been informed and has determined that investigation of the cause of death is not required; and</i> • <i>If the remains are of Native American origin, the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98;</i> <p style="text-align: center;"><i>Or</i></p> <ul style="list-style-type: none"> • <i>The NAHC was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the Commission.</i> 	<p>Division Native American Heritage Commission County Coroner</p>	<p>discovered during project construction</p>	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>These recommendations shall be included on the project grading plans prior to their approval.</i>			
4.5 Geology and Soils					
4.5-2	Substantial erosion or the loss of topsoil.	<p>4.5-2 <i>Prior to issuance of a grading permit, the project applicant shall submit, for the review and approval by the El Dorado County Resource Conservation District, an erosion and sediment control plan that will utilize standard construction practices to limit the erosion effects during construction of the proposed project. The general requirements of the erosion and sediment control plan shall comply with the general requirements defined in the County Design and Improvement Standards Manual. The requirements include:</i></p> <ol style="list-style-type: none"> <i>1. Erosion and sediment control plans shall be designed to prevent increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion and shall be consistent with all local, state, and federal rules and regulations.</i> <i>2. Plans shall be designed with long-term erosion and sediment control as a primary consideration. Every</i> 	El Dorado County Resource Conservation District	Prior to issuance of a grading permit	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>feasible effort shall be made to ensure that site stabilization is permanent.</i></p> <p>3. <i>Plans shall indicate the timing of each erosion control measure proposed relative to the stage of construction.</i></p> <p>4. <i>Short-term and long-term erosion control measures must be included in all plans. Implementation of short-term measures, however, may not be necessary based on the timing of completion of grading operations.</i></p> <p>5. <i>Runoff shall not be discharged from the site in quantities or at velocities substantially above those which occurred before grading except into drainage facilities found by the Director to be adequate to convey the estimated increase in runoff.</i></p> <p><i>Measures to comply with the above requirements could include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Hydro-seeding;</i> • <i>Placement of erosion control measures within drainageways and ahead of drop inlets;</i> • <i>The temporary lining (during construction activities) of drop inlets with “filter fabric” (a specific type of</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>geotextile fabric);</i></p> <ul style="list-style-type: none"> • <i>The placement of straw wattles along slope contours;</i> • <i>Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);</i> • <i>The use of silt fences; and</i> • <i>The use of sediment basins and dust palliatives.</i> 			
4.5-3	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or, be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code.	<p>4.5-3 <i>Prior to the approval of improvement plans, the plans shall be designed to incorporate the recommendations of the Geotechnical Engineering Investigation prepared for the proposed Public Safety Facility Project by Youngdahl Consulting Group, Inc. Recommendations are set forth in Section 4 of the Geotechnical Report and provide engineering practices for the undocumented fill encountered on-site to ensure that these soils do not result in adverse impacts to structures. Engineering practices include but are not limited to removal and recompaction of moisture-sensitive soils,</i></p> <p><i>All building plans shall be reviewed and approved by the Building Department prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly</i></p>	El Dorado County Building Department	Prior to the approval of improvement plans	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>incorporated and utilized in the design.</i>			
4.6 Hazards and Hazardous Materials					
4.6-2	Creation of a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.	4.6-2 <i>If indicators of potential hazardous materials releases or disposal areas (e.g soil staining, odors, debris fill material, etc.) are encountered at the project site during construction activities, the impacted area(s) shall be isolated from surrounding, non-impacted areas. A qualified environmental professional shall obtain samples of the identified areas for analysis of contaminants of concern in comparison with applicable regulatory screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the contaminant concentrations exceed the applicable regulatory screening levels, construction safety measures for excavation, storage, and disposal of the contaminated materials shall be incorporated in the project grading plans for impacted areas. All contaminated materials shall be sent off-site to a licensed landfill facility to the satisfaction of the El Dorado County Environmental Management Division.</i>	El Dorado County Environmental Management Division	If indicators of potential hazardous materials releases or disposal areas (e.g soil staining, odors, debris fill material, etc.) are encountered at the project site during construction activities	
4.7 Hydrology and Water Quality					
4.7-2	Violate any water quality standards or	4.7-2 <i>The project sponsor shall fully comply with the requirements of the Phase II General</i>	El Dorado County	Prior to the approval of	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	waste discharge requirements, create or contribute substantial additional sources of polluted runoff, or otherwise substantially degrade water quality during operation of the project.	<p><i>Permit, as implemented by El Dorado County through the SWMP, Grading, Erosion and Sediment Control Ordinance (Chapter 15.14), Stormwater Quality Ordinance (Chapter 110.14), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3. Responsibilities include, but are not limited to, designing BMPs into project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff associated with development of the project site. The BMPs shall include Low Impact Development (LID) measures, such as minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source, to the maximum extent practicable. It should be noted that because the project site is characterized by shallow bedrock and low permeability soils, some LID measures, such as those that rely on infiltration, are not likely to be feasible at the project site. All post-construction BMPs shall be included on the improvement plans prior to their approval by the County.</i></p> <p><i>Funding for the maintenance of all BMPs for</i></p>	Development Services Division	improvement plans	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>the life of the proposed project shall be specified. The project sponsor shall establish a stormwater system operation and maintenance plan that specifies a regular inspection schedule of stormwater treatment facilities. The plan and subsequent reports documenting the inspections and remedial actions shall be submitted to the County for review and approval.</i>			
4.7-4	Substantially alter the existing drainage pattern of the site or area, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.	<p>4.7-4 <i>In conjunction with submittal of improvement plans for the proposed project, a design-level drainage report shall be submitted to the El Dorado County Planning Services Department for review and approval. The drainage report shall identify specific storm drainage design features to control the 100-year, 24-day increased runoff from the project site to ensure that the rate of runoff leaving the developed site does not exceed predevelopment levels, or the design capacity of the nearby stormwater facilities. This may be achieved through: on-site conveyance and detention facilities, off-site detention or retention facilities, channel modification, or equally effective measures to control the rate and volume of runoff.</i></p> <p><i>Design-level recommendations provided in the drainage report shall be included in the improvements plans prior to their approval</i></p>	El Dorado County Planning Services Department	In conjunction with submittal of improvement plans for the proposed project	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>by the El Dorado County Planning Services Department.</i>			
4.9 Noise					
4.9-1	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without project.	<p><i>4.9-1 The following criteria shall be included in the grading plan submitted by the applicant for review and approval by the El Dorado County Community Development Agency prior to issuance of grading permits:</i></p> <ul style="list-style-type: none"> <i>A. Equipment shall be well maintained with effective exhaust mufflers and intake silencers where applicable. Mufflers shall meet the equipment manufacturer's specifications and be free of rust, holes, and exhaust leaks. Construction contractors should select the quietest equipment possible with included optional noise control measures where feasible.</i> <i>B. Construction techniques and equipment that minimizes noise and vibration will be implemented into the construction plan.</i> <i>C. Combine noisy operations to occur during the same period, when feasible. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.</i> 	El Dorado County Community Development Agency	Prior to issuance of a grading permit, the following criteria shall be included in the grading plan	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>D. Plan noisiest equipment and activities during daytime hours with the highest background sound levels.</i></p> <p><i>E. To the extent feasible, place the loudest equipment and activities on the construction area as far as possible from noise-sensitive locations.</i></p> <p><i>F. Contractors shall utilize existing site electrical power where possible to avoid operating diesel-powered generators.</i></p> <p><i>G. Avoid excessive engine revving using lower engine speed where possible and turn off idling equipment. Do not use engine braking. Haul trucks should coast by residential properties under as low of engine speed as possible while avoiding heavy braking.</i></p> <p><i>H. The contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem to</i></p>			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>the satisfaction of the El Dorado County Community Development Agency. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.</i></p> <p><i>The above measures shall be utilized during construction, to the extent feasible, as determined by the El Dorado County Community Development Agency.</i></p>			
4.9-4	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project related to operation.	<p>4.9-4 <i>In conjunction with the submittal of building plans for the Public Safety Facility Project, at which time engineering details will be available for the proposed project, including outdoor equipment specifications and building pad locations, the applicant shall submit a design-level acoustical analysis to the Community Development Agency. The acoustical analysis shall calculate the exterior noise levels at nearby residential property lines, resulting from the project's stationary noise sources, including the indoor firing range and associated outdoor equipment, backup generator, rooftop HVAC equipment, and any other outdoor stationary project equipment. If the predicted noise levels at the receiving residential property lines do not exceed the standards specified in Table 6-2 of the El Dorado County General</i></p>	El Dorado County Community Development Agency	In conjunction with the submittal of building plans	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Plan, then no further mitigation is required. If predicted noise levels exceed the noise standards in Table 6-2 at nearby residential property lines, then the acoustical report shall include recommendations to ensure that the noise levels are reduced to levels at or below those shown in Table 6-2. Possible noise attenuation measures, which could be used to achieve the County's noise standards at nearby residential property lines, include but are not limited to:</i></p> <ul style="list-style-type: none"> • <i><u>Building and Equipment Orientation:</u> use building placement as a means to shield residential areas from on-site equipment noise sources. Orient exterior doors associated with the indoor range away from residential areas.</i> • <i><u>Building Materials:</u></i> <i><u>Indoor Firing Range:</u> possible measures for the indoor firing range include using increased sound ratings for the building shell, and/or sound absorption material on indoor firing range room surfaces, and/or moveable interior partitions.</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i><u>Rooftop Mechanical Equipment:</u> possible measures include use of solid parapets at least partially blocking the line of sight to rooftop equipment.</i></p> <p><i><u>Indoor Firing Range (outdoor equipment):</u> concrete block walls (or similar solid construction equaling the weight per square foot of concrete block) shall surround the outdoor mechanical equipment yard housing the indoor shooting range equipment (fans, pumps, filtration, etc.), at a height sufficient to block the line of sight to the nearest residential receptor.</i></p> <p><i><u>Backup Generator:</u> engine generator and enclosure should be specified to meet 80 dBA or less at a distance of 23 feet from the unit.</i></p> <p><i>All noise attenuation measures recommended in the design-level acoustical study shall be incorporated into the project construction drawings for review and approval by the</i></p>			

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>Community Development Agency.</i>			
4.10 Transportation and Circulation					
4.10-1	Traffic related to construction activities.	<p><i>4.10-1 Prior to the beginning of construction, the contractor shall prepare a construction traffic management plan to the satisfaction of the County Traffic Engineer. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include the following:</i></p> <ul style="list-style-type: none"> • <i>Description of trucks including: number and size of trucks per day (e.g., 85 trucks per day), coordination of expected arrival/departure times, designation of truck circulation patterns.</i> • <i>Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.</i> • <i>Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</i> 	El Dorado County Traffic Engineer	Prior to the beginning of construction	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> <i>Description of driveway access plan including: provisions for maintained access to surrounding businesses, provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</i> 			
4.10-2	Study intersections under Existing Plus Project Conditions.	<p><i>4.10-2(a) Missouri Flat Road / China Garden Road.</i></p> <p><i>Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.</i></p> <p><i>Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a delay of 16.1 seconds. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours.</i></p> <p><i>Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.</i></p> <p>4.10-2(b) Missouri Flat Road / Enterprise Drive. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.</p> <p><i>Signalization of this intersection will result in an LOS A condition in the a.m. peak hour (8.5 seconds) and LOS B condition in the p.m. peak hour (18.4 seconds).</i></p> <p><i>Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	
4.10-3	Year 2025 Plus Project Condition impacts to the following four	4.10-3(a) Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the	El Dorado County Community	Prior to issuance of any building permits	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	intersections: Missouri Flat Road / China Garden Road; Missouri Flat Road / Enterprise Drive; Pleasant Valley Road at SR 49; and Pleasant Valley Road / Forni Road.	<p><i>project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2025 condition.</i></p> <p><i>4.10-3(b) Missouri Flat Road / Enterprise Drive. Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition.</i></p> <p><i>4.10-3(c) Pleasant Valley Road at SR 49. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees</i></p>	<p>Development Agency</p> <p>El Dorado County Community Development Agency</p> <p>El Dorado County Community</p>	<p>Prior to issuance of any building permits</p> <p>Prior to issuance of any building permits</p>	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>for the project consistent with the County's CIP program.</i></p> <p><i>Installation of a traffic signal will maintain acceptable levels of service at the intersection during the AM peak hour (LOS C – 20.2 seconds). Therefore, appropriate mitigation would include payment of TIM fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.</i></p>	Development Agency		
		<p>4.10-3(d)Pleasant Valley Road / Forni Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.</p> <p><i>Installation of a two-way-left-turn lane identified in the County's CIP will allow the intersection to operate at LOS D (26.5 seconds) in the AM peak hour. The project is programmed for construction between Fiscal Year 2025/26 and 2034/35 and is therefore</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>consistent with General Plan Policy TC-Xf.</i>			
4.10-4	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.	4.10-4 <i>The project applicant shall fund and construct the traffic signal at the Missouri Flat Road / Industrial Drive intersection. The traffic signal improvement shall be shown on the project improvement plans prior to their approval by the El Dorado County Community Development Agency. Installation of a new traffic signal would improve the operating conditions to LOS B (17.5 seconds) in the AM peak hour and LOS B (13.4 seconds) in the PM peak hour.</i>	El Dorado County Community Development Agency	Prior to the approval of improvement plans	
4.10-7	Study intersections LOS under Year 2035 Plus Project Conditions.	4.10-7(a) <i>Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.</i> <i>The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2035 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2035 condition.</i>	El Dorado County Community Development Agency	Prior to issuance of any building permits	
		4.10-7(b) <i>Missouri Flat Road / Enterprise Drive.</i>	El Dorado	Prior to issuance	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS A during the AM peak hour and LOS B during the PM peak hour in the Year 2035 condition.</i></p>	County Community Development Agency	of any building permits	
		<p><i>4.10-7(c)Pleasant Valley Road at SR 49. Implement Mitigation Measure 4.10-3(c) regarding payment of TIM fees for the project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-3(c). Signalization will improve the LOS at this intersection to LOS C during the AM peak hour.</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	

Attachment 5c

Addendum to Public Safety Facility EIR FINAL



ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT

The County of El Dorado, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Project Name: Public Safety Facility

The County of El Dorado, Facilities Division, has reviewed the proposed project and on the basis of the whole record before it, has determined that substantial evidence does not exist that the project, as identified in this Addendum, would have a significant effect on the environment beyond that which was previously evaluated in the EIR prepared for the Public Safety Facility Project (SCH # 2015062046). A subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations.

Russ Fackrell, Facilities Manager
County of El Dorado

By: _____
Date: _____

Public Safety Facility Addendum to an Environmental Impact Report

Project Name: Public Safety Facility

Project Location: The Public Safety Facility site is located in the Diamond Springs area of unincorporated El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately three miles southwest of the City of Placerville (see Figure 1). The site is identified by Assessor's Parcel Numbers (APNs) 329-240-55 and 329-391-10. Primary access to the site is provided from Industrial Drive via Missouri Flat Road, with secondary access planned from Merchandise Way at the southern site boundary. Merchandise Way is accessed from Enterprise Drive.

This Addendum focuses on roadway improvements planned for the intersections of Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive. Both intersections are located approximately 1,000 feet east of the Public Safety Facility site (see Figure 1).

Current Plan Designations and Zoning: The current County General Plan land use and zoning designation for the proposed project site is Industrial.

Project Background: The Public Safety Facility project was approved by the El Dorado County Board of Supervisors, and the associated EIR certified, on March 8, 2016. The project included development of a multi-building public safety facility on approximately 11 acres of the 30.34-acre project site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet (sf). The approved project would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consisted of an approximately seven-acre solar farm facility, which would be located immediately west of the proposed buildings. The 6.16-acre portion of the 30.34-acre site located north of Industrial Drive was not proposed for development as part of the project.

EIR Traffic Analysis

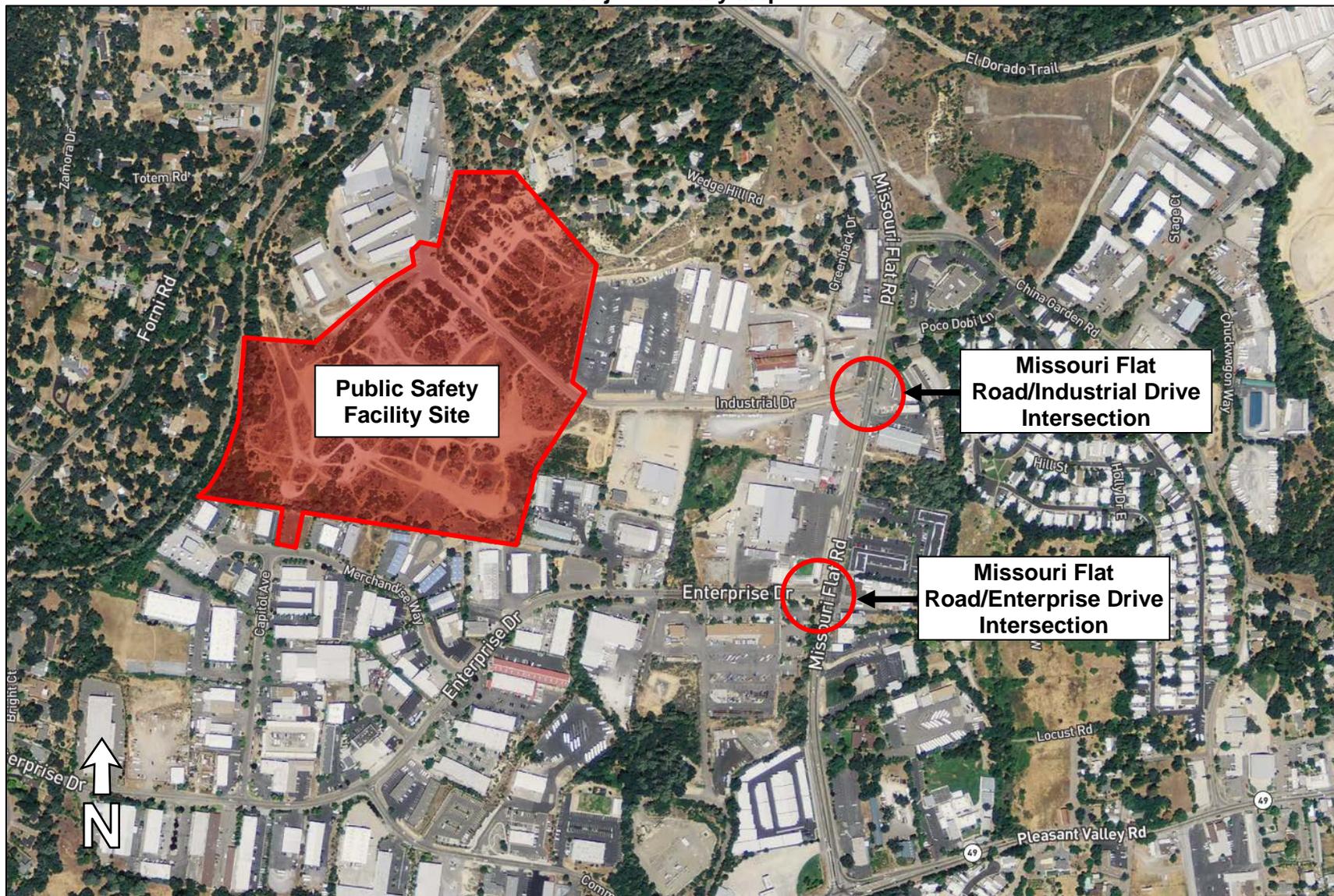
The traffic analysis of the EIR determined that the proposed project would result in a significant traffic level of service impact to the intersections of Missouri Flat Road/Enterprise Drive and Missouri Flat Road/China Garden Road. In addition, the traffic analysis determined that the project could result in a significant safety-related traffic impact to the intersection of Missouri Flat Road/Industrial Drive. As a result, the EIR required mitigation measures to mitigate project-level impacts to these intersections to a less-than-significant level. The mitigation measures are as follows:

Missouri Flat Road/China Garden Road

- 4.10-2(a) Missouri Flat Road / China Garden Road. *Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.*

Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a

Figure 1
Project Vicinity Map



delay of 16.1 seconds. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours.

Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Missouri Flat Road/Enterprise Drive

4.10-2(b) *Missouri Flat Road / Enterprise Drive. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.*

Signalization of this intersection will result in an LOS A condition in the a.m. peak hour (8.5 seconds) and LOS B condition in the p.m. peak hour (18.4 seconds).

Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Missouri Flat Road/Industrial Drive

4.10-4 *The project applicant shall fund and construct the traffic signal at the Missouri Flat Road / Industrial Drive intersection. The traffic signal improvement shall be shown on the project improvement plans prior to their approval by the El Dorado County Community Development Agency. Installation of a new traffic signal would improve the operating conditions to LOS B (17.5 seconds) in the AM peak hour and LOS B (13.4 seconds) in the PM peak hour.*

Page 4.10-42 of the EIR states, in reference to the above mitigation for Missouri Flat Road/Industrial Drive, that:

Several driveways exist on Missouri Flat Road that could be affected by installing a new traffic signal at the Missouri Flat Road / Industrial Drive intersection. The driveways adjacent to the intersection (i.e. the south driveway on the east side of the intersection and the north driveway in the southwest quadrant of the intersection) may require closure or realignment to improve safety and minimize interference of the operation of the signal. Additional driveways could be impacted depending on the area of improvement. These issues will be evaluated when the traffic signal is designed.

This evaluation of the Missouri Flat Road/Industrial Drive signal design is provided in this Addendum. Specifically, the evaluation will determine whether any of the criteria in Section 15162

of the CEQA Guidelines would be triggered, thus warranting further CEQA review. The 15162 criteria are provided in the following section.

This addendum also seeks to determine whether the signal design for Missouri Flat Road/Enterprise Drive, which the County prepared subsequent to the certification of the EIR, would trigger any of the 15162 criteria.

As will be discussed in this addendum, the County Transportation Department prepared a traffic analysis for this addendum, which determined that a signal is not needed at the Missouri Flat Road/China Garden Road intersection to fully mitigate the Public Safety Facility project's impact. Rather, as allowed in Mitigation Measure 4.10-2(a) of the EIR, the County anticipates that the intersection would be modified to restrict the eastbound and westbound approaches to right-turns only. This would be accomplished with signage and a painted or raised median.

Rationale for Preparation of the Addendum

CEQA Guidelines Section 15164, subd. (a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified Environmental Impact Report or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent Environmental Impact Report (EIR) or ND have occurred (CEQA Guidelines, Section 15164, subd. (a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines Section 15164, subd. (c)). The decision-making body shall consider the addendum with the Final EIR prior to making a decision on the project (CEQA Guidelines Section 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines Section 15164, subd. (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

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

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

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

This addendum and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR is not required prior to approval of the proposed signal projects, and provides the required documentation under CEQA.

Project Description: Since certification of the 2016 EIR, the El Dorado Community Development Services, Transportation Department, has prepared signal plans for the intersections of Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive. The project components have not been altered from the components analyzed in the EIR; rather, the aforementioned signal plans provide project-specific information that was not available at the time the 2016 EIR was prepared. The following sections provide a summary of the proposed intersection improvements.

Missouri Flat Road/Industrial Drive Signal Improvements

Figure 2 provides an aerial overview of the existing lane configurations and overhead utilities at the intersection of Missouri Flat Road and Industrial Drive. As part of the proposed project, a new signal would be installed at the intersection. Intersection improvements would include installation of new traffic signal controller and cabinet, detector loops, and widening of both Missouri Flat Road and Industrial Drive to accommodate turn lanes (see Figure 3). This is Project #73366 of El Dorado County's Capital Improvement Program (CIP).

Missouri Flat Road would be widened north and south of the Missouri Flat Road/Industrial Drive intersection for right and left turn lanes. In addition, Industrial Drive would be realigned slightly to the south and widened to accommodate a left-turn lane and improve site distance at the intersection. Concrete curb ramps would be constructed to American Disabilities Act (ADA) standards at three of the intersection legs along with crosswalks to allow pedestrian access across Missouri Flat Road and Industrial Drive. The roadway pavement sections of Missouri Flat Road and Industrial Drive would be replaced within the limits of the proposed intersection improvements.

The proposed Missouri Flat Road/Industrial Drive intersection improvements would require the reconstruction of several existing commercial driveways, including APN's 329-260-01, 329-261-12, 329-261-13, and 327-260-37. In addition, the project would require removal of a portion of the existing landscaping adjacent to Missouri Flat Road. Two utility poles would be relocated. Other utility impacts could include manhole and valve adjustments to grade with the widening and reconstruction of pavement section along Industrial Drive. A new drop inlet and storm drain would be installed to convey water from Industrial Drive to the existing ditch along Missouri Flat Road, which would be reconstructed to accommodate the widening.

Figure 2
Existing Conditions: Missouri Flat Road/Industrial Drive Intersection

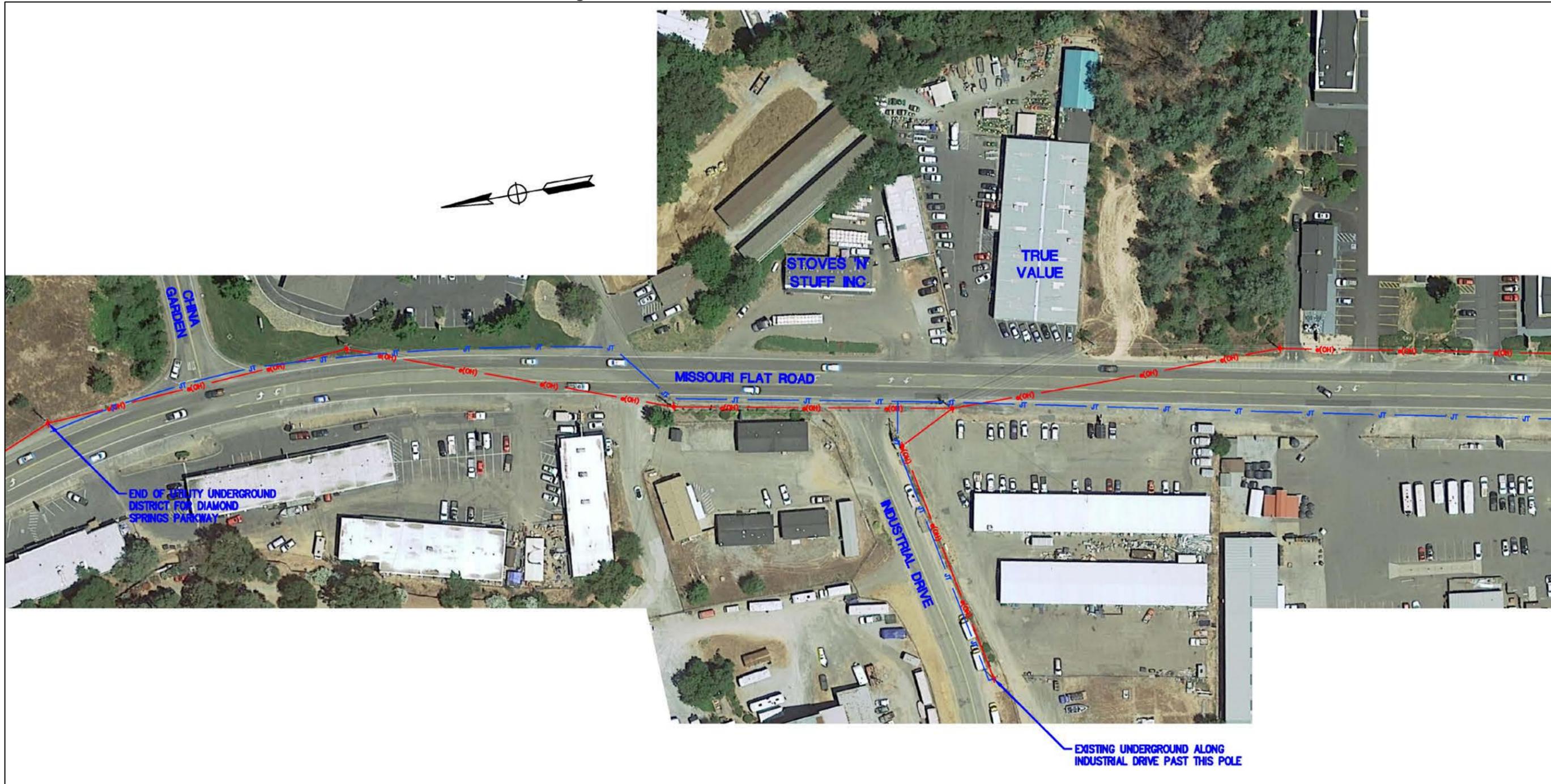
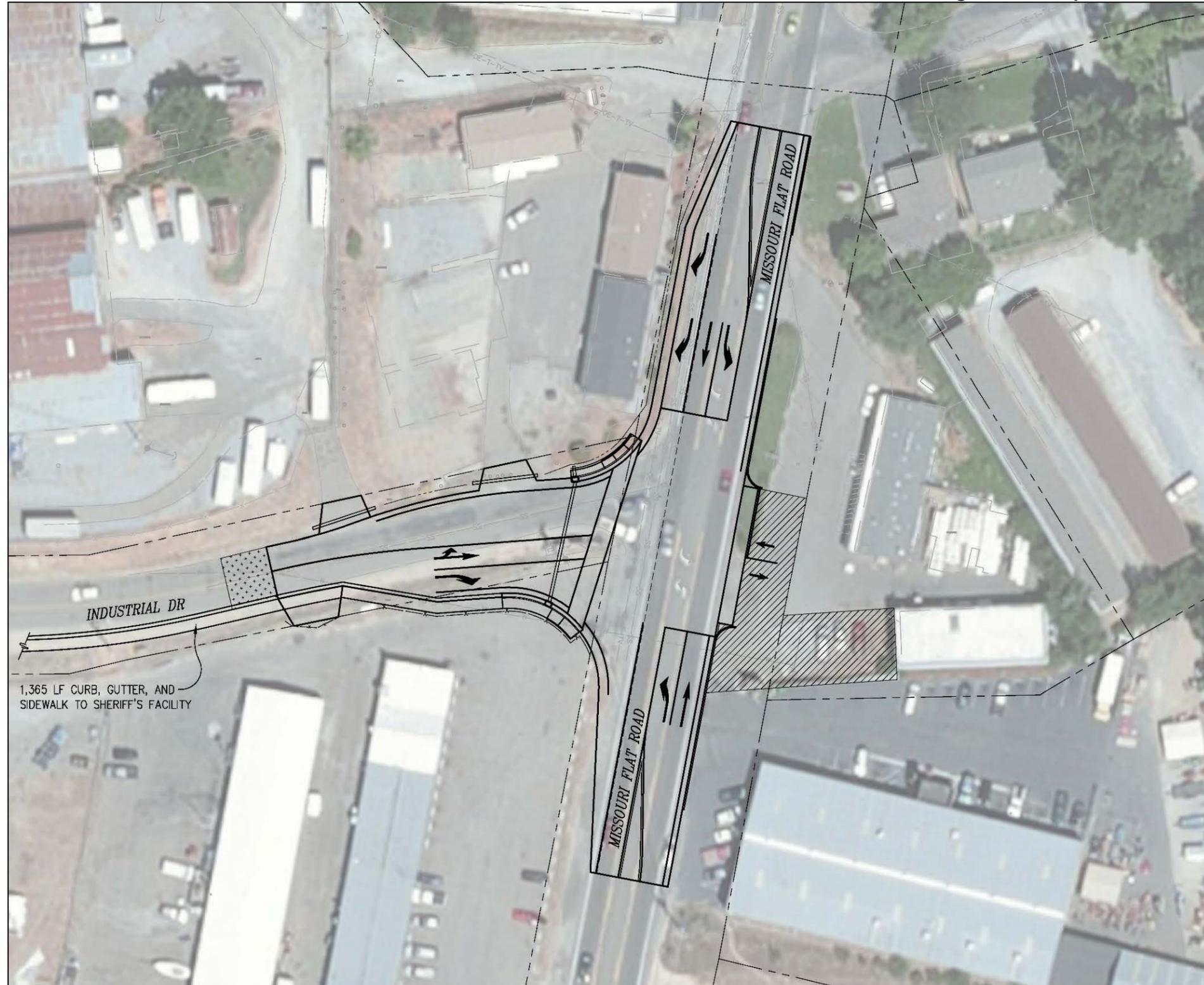


Figure 3
Missouri Flat Road/Industrial Drive Intersection - Signalization Improvements



QUANTITIES:

ROADWAY QUANTITIES:

ROADWAY EXCAVATION – INDUSTRIAL DR = 1,017 CY

INDUSTRIAL DR INTERSECTION IMPROVEMENTS – FULL SECTION: 5" HMA/15" AB
HMA = 478 TONS
AB = 732 CY

MISSOURI FLAT RD – SLURRY SEAL (TYPE 2) = 15 TONS

DRIVEWAY REHAB, ADJACENT TO MISSOURI FLAT – FULL SECTION: 3" HMA/9" AB
HMA = 98 TONS
AB = 150 CY

DRIVEWAY CONFORMS, ADJACENT TO INDUSTRIAL DR
HMA = 17 TONS
AB = 15 CY

STRIPING & MARKINGS:

DETAIL 21 = 172 LF
DETAIL 22 = 125 LF
DETAIL 27B = 878 LF
DETAIL 29 = 384 LF
DETAIL 38 = 276 LF
TYPE 'D' MARKERS = 30 EA
TYPE 'G' MARKERS = 13 EA
TYPE I ARROWS (24'): (2 EA @ 31 SF) = 62 SF
TYPE I ARROWS (10'): (2 EA @ 14 SF) = 28 SF
TYPE II ARROWS: (1 EA @ 45 SF) = 45 SF
TYPE III ARROWS: (5 EA @ 42 SF) = 210 SF
CROSSWALK = 186 SF
LIMIT LINE = 103 SF

CONCRETE:

DRIVEWAY, ADJACENT TO MISSOURI FLAT (600 SF)
CONCRETE = 11 CY, AB = 8 CY

SIDEWALK (376 SF)
CONCRETE = 7 CY, AB = 5 CY

CURB, TYPE A2-6 (92 LF)
CONCRETE = 6 CY, AB = 4 CY

DRAINAGE:

DRAINAGE INLET = 2 EA
18" RCP = 72 LF
18" PP = 70 LF
REGRADE DITCH = 19 CY

MISCELLANEOUS:

SAWCUT = 404 LF
COLDPLANE AT CONFORMS = 700 SF
AC DIKE (TYPE A) = 275 LF
RAISE SS MANHOLE TO GRADE = 1 EA
RAISE WATER VALVE LID TO GRADE = 1 EA
FENCE, CHAIN LINK (REMOVE) = 185 LF
FENCE, POST AND RAIL (REMOVE) = 68 LF
BLOCK WALL PLANTER (REMOVE) = 100 SF
SIGN "TRUE VALUE" (RELOCATE) = 1 EA
FENCE, CHAIN LINK = 158 LF
GATE, CHAIN LINK = 1 EA

Missouri Flat Road/Enterprise Drive Signal Improvements

Figure 4 provides an aerial overview of the existing lane configurations and overhead utilities at the intersection of Missouri Flat Road and Enterprise Drive. Similar to the Missouri Flat Road/Industrial Drive improvements, the proposed project would include installation of a new signal at the Missouri Flat Road/Enterprise Drive intersection. Intersection improvements would include installation of new traffic signal controller and cabinet, detector loops, and widening of both Missouri Flat Road and Enterprise Drive to accommodate turn lanes (see Figure 5). This is project #73365 of El Dorado County's CIP.

Missouri Flat Road would be widened north and south of the intersection for right and left turn lanes. In addition, Enterprise Drive would be widened to accommodate a left-turn lane at the intersection. Concrete curb ramps would be constructed to ADA standards at three of the intersection legs along with crosswalks to allow pedestrian access across Missouri Flat Road and Enterprise Drive. The roadway pavement sections of Missouri Flat Road and Enterprise Drive would be replaced within the limits of the proposed intersection improvements.

The proposed intersection improvements would require the reconstruction of several existing commercial driveways, including APNs 329-270-10, 329-260-06, 329-261-23, 329-261-17, 329-261-18, and 329-261-15. In addition, the project would require removal of a portion of the existing vegetation adjacent to Missouri Flat Road and Enterprise Drive. The vegetation consists of shrubs and trees, including gray pine, valley oak, and Coast live oak. Two utility poles and a fire hydrant would be relocated. Other utility impacts could include manhole and valve adjustments to grade with the widening and reconstruction of pavement section along Enterprise Drive. The project would install up to four new drop inlets and multiple storm drains to convey water from Enterprise Drive to the existing storm drain system along Missouri Flat Road.

Traffic Signal Improvement Timing

Utility relocation activities associated with implementation of the proposed traffic signal improvements would likely begin in summer of 2019. Traffic signal construction is anticipated to begin in 2020. The proposed traffic signal projects would likely occur at separate times; however, for the purposes of this analysis, the proposed improvements to the two intersections are assumed to occur simultaneously in order to provide a worst-case estimate of associated environmental impacts.

Figure 4
Existing Conditions: Missouri Flat Road/Enterprise Drive Intersection

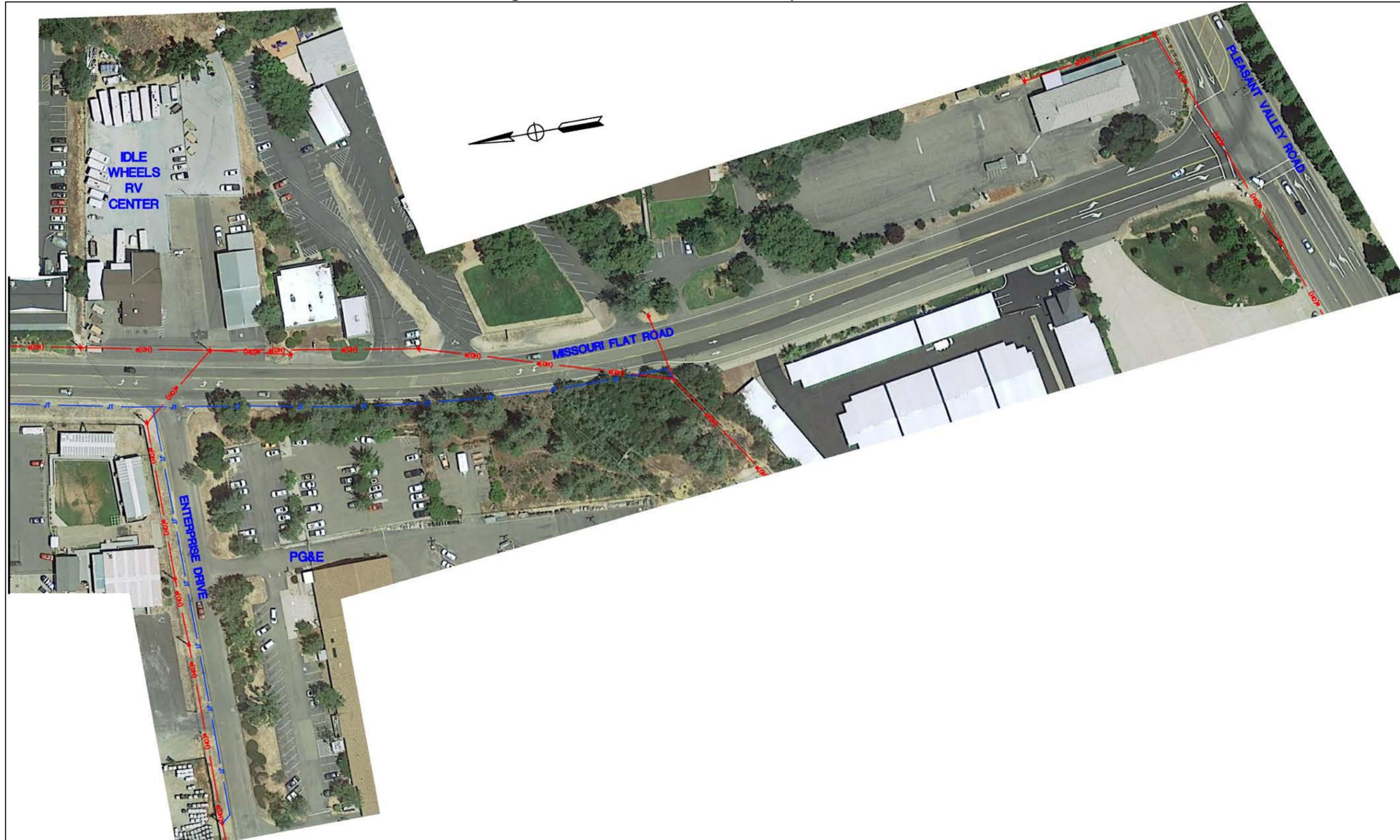


Figure 5
Missouri Flat Road/Enterprise Drive Intersection – Signalization Improvements



QUANTITIES:

ROADWAY QUANTITIES:

ROADWAY EXCAVATION, ROAD SURFACE ONLY – ENTERPRISE DR = 825 CY
(DOES NOT INCLUDE EMBANKMENT EXCAVATION)

ENTERPRISE DR INTERSECTION IMPROVEMENTS – FULL SECTION: 5" HMA/15" AB
HMA = 827 TONS
AB = 1,267 CY

MISSOURI FLAT RD – SLURRY SEAL (TYPE 2) = 21 TONS

DRIVEWAY REHAB (ADJACENT TO ENTERPRISE DR) – FULL SECTION: 3" HMA/9" AB
HMA = 23 TONS
AB = 36 CY

STRIPING & MARKINGS:

DETAIL 21 = 174 LF
DETAIL 22 = 242 LF
DETAIL 27B = 1,912 LF
DETAIL 28 = 491 LF
DETAIL 29 = 120 LF
DETAIL 32 = 146 LF
DETAIL 38 = 425 LF
TYPE 'D' MARKERS = 43 EA
TYPE 'G' MARKERS = 18 EA
TYPE I ARROWS: (3 EA @ 31 SF) = 93 SF
TYPE II ARROWS: (2 EA @ 45 SF) = 90 SF
TYPE III ARROWS: (6 EA @ 42 SF) = 252 SF
TYPE IV ARROWS: (4 @ 15 SF) = 60 SF
CROSSWALK = 164 SF
LIMIT LINE = 95 SF

CONCRETE:

DRIVEWAY, ADJACENT TO MISSOURI FLAT RD (643 SF)
CONCRETE = 12 CY, AB = 8 CY

SIDEWALK (552 SF)
CONCRETE = 10 CY, AB = 7 CY

CURB, TYPE A2-6 (105 LF)
CONCRETE = 6 CY, AB = 5 CY

DRAINAGE:

MANHOLE (REMOVE) = 1 EA
DRAINAGE INLET (REMOVE) = 2 EA
DRAINAGE MANHOLE = 1 EA
DRAINAGE INLET = 4 EA
18" RCP = 147 LF

MISCELLANEOUS:

SAWCUT = 518 LF
COLDPLANE AT CONFORM = 775 SF
AC DIKE (TYPE A) = 438 LF
RAISE SS MANHOLE TO GRADE = 1 EA
RAISE WATER VALVE LID TO GRADE = 1 EA
RELOCATE FIRE HYDRANT = 1 EA
RELOCATE GATE, PGE FACILITY = 1 EA
RELOCATE BUSINESS SIGN = 5 EA

DRIVEWAY CONFORMS (ADJACENT TO ENTERPRISE DR)
HMA = 17 TONS
AB = 15 CY



ENVIRONMENTAL CHECKLIST

COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

The purpose of the checklist is to evaluate the categories in terms of any “changes” or “new information” that may result in a changed environmental impact evaluation. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no relevant change in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed in Prior Environmental Documents

This column provides a reference to the pages of the other environmental documents where information and analysis may be found relative to the threshold listed under each topic.

Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts or a substantial increase in the severity of a previously identified significant impact that have not already been evaluated and mitigated by the previous EIR. If a “yes” answer is given, additional mitigation measures acceptable to the applicant will be specified in the discussion section, including a statement of impact status after mitigation.

Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (environmental setting) that have occurred subsequent to the certification of the previous EIR that would result in new significant impacts or a substantial increase in the severity of a previously identified significant impact that were not evaluated and mitigated by the previous EIR. If a “yes” answer is given, additional mitigation measures acceptable to the applicant will be specified in the discussion section, including a statement of impact status after mitigation.

Any New Information of Substantial Importance?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether there is new information of substantial importance which was not known and could have been known with the exercise of reasonable diligence at the time the previous EIR was certified. New information of substantial importance includes: (1) one or more significant effects not discussed in the previous EIR, (2) significant effects previously examined that are substantially more severe than shown in the previous EIR, (3) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project

proponents decline to adopt the mitigation measure or alternative; or (4) mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative. If additional analysis is conducted and no new information of substantial importance is identified, no new or additional mitigation is necessary. If the additional analysis indicates new information of substantial importance, no additional environmental documentation is needed if it is found that a new or modified mitigation would eliminate a new significant impact or reduce the increase in severity to less than substantial.

Prior Environmental Document Mitigations Implemented or Address Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents provide mitigation measures to address effects in the related impact category. If N/A is indicated, a previous environmental document and this initial study conclude that the impact does not occur with this project, and, therefore, no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion:

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers and provide substantial evidence supporting the impact conclusion. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented. The discussion is organized into four sections: Changes to the Project; Changes in Circumstances; Changes in Information; and Conclusion.

CEQA Topics

The proposed signal improvement projects would result in a limited potential to impact the physical environment. Therefore, it is reasonable and appropriate to focus this environmental analysis on those CEQA topics for which impacts may be triggered as a result of the signal projects. The environmental checklist presented herein focuses on the following CEQA issue areas which were analyzed in the Public Safety Facility EIR: Air Quality, Cultural Resources, Greenhouse Gas (GHG) Emissions, Noise, and Transportation and Circulation. Each topic is evaluated in detail within the corresponding checklist section. Remaining CEQA topics for which new impacts clearly would not occur as a result of the signal projects (e.g., public services, recreation, etc.) are summarily addressed in the section entitled “Remaining CEQA Topics.”

Prior CEQA Mitigation Measures:

Applicable mitigation measures from the previous environmental documents that apply to the changes or new information are referenced under each environmental category.

Environmental Issue Area	Where Impact Was Analyzed in Public Safety Facility EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?
<p>Air Quality.</p> <p>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>	<p>pg. 4.2-42 to 4.2-43</p>	<p>No</p>	<p>No</p>	<p>No</p>
<p>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<p>pg. 4.2-34 to 4.2-47</p>	<p>No</p>	<p>No</p>	<p>No</p>
<p>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	<p>pg. 4.2-42 to 4.2-43</p>	<p>No</p>	<p>No</p>	<p>No</p>
<p>d. Expose sensitive receptors to substantial pollutant concentrations?</p>	<p>pg. 4.2-37 to 4.2-40</p>	<p>No</p>	<p>No</p>	<p>No</p>
<p>e. Create objectionable odors affecting a substantial number of people?</p>	<p>pg. 4.2-40 to 4.2-41</p>	<p>No</p>	<p>No</p>	<p>No</p>

Discussion:

Changes to the Project

Since certification of the EIR, the El Dorado Community Development Services, Transportation Department, has prepared signal plans for the intersections of Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive. The project components have not been altered from the components analyzed in the 2016 EIR; rather, the aforementioned signal plans provide project-specific information that was not available at the time the EIR was prepared. In addition to the improvements to the intersections of Missouri

Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive, Mitigation Measure 4.10-2(a) from the 2016 EIR required either signalization of the Missouri Flat Road/China Garden Road intersection or restricting the eastbound and westbound approaches to right turns only. As discussed in the Transportation/Traffic section of this Addendum, based upon additional review by the County, installation of a traffic signal at Missouri Flat Road/China Garden Road intersection is not preferred, because of the close proximity to other planned signals (i.e. Missouri Flat Road/Industrial Drive, Missouri Flat Road/Enterprise Drive, and Missouri Flat Road/Diamond Springs Parkway). As a result, this Addendum revises Mitigation Measure 4.10-2(a) to specifically require improvements at this intersection to prohibit eastbound and westbound through and left-turns with signage and a painted or raised median, rather than installation of a traffic signal. Accordingly, the proposed project does not involve changes that would result in new significant impacts or substantially more severe impacts.

Changes in Circumstances

Changes in circumstances that would affect the analysis of air quality impacts presented in the EIR have not occurred. The El Dorado County Air Quality Management District’s (EDCAQMD) significance thresholds for reactive organic gasses (ROG) and nitrogen oxides (NO_x), which were presented in the 2016 EIR, remain applicable to the proposed project. Accordingly, new circumstances that would involve new significant impacts or substantially more severe impacts do not exist.

Changes in Information

The 2016 EIR included an analysis of the potential for the Public Safety Facility Project to result in excess criteria pollutant emissions during construction and operation. The project was modeled using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The resultant criteria pollutant emissions were compared to the El Dorado County Air Quality Management District’s (EDCAQMD) significance thresholds for reactive organic gasses (ROG) and nitrogen oxides (NO_x), shown in Table 1 below.

Pollutant	Construction/Operational Threshold (lbs/day)
ROG	82
NO _x	82

Source: El Dorado County Air Pollution Control District. Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act. February 2002.

As noted previously, at the time the 2016 EIR was certified, the specific design of the intersection improvements required by Mitigation Measures 4.10-2(b), 4.10-4, and 4.10-2(a) in the EIR were not known. As such, construction emissions associated with implementation of the improvements were not included in the project modeling.

With regard to the Missouri Flat Road/China Garden Road intersection, the proposed improvements would be limited to either installation of a painted or raised median. A painted median would not require any ground-disturbing activities. In the event that the County elects to install a raised median, construction activities would occur over approximately one week and would not require any heavy-duty construction equipment. As such, criteria pollutant emissions associated with the improvements would be relatively minor and would not conflict with the EDCAQMD significant thresholds shown in Table 1. Furthermore, criteria pollutant emissions from the median improvements would not combine with criteria pollutant emissions from other project phases, as the median improvements would occur separately. Thus, air quality impacts associated with the Missouri Flat Road/China Garden Road intersection improvements would be less than significant and are not discussed further.

During implementation of the proposed intersection improvements at Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive, various types of equipment and vehicles would temporarily operate within the improvement areas. Construction exhaust emissions would be generated from vegetation clearing and earth movement activities, trenching for utility relocation, paving, construction workers' commute, and haul trucks used for soil and asphalt export. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. In addition, construction activities represent sources of fugitive dust, which includes particulate matter (PM) emissions.

Although the EDCAQMD does not maintain a specific tool for roadway construction emissions modeling, the nearby Sacramento Metropolitan Air Quality Management District (SMAQMD) maintains the Road Construction Emissions Model (Roadmod) for roadway construction projects. In the absence of an EDCAQMD tool, the SMAQMD Roadmod tool was used to model construction emissions related to the proposed intersection improvements. The Roadmod modeling assumed the following information regarding the improvements:

- Signal construction activities would begin in June of 2019, following construction of the Public Safety Facility;
- The intersection improvements would occur over approximately one month;
- Improvements at the two intersections would disturb a total of 3.2 acres;
- Approximately one cubic yard (CY) of asphalt and 20 CY of soil would be exported during the grubbing/land clearing phase;
- Approximately 1,200 CY of soil would be exported during the grading/excavation phase;
- The haul trip length (two-way) for the grubbing/land clearing phase would be 3.6 miles; and
- The haul trip length (two-way) for the grading/excavation phase would be 1.0 mile.

As shown in Table 1 above, the EDCAQMD threshold of significance for construction is 82 lbs/day for ROG and NO_x. Table 2 below presents the estimated construction-related emissions of ROG and NO_x that would result from the proposed project. All Roadmod results are included as Attachment A to this Addendum.

Table 2		
Maximum Unmitigated Construction Criteria Pollutant Emissions		
Pollutant	Project Emissions (lbs/day)	EDCAQMD Significance Threshold (lbs/day)
ROG	6.78	82.0
NO _x	74.05	82.0

Source: Roadmod, July 2018 (see Attachment A).

As shown in the table, short-term construction-related emissions of ROG and NO_x associated with the proposed intersection improvements would be below the thresholds of significance. According to the EDCAQMD, if ROG and NO_x mass emissions are determined not to be significant, then the assumption could be made that exhaust emissions of other air pollutants during construction would also not be significant.

The EDCAQMD screening approach for fugitive dust (PM₁₀) emissions is based on dust suppression measures that would prevent visible emissions beyond the boundaries of the project site. If such measures are incorporated into the design of the project, then further calculations to determine PM₁₀ emissions is not necessary. Construction activities associated with the proposed improvements would be required to comply with all EDCAQMD rules and regulations for construction, including, but not limited to, the following, which would be noted on County-approved improvement plans:

- Rule 202 related to visible emissions;
- Rule 215 related to architectural coatings;
- Rule 223 related to fugitive dust; and
- Rule 224 related to cutback asphalt paving material.

Compliance with such rules and regulations would ensure that PM₁₀ emissions would not be significant and would help to further reduce criteria pollutant emissions beyond the estimates shown in Table 2.

It should be noted that in addition to the above issues related to criteria pollutant emissions, the 2016 EIR included an analysis of whether development of the Public Safety Facility would expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial number of people. The proposed intersection improvements would not occur within the vicinity of any sensitive receptors (i.e., residential development, hospitals, schools, etc.). In addition, the improvements would occur over a relatively short time period. Thus, the proposed project would not result in new or substantially more severe impacts related to substantial pollutant or odor exposure beyond what was previously analyzed in the 2016 EIR.

Conclusion

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to air quality from what has been anticipated for the project site in the 2016 EIR.

Prior CEQA Mitigation Measures:

The Public Safety Facility EIR does not include applicable mitigation measures related to air quality.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?
Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	pg. 4.3-23 to 4.3-24	No	No	No
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	pg. 4.3-25 to 4.3-26	No	No	No
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pg. 4.3-25 to 4.3-26	No	No	No
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	pg. 4.3-26	No	No	No
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	pg. 4.3-27 to 4.3-28	No	No	No
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community	pg. 4.0-2	No	No	No

Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
---	--	--	--	--

Discussion:

Changes to the Project

The project components have not been altered from the components analyzed in the 2016 EIR; rather, the aforementioned signal plans provide project-specific information that was not available at the time the EIR was prepared. Accordingly, the proposed project does not involve changes that would result in new significant impacts or substantially more severe impacts.

Changes in Circumstances

Changes in circumstances with respect to biological resources have not occurred. The Public Safety Facility EIR was certified by the Board of Supervisors in 2016 and the physical conditions of the roadway improvement areas, existing at the time of certification, remain today.

Changes in Information

The additional design-level information provided for the Industrial Drive/Missouri Flat Road and Enterprise Drive/Missouri Flat Road intersections warrants consideration in this Addendum with respect to whether impacts from these improvements could result in adverse effects to biological resources. First, it is noted that the proposed improvement areas do not contain riparian or other sensitive natural communities identified in local or regional plans. In addition, the improvement areas do not function as wildlife movement corridors given the lack of contiguous habitats and the impediments to wildlife travel (e.g., developed properties, roadways).

Habitat for wildlife is limited to the mature trees within the Enterprise Drive/Missouri Flat Road improvement area. While there is some vegetation at the northwest corner of the Industrial Drive/Missouri Flat Road intersection, this vegetation is non-native landscaping consisting of shrubbery. Reducing the height of this shrubbery to improve sight distance at the intersection would not result in habitat impacts that could affect special-status wildlife. The mature trees within the Enterprise Drive/Missouri Flat Road signal improvement area consist of the following:

Tag #	Diameter at Breast Height (inches)	Description	Notes
5824	21.36	Valley Oak	Located along Missouri Flat Road, at southwest corner of Enterprise Drive/Missouri Flat Road intersection
5833	14.88	Valley Oak	Located on south side of Enterprise Drive, along existing PG&E property fence line
5829	25.56	Valley Oak	Located on south side of Enterprise Drive, west of entrance driveway to PG&E property
5834	9.6	Coast Live Oak	FORKED. Located on south side of Enterprise Drive.
	6.84		
5836	5.4	Coast Live Oak	FORKED. Located on south side of Enterprise Drive.
	4.92		
	7.2		
5837	21	Coast Live Oak	Located on south side of Enterprise Drive.
5832	7.68	Gray Pine	FORKED. Located on south side of Enterprise Drive.
	8.76		
5838	12.24	Gray Pine	Located on south side of Enterprise Drive.

These existing trees could provide habitat for nesting migratory birds protected under the federal Migratory Bird Treat Act. However, if nesting birds are present in these trees prior to their removal for the proposed signal improvements, they would be protected via implementation of the preconstruction survey mitigation measure within the Public Safety Facility EIR. Mitigation Measure 4.3-2 of the EIR requires preconstruction surveys prior to construction, and if nesting birds are detected, implementation of non-disturbance nest

buffers until the young have fledged. Compliance with Mitigation Measure 4.3-2 from the Public Safety Facility EIR, as presented below, would still be required to be implemented for the proposed signal projects. Thus, the proposed project would not cause any new impacts, or previously identified impacts to become more severe than previously analyzed, related to protected wildlife.

With respect to the project's potential to conflict with local policies or ordinances protecting biological resources, such as a tree protection ordinance, El Dorado County Board of Supervisors approved the General Plan Biological Resources Policy Update Project on October 24, 2017, which included adoption of an Oak Resources Conservation Ordinance (Ord. No. 5061). Section 130.39.050 exempts County Road Projects from mitigation requirements, with the exception of valley oak trees, heritage trees, and oak woodlands. Heritage Trees are defined by the ordinance as any native live oak tree of the genus *Quercus* with a single main trunk measuring 36 inches diameter at breast height (dbh) or greater, or with a multiple trunk with an aggregate trunk diameter measuring 36 inches or greater. As shown in the above table, no trees proposed for removal meet the criteria for a Heritage Tree. In addition, the trees are not part of an oak woodland as defined in Ordinance 5061. The signal projects, however, would require the removal of three valley oak trees. Mitigation for loss of valley oaks can be mitigated through in-lieu fee payment to the Oak Woodland Conservation Fund (Ord. 5061 Sec. 130.39.060(E)). The applicant will thus comply with Ordinance 5061 by providing the in-lieu fee payment to the Oak Woodland Conservation Fund prior to removal of the valley oak trees. In addition, Mitigation Measure 4.3-5 of the Public Safety Facility EIR requires implementation of tree protection methods during construction. These protection methods would ensure that trees not requiring removal to accommodate the signal projects would be protected during construction.

Conclusion

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to biological resources from what has been anticipated for the project site in the 2016 EIR.

Prior CEQA Mitigation Measures:

Mitigation Measure 4.3-2 from the 2016 EIR would apply to the proposed project.

- 4.3-2 *Prior to issuance of a grading permit for development, a pre-construction nesting bird survey shall be conducted on-site within 14 days prior to site clearing if site clearing associated with the project would commence between March 1st and August 15th ("the nesting season in northern California"). If disturbance associated with the project would occur outside of the nesting season, no surveys shall be required. The written results of the pre-construction survey shall be submitted to the County Community Development Services Division. If migratory birds are identified as nesting on the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. If raptors are identified as nesting on the project site, a non-disturbance buffer of 500 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be*

postponed until a qualified ornithologist has determined that the young have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.

4.3-5(b)

Prior to Grading Plan approval, the plans shall include a list of tree protection methods, for review and approval by the County Community Development ~~Agency Services~~. The list of tree protection methods shall be implemented during construction of the project. The list of tree protection methods shall include, but not necessarily limited to, the following:

- *The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans.*
- *The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches DBH (or 10 inches DBH aggregate for multi-trunked trees). The fencing shall delineate an area that is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being moved onsite or any site preparation or construction activities taking place. Development of this site, including grading, shall not be allowed until this condition is satisfied. Any encroachment within the areas listed above, including within driplines of trees to be saved, must first be approved by a designated representative of ~~the~~ Community Development ~~Agency Services~~. Grading, clearing, or storage of equipment or machinery may not occur until a representative of ~~the~~ Community Development ~~Agency Services~~ has inspected and approved all temporary construction fencing. Trees shall be preserved where feasible. This may include the use of retaining walls, planter islands, or other techniques commonly associated with tree preservation. The Grading/Improvement Plans shall indicate the location of the fencing and include a note describing the fencing requirements consistent with this mitigation measure.*
- *The project applicant shall implement the following guidelines before and during grading and construction for protection of all oak trees to be preserved:*
 - *Plans and specifications shall clearly state protection procedures for oak trees on the project site. The specifications shall also include a provision for remedies if oak trees are damaged;*
 - *Before construction commences, those oak trees within 25 feet of construction sites shall be pruned and the soil aerated and fertilized;*
 - *Vehicles, construction equipment, mobile offices, or materials shall not be parked, stored, or operated within the driplines of oak trees to be preserved;*
 - *Cuts and fills around trees shall be avoided where feasible.*
 - *Soil surface removal greater than one foot shall not occur within the driplines of oak trees to be preserved. Cuts shall not occur within five feet of their trunks;*
 - *Earthen fill greater than one foot deep shall not be placed within the driplines of oak trees to be preserved, and fill shall not be placed within five feet of their trunks;*

- *Underground utility line trenching shall not be placed within the driplines of oak trees to be preserved where feasible without first obtaining approval from a designated representative of the Community Development Agency Services. If it is necessary to install underground utilities within the driplines of oak trees, boring or drilling rather than trenching shall be used;*
- *Paving shall not be placed in the vicinity of oak trees to be preserved (at a minimum, within the dripline of any oak tree) without first obtaining approval from a designated representative of ~~the~~ Community Development Agency Services; and*
- *Irrigation lines or sprinklers shall not be allowed within the dripline of native oak trees.*

Environmental Issue Area	Where Impact Was Analyzed in the Public Safety Facility EIR.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?
Cultural Resources.				
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	pg. 4.4-11 to 4.4-13	No	No	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	pg. 4.4-11 to 4.4-13	No	No	No
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	pg. 4.4-11 to 4.4-13	No	No	No
d. Disturb any human remains, including those interred outside the dedicated cemeteries?	pg. 4.4-11 to 4.4-13	No	No	No

Discussion:

Changes to the Project

The project components have not been altered from the components analyzed in the 2016 EIR; rather, the aforementioned signal plans provide project-specific information that was not available at the time the EIR was prepared. Accordingly, the proposed project does not involve changes that would result in new significant impacts or substantially more severe impacts.

Changes in Circumstances

At the time the EIR was certified, the County’s Environmental Checklist did not include a specific question regarding a project’s potential impacts resulting from an adverse change to a significant tribal cultural resource; however, the EIR included results of a search of the Native American Heritage Commission (NAHC) Sacred Lands File, which failed to indicate the presence of known tribal cultural resources in the immediate project area. In addition, the environmental setting of the proposed signal improvement areas has not changed such that a new significant impact or substantial increase in the severity of a previously identified significant impact could

occur. AB 52 consultation was not required for the reasons stated on pages 4.4-8 to 4.4-9 of the EIR. Accordingly, new circumstances that would involve new significant impacts or substantially more severe impacts do not exist.

Changes in Information

The proposed intersection improvement areas do not contain any existing permanent structures or any other resources that could be considered historic resources. Furthermore, a new records search of the California Historical Resources Information System (CHRIS) was performed for this Addendum to determine whether the improvement areas contain any recorded cultural resources. According to the records search, the potential for locating historic-period cultural resources in the immediate vicinity of the proposed improvement areas is low based on the extent of known cultural resources and the existing environmental setting.¹ Known historic-period cultural resources have not been identified within the improvement areas.

Per the CHRIS search, within the project region, archaeologists typically locate prehistoric-period habitation sites “along streams or on ridges or knolls, especially those with southern exposure.” The region is known as the ethnographic-period territory of the Nisenan, also called the Southern Maidu. The Nisenan maintained permanent settlements along major rivers in the Sacramento Valley and foothills and periodically traveled to higher elevations. The proposed intersection improvement areas are situated in the Sierra Nevada foothills, approximately one mile south of Weber Creek, the nearest major watercourse. Given the limited extent of known cultural resources and the environmental setting, the potential for locating unique archaeological or paleontological resources, human remains, or tribal cultural resources in the immediate vicinity of the proposed improvement areas is anticipated to be low. The proposed intersection improvements would occur within previously disturbed areas consisting of either utility, roadway, and/or drainage improvements. The earthwork required for the signal projects would require limited incursions into native soils that have not been previously disturbed. If native soils are encountered, the EIR includes mitigation measures to ensure that any identified cultural resources would not be adversely affected. Compliance with the mitigation measures from the Public Safety Facility EIR, as presented below, would still be required to be implemented for the proposed signal projects.

Overall, the proposed project would not cause any new impacts, or previously identified impacts to become more severe than previously analyzed, related to cultural resources.

Conclusion

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to cultural resources from what has been anticipated for the project site in the 2016 EIR.

¹ North Central Information Center. *Records Search Results for Public Safety Facility Project*. July 12, 2018.

Prior CEQA Mitigation Measures:

Mitigation Measures 4.4-1(a) and 4.4-1(b) from the 2016 EIR would apply to the proposed project.

4.4-1(a) *If buried archeological resources, such as chipped or ground stone, historic debris, building foundations, or buried paleontological resources are discovered during ground disturbing activities, work shall stop in that area, and within 100 feet of the find, until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the County and other appropriate agencies. Possible management recommendations for historical or unique archaeological resources could include resource avoidance (i.e., preservation in place) or data recovery excavations where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects. These recommendations shall be included on the project grading plans prior to their approval.*

4.4-1(b) *If human remains of Native American origin are discovered during project construction, State laws relating to the disposition of Native American remains in coordination with the NAHC (PRC 5097.98) must be complied with. If any human remains are discovered or recognized in any location other than a dedicated cemetery, work shall stop in that area and within 100 feet of the find until:*

- *The County coroner has been informed and has determined that investigation of the cause of death is not required; and*
- *If the remains are of Native American origin, the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98;*

Or

- *The NAHC was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the Commission.*

These recommendations shall be included on the project grading plans prior to their approval.

Environmental Issue Area	Where Impact Was Analyzed in the Public Safety Facility EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?
Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	pg. 4.2-44 to 4.2-46	No	No	No
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	pg. 4.2-44 to 4.2-46	No	No	No

Discussion:

Changes to the Project

The project components have not been altered from the components analyzed in the 2016 EIR; rather, the aforementioned signal plans provide project-specific information that was not available at the time the EIR was prepared. Accordingly, the proposed project does not involve changes that would result in new significant impacts or substantially more severe impacts.

Changes in Circumstances

Changes in circumstances that would affect the analysis of GHG emissions impacts presented in the EIR have not occurred. The thresholds for GHG emissions recommended by the EDCAQMD, which are presented in the 2016 EIR, remain applicable to the proposed project. Accordingly, new circumstances that would involve new significant impacts or substantially more severe impacts do not exist.

Changes in Information

The EDCAQMD has not formally adopted thresholds for evaluating GHG emissions but, rather, has recommended the use of thresholds adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD). SMAQMD's threshold for land development and construction projects is 1,100 metric tons of CO₂ equivalents (MTCO₂e/yr), the common unit of measurement for GHG emissions. If a

proposed project results in emissions in excess of 1,100 MTCO₂e/yr during either construction or operation, the proposed project would be anticipated to result in a significant impact related to GHG emissions.

As noted above, as part of the 2016 EIR, GHG emissions associated with construction of the Public Safety Facility were modeled using CalEEMod version 2013.2.2 software and compared to the 1,100 MTCO₂e/yr threshold. However, because the specific design of the intersection improvements required by Mitigation Measures 4.10-2(b) and 4.10-4 in the EIR were not known, construction GHG emissions associated with implementation of the improvements were not included in the project modeling.

Construction of the proposed intersection improvements would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the improvements would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with operation of diesel construction equipment and haul trucks. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr). In order to quantify GHG emissions attributable to the proposed improvements, the improvements were modeled using SMAQMD's Roadmod tool using the same assumptions discussed under the Air Quality section of this Addendum. Table 3 below presents the estimated construction-related GHG emissions that would result from the proposed project. All Roadmod results are included as Attachment A to this Addendum.

Table 3		
Unmitigated Construction GHG Emissions		
Phase	Total Intersection Improvement GHG Emissions (MTCO₂e)	Threshold of Significance (MTCO₂e/yr)
Grubbing/Land Clearing	6.68	
Grading/Excavation	23.52	
Drainage/Utilities/Sub-Grade	14.33	
Paving	2.01	
Total	46.53	1,100
<i>Source: Roadmod, July 2018 (see Attachment A).</i>		

As shown in the table, the proposed improvements would generate a total of 46.53 MTCO₂e, which is below the applicable 1,100 MTCO₂e/yr threshold of significance. It should be noted that the emissions estimates presented in Table 3 do not include emissions associated with installation a painted or raised median at the Missouri Flat Road/China Garden Road intersection, as required by Mitigation Measure 4.10-2(a) from the 2016 EIR. However, as discussed in the Air Quality section of this Addendum, neither improvement option would require any substantial ground-disturbing activities. In the event that the County elects to install a raised median, construction activities would occur over approximately one week and would not require any heavy-duty construction equipment. In addition, emissions from the median improvements would not combine with GHG emissions from other project phases, as the median improvements would occur separately. Thus, GHG emissions associated with improvements to the Missouri Flat

Road/China Garden Road intersection would be relatively minor and would not significantly contribute towards the applicable 1,100 MTCO₂e/yr threshold. GHG emissions associated with the median improvements are not discussed further.

It should be noted that while the proposed signal improvements would occur after construction of the Public Safety Facility project has been completed, the construction emissions associated with the signal improvements and the Public Safety Facility project could potentially occur within the same calendar year. The applicable SMAQMD threshold for construction GHG emissions is based on total yearly emissions, rather than daily emissions as is used for criteria pollutants. Consequently, the GHG emissions associated with the on-site improvements included in the Public Safety Facility project have been added to the signal improvement GHG emissions shown in Table 3, thus providing a worst-case estimate of annual construction emissions. Per the 2016 EIR, construction activity related to implementation of the Public Safety Facility would result in maximum annual emissions of 922.96 MTCO₂e/yr. The combined emissions of the Public Safety Facility and the proposed signal improvements would be 969.49 MTCO₂e/yr, which remains below the applicable 1,100 MTCO₂e/yr threshold of significance.

Based on the above, whether considered separately or together with construction emissions from the Public Safety Facility project, completion of the proposed intersection improvements would not result in new or more severe impacts related to GHG emissions beyond what was previously analyzed in the 2016 EIR.

Conclusion

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to GHG emissions from what has been anticipated for the project in the 2016 EIR.

Prior CEQA Mitigation Measures:

The Public Safety Facility EIR does not include applicable mitigation measures related to GHG emissions, as impacts were determined to be less-than-significant.

Environmental Issue Area	Where Impact Was Analyzed in the Public Safety Facility EIR.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?
Noise. Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pg. 4.9-24 to 4.9-31	No	No	No
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pg. 4.9-23 to 4.9-24	No	No	No
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pg. 4.9-24 to 4.9-31	No	No	No
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pg. 4.9-21 to 4.9-23	No	No	No
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	pg. 4.9-16	No	No	No
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pg. 4.9-16	No	No	No

Discussion:

Changes to the Project

The project components have not been altered from the components analyzed in the 2016 EIR such that the intensity of on-site use would increase and result in further elevated operational noise levels; rather, the aforementioned signal plans provide project-specific information that was not available at the time the EIR was prepared. Accordingly, the proposed project does not involve changes that would result in new significant noise impacts or substantially more severe impacts.

Changes in Circumstances

Changes in circumstances that would affect the analysis of noise and vibration impacts presented in the EIR have not occurred. Accordingly, new circumstances that would involve new significant impacts or substantially more severe impacts do not exist.

Changes in Information

The 2016 EIR included an analysis of on-site construction noise associated with the Public Safety Facility structures and associated improvements. As noted in the EIR, many jurisdictions exempt construction noise during normal, daytime hours (7 AM to 7 PM). However, Policy 6.5.1.11 of the Noise Element of El Dorado County sets daytime noise level limits for construction noise. The predicted construction noise levels associated with the project were determined to exceed the County's 55 decibel (dB) hourly average (L_{eq}) daytime limit for construction noise impacting residential properties. Mitigation Measure 4.9-1 was included in the EIR to help reduce construction noise levels. However, because feasible mitigation was not available to ensure that the County's daytime limit was not exceeded, the impact was determined to remain significant and unavoidable. Nevertheless, it was acknowledged in the EIR that many jurisdictions exempt construction noise during normal, daytime hours, given their temporary nature (see EIR p. 4.9-22). Since certification of the EIR, the El Dorado County Board of Supervisors amended their General Plan on December 15, 2015 via Resolution 196-2015 to revise Policy 6.5.1.11 to clarify that the construction noise standards in Table 6-4 of the General Plan Noise Element (see Table 4.9-8 of the Public Safety Facility EIR) shall not apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 AM and 7 PM., Monday through Friday, and 8 AM and 5 PM on weekends, and on federally-recognized holidays. Thus, El Dorado County's revised policy related to construction noise now comports with the typical approach taken by other California jurisdictions.

Construction noise associated with implementation of the proposed signal improvements would occur within the above-specific hours, as required by General Plan Policy 6.5.1.11. In addition, the noise levels would be relatively minimal and would occur over a short period of time (approximately one month) in a primarily industrial area. Such construction activities would be subject to Mitigation Measure 4.9-1 from the EIR, which would minimize excess noise generation. Overall, the proposed project would not cause any new impacts, or previously identified impacts to become more severe than previously analyzed, related to noise.

Conclusion

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to noise resources from what has been anticipated for the project site in the 2016 EIR.

Prior CEQA Mitigation Measures:

Mitigation Measure 4.9-1 from the 2016 EIR would apply to the proposed project.

4.9-1

The following criteria shall be included in the grading plan submitted by the applicant for review and approval by the El Dorado County Community Development ~~Agency~~Services prior to issuance of grading permits:

- A. Equipment shall be well maintained with effective exhaust mufflers and intake silencers where applicable. Mufflers shall meet the equipment manufacturer's specifications and be free of rust, holes, and exhaust leaks. Construction contractors should select the quietest equipment possible with included optional noise control measures where feasible.*
- B. Construction techniques and equipment that minimizes noise and vibration will be implemented into the construction plan.*
- C. Combine noisy operations to occur during the same period. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.*
- D. Plan noisiest equipment and activities during daytime hours with the highest background sound levels.*
- E. To the extent feasible, place the loudest equipment and activities on the construction area as far as possible from noise-sensitive locations.*
- F. Contractors shall utilize existing site electrical power where possible to avoid operating diesel-powered generators.*
- G. Avoid excessive engine revving using lower engine speed where possible and turn off idling equipment. Do not use engine braking. Haul trucks should coast by residential properties under as low of engine speed as possible while avoiding heavy braking.*
- H. The contractor shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem to the satisfaction of the El Dorado County Community Development ~~Agency~~Services. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*

The above measures shall be utilized during construction, to the extent feasible, as determined by the El Dorado County Community Development ~~Agency~~Services.

Environmental Issue Area	Where Impact Was Analyzed in Public Safety Facility EIR.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?
Transportation/Traffic.				
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	pg. 4.10-30 to 4.10-42 and 4.10-47 to 4.10-50	No	No	No
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	pg. 4.10-30 to 4.10-42 and 4.10-47 to 4.10-50	No	No	No
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	pg. 4.10-17	No	No	No
d. Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	pg. 4.10-42 to 4.10-43	No	No	No
e. Result in inadequate emergency access?	pg. 4.10-17	No	No	No
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	pg. 4.10-43 to 4.10-44	No	No	No

Discussion:

Changes to the Project

The project components have not been altered from the components analyzed in the 2016 EIR; rather, the aforementioned signal plans provide project-specific information that was not available at the time the EIR was prepared. Accordingly, the proposed project does not involve changes that would result in new significant impacts or substantially more severe impacts.

Changes in Circumstances

Changes in circumstances that would affect the analysis of transportation and circulation impacts presented in the EIR have not occurred. The geometries of the Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive intersections have not been altered since certification of the EIR. Accordingly, new circumstances that would involve new significant impacts or substantially more severe impacts do not exist.

Changes in Information

The purpose of this Addendum is to determine whether the implementation of the intersection signal improvements, combined with traffic associated with buildout of the Public Safety Facility and other planned buildout in the County, would result in new or substantial increase in severity of significant traffic impacts identified in the 2016 EIR. To answer these questions, El Dorado County Transportation Department conducted a Traffic Operations Analysis (see Attachment B).² The Traffic Operations Analysis also included an analysis of potential safety hazards and access issues at existing driveways on Missouri Flat Road that could be affected by the proposed improvements.

It should be noted that the proposed project would not include any changes that would affect air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. In addition, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Thus, impacts related to such are not discussed further in this Addendum.

Methodology and Thresholds of Significance

The Traffic Operations Analysis evaluates the intersections based on the AM and PM peak hour traffic operations. The analysis assigned a Level of Service (LOS) to the intersections for each peak hour to describe existing and future traffic operations. LOS is a qualitative measure of traffic operating conditions ranging from LOS A to LOS F. The grades are assigned based on the average duration of delay associated with a given traffic control device. In general, LOS A represents free-flow conditions with very little delay,

² El Dorado County Department of Transportation. *Traffic Operations Analysis for the Missouri Flat Road Improvement Project*. August 14, 2018.

while LOS F represents over-capacity conditions with long delays and queues. The study intersections were analyzed using the procedures and methodologies contained in the 2016 Highway Capacity Manual (HCM) prepared by the Transportation Research Board.

At signalized intersections, LOS is based on the average control delay for the entire intersection. At side-street stop-controlled intersections, the LOS is based on the delay reported for the worst turning movement (i.e., the turning movement with the highest delay). Table 4 displays the delay range associated with each LOS category for signalized and unsignalized intersections.

The HCM methodologies were applied using the micro-simulation software package, SimTraffic 10. Typical HCM methodology provides a calculation of LOS by accounting for traffic levels, peak hour factors, traffic signal timings, lane configurations, speed limits, and other inputs. In addition, micro-simulation analysis also accounts for turn pocket lengths, driver behavior, distance between intersections, vehicle platooning, and other traffic progression factors.

Table 4 Intersection LOS Criteria			
LOS	Average Delay (sec/veh)		Description
	Signalized	Unsignalized	
A	< 10.0	< 10.0	Very low delay. At signalized intersections, most vehicles do not stop.
B	10.0 to 20.0	10.0 to 15.0	Generally good progression of vehicles. Slight delays.
C	20.1 to 35.0	15.1 to 25.0	Fair progression. At signalized intersections, increased number of stopped vehicles.
D	35.1 to 55.0	25.1 to 35.0	Noticeable congestion. At signalized intersections, large portion of vehicles stopped.
E	55.1 to 80.0	35.1 to 50.0	Poor progression. High delays and frequent cycle failure.
F	> 80.0	> 50.0	Oversaturation. Forced flow. Extensive queuing.

Source: El Dorado County, Traffic Operations Analysis for the Missouri Flat Road Improvement Project, 2018.

The LOS at both intersections was evaluated against General Plan Policy TC-Xd, which states, in part, “Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions.” The following four study intersections were evaluated in the Traffic Operations Analysis:

1. Missouri Flat Road/China Garden Road;
2. Missouri Flat Road/Industrial Drive;
3. Missouri Flat Road/Enterprise Drive; and
4. Missouri Flat Road/Pleasant Valley Road.

All of the study intersections are located within the El Dorado/Diamond Springs Community Region. Therefore, intersections that operate at LOS F are considered deficient. Per the County, the proposed project would be considered to result in a significant impact if improvements associated with the Public Safety Facility Project, including the proposed intersection improvements, would cause an intersection to degrade from LOS E or better to LOS F. For intersections that currently operate at LOS F, a significant impact would occur if the project would substantially worsen operations. General Plan Policy TC-Xe defines “worsen” as any of the following:

- A. A two percent increase in total daily traffic volumes or AM/PM peak hour volumes;
- B. An addition of 100 or more daily trips; or
- C. An addition of 10 or more trips during the AM or PM peak hours.

Operations at the four study intersections were evaluated under the following scenarios:

- **Existing conditions:** Existing traffic volumes and lane configurations based on traffic counts conducted in May 2018 when local schools were in session.
- **Existing Plus Project conditions:** Traffic volumes with the proposed signalization and associated improvements completed. The Existing Plus Project conditions include vehicle traffic associated with full buildout of the Public Safety Facility site, as determined in the certified 2016 EIR.
- **Cumulative Year 2040 conditions:** Traffic forecasts and anticipated lane configurations for Year 2040. The Cumulative Year 2040 conditions assume completion of roadway and development projects planned to be in place by 2040.
- **Cumulative Year 2040 Plus Project conditions:** Cumulative Year 2040 conditions with the proposed signalization and associated improvements completed.

Existing Conditions

The traffic volumes collected in May 2018 were used to analyze the LOS under Existing conditions without the proposed intersection improvements. Currently, both of the study intersections are unsignalized with side street stop control. A single-lane approach is provided for the side street approach at both intersections.

Per the Traffic Operations Analysis, during the AM peak hour, the intersection of Missouri Flat Road/Enterprise Drive operates at LOS F, while all other intersections operate at LOS E or better. During the PM peak hour, three of the four study intersections operate unacceptably at LOS F, including Missouri Flat Road/China Garden Road, Missouri Flat Road/Industrial Drive, and Missouri Flat Road/Enterprise Drive.

Existing Plus Project Conditions

For the Existing Plus Project conditions, traffic operations were evaluated with both signals and associated intersection improvements in place. The traffic signals would be coordinated from Pleasant Valley Road (SR 49) through Industrial Drive. The Existing Plus Project conditions assume that all on-site improvements associated with the Public Safety Facility are complete and the Facility is operational.

The proposed traffic signals would improve traffic operations for the side streets at both the Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive intersections. The improvements are expected to draw more traffic on the side street at Enterprise Drive, as the road serves a major employment area in Diamond Springs. Thus, under Existing Plus Project conditions, traffic was redistributed to account for additional side street demand at the Missouri Flat Road/Enterprise Drive intersection.

As shown in Table 5 below, three of the four study intersections would operate acceptably (LOS E or better) under Existing Plus Project conditions. However, the proposed intersection improvements, combined with the increase in traffic from the Public Safety Facility, would add more than 10 trips to the Missouri Flat Road/China Garden Road intersection, which would operate unacceptably (LOS F) under both Existing and Existing Plus Project conditions. Thus, consistent with the 2016 EIR, a significant impact would occur. It is important to note that the reported LOS for the Missouri Flat Road/China Garden Road intersection is based on the movement with the highest delay, in accordance with HCM methodology.

Table 5				
Study Intersection LOS: Existing Plus Project Conditions				
Intersection	Existing		Existing Plus Project	
	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)
1. Missouri Flat Road/China Garden Road	45/E	81/F	50/E	121/F
2. Missouri Flat Road/Industrial Drive	48/E	101/F	12/B	10/B
3. Missouri Flat Road/Enterprise Drive	58/F	130/F	8/A	9/A
4. Missouri Flat Road/Pleasant Valley Road	24/C	34/C	24/C	43/D

Notes:

- Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop-controlled intersections, LOS is based on the movement with the worst delay.
- **Bold** text indicates unacceptable (LOS F) operations.

Source: El Dorado County, *Traffic Operations Analysis for the Missouri Flat Road Improvement Project, 2018.*

In this case the westbound left turn movement operates at LOS F during the PM peak hour, while all other movements operate at LOS D or better. As noted previously, in order to reduce the impact to a less-than-significant level, Mitigation Measure 4.10-2(a) in the 2016

EIR required payment of countywide TIM fees for the project consistent with the County's CIP program, to help fund improvements to the Missouri Flat Road/China Garden Road intersection. With completion of the required improvements, the 2016 EIR concluded that a less-than-significant impact would occur under existing plus project conditions.

As discussed previously, Mitigation Measure 4.10-2(a) from the 2016 EIR required either signalization of the Missouri Flat Road/China Garden Road intersection or restricting the eastbound and westbound approaches to right turns only. According to the Traffic Operations Analysis, the eastbound and westbound through and left-turns should be prohibited with signage and a painted or raised median. Specifically, the median would modify the side streets to right-in/right-out and left-in only. Such an improvement would affect less than 20 vehicles during each peak hour. Installation of a traffic signal at Missouri Flat Road/China Garden Road intersection is not preferred, because of the close proximity to other planned signals (i.e. Missouri Flat Road/Industrial Drive, Missouri Flat Road/Enterprise Drive, and Missouri Flat Road/Diamond Springs Parkway).

Motorists wishing to make the eastbound left-turn can make that movement at a driveway located just north or south of the intersection, both of which have a center turn lane to help facilitate the movement. Motorists wishing to make the westbound left-turn can instead travel south on China Garden Road to Pleasant Valley Road and turn on Missouri Flat Road. The through movements had zero traffic during the May 2018 traffic counts.

As such, Mitigation Measure 4.10-2(a) is modified as follows:

4.10-2(a) *Missouri Flat Road / China Garden Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.*

~~Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a delay of 16.1 seconds. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours.~~

Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Per the Traffic Operations Analysis, implementation of Mitigation Measure 4.10-2(a), as modified above, would improve operations at the Missouri Flat Road/China Garden Road intersection from LOS F to LOS C during the PM peak hour under Existing Plus Project conditions (see Table 6). Thus, impacts would be less than significant.

Intersection	Existing Plus Project		Existing Plus Project with Mitigation	
	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)
1. Missouri Flat Road/China Garden Road	50/E	121/F	17/C	26/C
2. Missouri Flat Road/Industrial Drive	12/B	10/B	13/B	9/A
3. Missouri Flat Road/Enterprise Drive	8/A	9/A	8/A	9/A
4. Missouri Flat Road/Pleasant Valley Road	24/C	43/D	22/C	41/D

Notes:

- Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop-controlled intersections, LOS is based on the movement with the worst delay.
- **Bold** text indicates unacceptable (LOS F) operations.

Source: El Dorado County, *Traffic Operations Analysis for the Missouri Flat Road Improvement Project, 2018.*

Cumulative Year 2040 Plus Project Conditions

The Cumulative Year 2040 forecasts assume other both roadway and development projects are in place by 2040. The forecasts assume completion of Diamond Springs Parkway, a new four-lane arterial roadway connecting SR 49 to Missouri Flat Road just north of China Garden Road. In addition, Missouri Flat Road is planned to be widened from two to four lanes between China Garden Road and Pleasant Valley Road through the study area. The future land development projects assumed for the cumulative conditions include both approved and pending projects. Non-residential projects include the Public Safety Facility, The Crossings, Creekside Plaza, and Diamond Dorado retail centers. Traffic from residential projects, such as Piedmont Oaks and Diamond Springs Village, are also included.

The Cumulative Year 2040 study intersection operations with and without completion of the proposed project are shown in Table 7 below. As shown in the table, under Cumulative Year 2040 conditions without completion of the proposed intersection improvements, three of the four study intersections would continue to operate unacceptably (LOS F) during the PM peak hour and one intersection would operate unacceptably during the AM peak hour. The proposed intersection signalizations would improve operations to LOS A at both the Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive intersections during both peak hours.

The intersection of Missouri Flat Road/China Garden Road operates would operate at LOS F with and without the project. Completion of the Public Safety Facility project, including the proposed intersection improvements, would add more than 10 trips to the intersection. Therefore, consistent with the conclusions of the 2016 EIR, a significant impact could occur. As noted previously, in order to reduce the impact to a less-than-significant level, Mitigation Measure 4.10-2(a) in the 2016 EIR required improvements to the Missouri Flat

Road/China Garden Road intersection. With completion of the required improvements, the 2016 EIR concluded that a less-than-significant impact would occur under cumulative conditions.

Intersection	Cumulative Year 2040		Cumulative Year 2040 Plus Project	
	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)
1. Missouri Flat Road/China Garden Road	24/C	89/F	9/A	64/F
2. Missouri Flat Road/Industrial Drive	66/F	144/F	10/A	6/A
3. Missouri Flat Road/Enterprise Drive	21/C	157/F	7/A	8/A
4. Missouri Flat Road/Pleasant Valley Road	19/B	32/C	23/B	31 C

Notes:

- Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop-controlled intersections, LOS is based on the movement with the worst delay.
- **Bold** text indicates unacceptable (LOS F) operations.

Source: El Dorado County, Traffic Operations Analysis for the Missouri Flat Road Improvement Project, 2018.

Similar to Mitigation Measure 4.10-2(a), discussed above, Mitigation Measure 4.10-3(a) for the 2025 scenario and 4.10-7(a) for the 2035 scenario from the 2016 EIR required either signalization of the Missouri Flat Road/China Garden Road intersection or restricting the eastbound and westbound approaches to right turns only. Given that the Traffic Operations Analysis recommends the eastbound and westbound through and left-turns should be prohibited with signage and a painted or raised median as opposed to installation of a traffic signal, Mitigation Measure 4.10-3(a) shall be modified as follows:

4.10-3(a) Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition. Alternatively, Restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2025 condition.

In addition, Mitigation Measure 4.10-7(a) shall be modified as follows:

4.10-7(a) Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2035 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2035 condition.

Per the Traffic Operations Analysis, restricting the eastbound and westbound approaches to right-turns only would improve operations at the Missouri Flat Road/China Garden Road intersection to LOS A during the PM peak hour under Cumulative Year 2040 Plus Project conditions (see Table 8). Thus, impacts would be less than significant.

Intersection	Cumulative Year 2040 Plus Project		Cumulative Year 2040 Plus Project with Mitigation	
	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)	AM Peak Hour (Delay/LOS)	PM Peak Hour (Delay/LOS)
1. Missouri Flat Road/China Garden Road	9/A	64/F	6/A	5/A
2. Missouri Flat Road/Industrial Drive	10/A	6/A	11/A	6/A
3. Missouri Flat Road/Enterprise Drive	7/A	8/A	7/A	8/A
4. Missouri Flat Road/Pleasant Valley Road	23/B	31/C	23/B	37/D
Notes: <ul style="list-style-type: none"> • Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop-controlled intersections, LOS is based on the movement with the worst delay. • Bold text indicates unacceptable (LOS F) operations. 				
Source: El Dorado County, Traffic Operations Analysis for the Missouri Flat Road Improvement Project, 2018.				

Mitigation for Missouri Flat Road/Industrial Drive Intersection

With respect to Mitigation Measure 4.10-4 of the EIR, requiring signalization of the Missouri Flat Road/Industrial Drive intersection, it is important to note that this signal project was added to the County’s CIP on June 26, 2018. Construction of the signal is currently planned for Fiscal Year 2020/2021. At the time the Public Safety Facility EIR was prepared, the signal project was not included in the County CIP. In accordance with Policy TC-Xf of the El Dorado County General Plan, the County shall do one of the following with respect to this impact: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in the General Plan Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County’s 20-year CIP. Now that the Missouri Flat Road/Industrial Drive signal project has been included in the County’s CIP (Project #73366), both options set forth in Policy TC-Xf are met. While payment of traffic impact mitigation (TIM) fees would be permissible due to the inclusion of the signal project in the County’s CIP, Mitigation Measure 4.10-4 will continue

to require the applicant to construct the traffic signal. However, the mitigation measure is hereby revised to clarify that the signal project shall be installed prior to 2022.

4.10-4 *The project applicant shall fund and construct the traffic signal at the Missouri Flat Road / Industrial Drive intersection. The traffic signal improvement shall be shown on the project improvement plans prior to their approval by the El Dorado County Community Development Agency Services. The signal project is included in the County's CIP as Project #73366) and programmed for Fiscal Year 2020/2021. Thus, the signal shall be installed prior to 2022. Installation of a new traffic signal would improve the operating conditions to LOS B (17.5 seconds) in the AM peak hour and LOS B (13.4 seconds) in the PM peak hour. As part of the signal improvements, the non-native vegetation located within sight lines north of the intersection shall be removed so as to improve safety.*

Access to Existing Properties and Businesses

As noted in the 2016 EIR, several driveways on Missouri Flat Road could be affected by the proposed intersection improvements. Each traffic signal has been designed to maintain and improve access to the adjacent properties and businesses, as described below.

At the Missouri Flat Road/Industrial Drive intersection, the existing driveways serving APNs 329-261-12 (currently occupied by Stoves 'n' Stuff) and 329-261-13 (currently occupied by True Value Hardware) along the east side of Missouri Flat Road would be combined into a single driveway aligned with the signalized intersection. Curbs would be installed along Missouri Flat Road adjacent to both parcels in order to restrict illegal turning movements around the intersection and facilitate traffic through the signal. The existing driveways at the north end of APN 329-261-12 and south end of APN 329-261-13 would remain and allow right-in/right-out movements only.

Currently, a multi-tenant retail center is located to the southwest of the Missouri Flat Road/Industrial Drive intersection at APN 329-260-01. As part of the proposed improvements, the northern driveway would be removed and access to the parcel would be provided by the existing southern driveway and a new driveway connecting to Industrial Drive along the north parcel boundary.

At the Missouri Flat Road/Enterprise Drive intersection, the existing driveways serving APNs 329-261-17 (currently occupied by Idle Wheels RV Center) and 329-261-18 (currently occupied by Advanced Gases and Equipment) along the east side of Missouri Flat Road would be combined into a single driveway aligned with the signalized intersection. Curbs would be installed along Missouri Flat Road adjacent to the parcels in order to restrict illegal turning movements around the intersection and facilitate traffic through the signal.

With completion of the aforementioned access modifications, substantial impairment to access would not occur at existing businesses, turning radii onto adjacent properties would be improved, and illegal turning movements would be restricted, such that the proposed project would not result in any substantial hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses.

Conclusion

The installation of a traffic signal would provide operational benefits at both Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive. The traffic signals would improve both intersections from LOS F to LOS B or better under Existing and Cumulative 2040 conditions.

The intersection of Missouri Flat Road/China Garden Road operates at LOS F today and will require improvements to achieve acceptable LOS. This impact was identified in the 2016 EIR and mitigation required to reduce the impact to a less-than-significant level. The Traffic Operations Analysis prepared for this Addendum clarifies that the alternative mitigation strategy identified in the EIR related to restricting the eastbound and westbound approaches to right turns only is the preferred mitigation. This would restore the intersection to acceptable LOS during both peak hours.

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to transportation and circulation from what has been anticipated for the project site in the 2016 EIR.

Prior CEQA Mitigation Measures (as modified in this Addendum):

The following mitigation measures from the 2016 EIR, as modified in this Addendum, would remain applicable to the proposed project: 4.10-1, 4.10-2(b), 4.10-3(b), 4.10-4, and 4.10-7(b).

- 4.10-1 *Prior to the beginning of construction, the contractor shall prepare a construction traffic management plan to the satisfaction of the County Traffic Engineer. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include the following:*
- *Description of trucks including: number and size of trucks per day (e.g., 85 trucks per day), coordination of expected arrival/departure times, designation of truck circulation patterns.*
 - *Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.*
 - *Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.*
 - *Description of driveway access plan including: provisions for maintained access to surrounding businesses, provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.*
- 4.10-2(a) *Missouri Flat Road / China Garden Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.*

~~Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a delay of 16.1 seconds. Alternatively, rRestricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours.~~

Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

- 4.10-3(a) Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

~~The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition. Alternatively, rRestricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2025 condition.~~

- 4.10-4 The project applicant shall fund and construct the traffic signal at the Missouri Flat Road / Industrial Drive intersection. The traffic signal improvement shall be shown on the project improvement plans prior to their approval by the El Dorado County Community Development Agency Services. The signal project is included in the County's CIP as Project #73366) and programmed for Fiscal Year 2020/2021. Thus, the signal shall be installed prior to 2022. Installation of a new traffic signal would improve the operating conditions to LOS B (17.5 seconds) in the AM peak hour and LOS B (13.4 seconds) in the PM peak hour. As part of the signal improvements, the non-native vegetation located within sight lines north of the intersection shall be removed so as to improve safety.

- 4.10-7(a) Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

~~The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2035 condition. Alternatively, rRestricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2035 condition.~~

REMAINING CEQA TOPICS

In addition to the CEQA topics discussed in the previous sections of this Addendum, the Public Safety Facility Project EIR included analysis of the following issue areas:

- Aesthetics;
- Biological Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning; and
- Utilities.

Because the scope of the proposed project is limited to improvements at two existing stop-controlled intersections, the project would not result in new or more severe impacts beyond what was analyzed in the Public Safety Facility Project EIR for the issue areas listed above. For example, the proposed signal projects would not have adverse effects related to aesthetics. Signals are common roadway features that are prevalent along the Missouri Flat Road corridor; and the proposed signals would not substantially degrade the existing visual character or quality of the area, which is already developed and absent any scenic resources. While existing mature trees would be removed, these trees are few in number (eight) and the majority are relatively small in diameter. In addition, other trees would remain outside of the immediate limits of the proposed improvement areas.

With respect to geology and soils issues, soils testing and structural calculations would be required for all signal foundations and must be signed by a structural engineer. This would ensure that the signals would not be subject to geologic hazards that could result in structural failure of the signal that would pose a safety hazard to drivers. Hydrology and water quality concerns would be addressed by the County's design of the signal projects, which include installation of new drainage inlets and regrading of existing urban roadside ditches to ensure that off-site flooding would not be induced by the signal projects and associated repaving of the portions of the roadways within the project footprint. Land use and planning issues are not directly relevant to the projects as the proposed signals are included in the County's CIP, and thus, the projects would not conflict with an adopted plan or policy. Utilities and service systems would not be impacted by the signal projects as neither water, sewer, nor solid waste systems are associated with signals.

CONCLUSION

As established in the discussions above regarding the potential effects of the proposed project, the proposed changes would not result in any new significant information of substantial importance, new impacts, new mitigation measures, new or revised alternatives, or an increase the severity of previously identified impacts that would require major revisions to the original Public Safety Facility EIR. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and a subsequent EIR is not required.

Attachments:

- A) Air Quality and GHG Modeling Results
- B) Traffic Operations Analysis

ATTACHMENT A
AIR QUALITY AND GHG MODELING RESULTS

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> Public Safety Facility Intersection Improvements														
Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.24	10.21	14.31	32.61	0.61	32.00	7.20	0.55	6.66	0.02	2,208.15	0.59	0.02	2,230.18
Grading/Excavation	6.78	51.96	74.05	35.61	3.61	32.00	9.93	3.28	6.66	0.09	9,332.82	2.68	0.09	9,427.16
Drainage/Utilities/Sub-Grade	4.14	34.02	40.56	34.21	2.21	32.00	8.71	2.05	6.66	0.06	5,698.30	1.20	0.05	5,744.62
Paving	1.79	17.68	17.81	1.10	1.10	0.00	0.99	0.99	0.00	0.03	2,844.42	0.75	0.03	2,872.23
Maximum (pounds/day)	6.78	51.96	74.05	35.61	3.61	32.00	9.93	3.28	6.66	0.09	9,332.82	2.68	0.09	9,427.16
Total (tons/construction project)	0.04	0.28	0.38	0.30	0.02	0.28	0.08	0.02	0.06	0.00	50.81	0.01	0.00	51.29

Notes: Project Start Year -> 2019
 Project Length (months) -> 1
 Total Project Area (acres) -> 3
 Maximum Area Disturbed/Day (acres) -> 3
 Water Truck Used? -> Yes

Phase	Total Material Imported/Exported Volume (yd³/day)		Daily VMT (miles/day)			
	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	2	0	4	4	200	40
Grading/Excavation	343	0	18	0	800	40
Drainage/Utilities/Sub-Grade	0	0	0	0	560	40
Paving	0	0	0	0	400	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Public Safety Facility Intersection Improvements														
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.00	0.03	0.05	0.11	0.00	0.11	0.02	0.00	0.02	0.00	7.29	0.00	0.00	6.68
Grading/Excavation	0.02	0.14	0.20	0.10	0.01	0.09	0.03	0.01	0.02	0.00	25.67	0.01	0.00	23.52
Drainage/Utilities/Sub-Grade	0.01	0.09	0.11	0.09	0.01	0.09	0.02	0.01	0.02	0.00	15.67	0.00	0.00	14.33
Paving	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.19	0.00	0.00	2.01
Maximum (tons/phase)	0.02	0.14	0.20	0.11	0.01	0.11	0.03	0.01	0.02	0.00	25.67	0.01	0.00	23.52
Total (tons/construction project)	0.04	0.28	0.38	0.30	0.02	0.28	0.08	0.02	0.06	0.00	50.81	0.01	0.00	46.53

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.
 The CO2e emissions are reported as metric tons per phase.

ATTACHMENT B
TRAFFIC OPERATIONS ANALYSIS



COMMUNITY DEVELOPMENT SERVICES DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMORANDUM

Date: August 14, 2018

To: Dustin Harrington, P.E.

From: Katie Jackson, P.E., T.E.

Subject: Traffic Operations Analysis for the Missouri Flat Road Improvement Project

This memorandum summarizes the results of the traffic operations analysis for the Capital Improvement Program (CIP) Projects #73365, Enterprise Drive/Missouri Flat Road Signalization Project and CIP #73366, Industrial Drive/Missouri Flat Road Signalization Project, in Diamond Springs, California. The two projects will install traffic signals and interconnect along Missouri Flat Road. The projects will be constructed concurrently with the County's Public Safety Facility on Industrial Drive. This traffic analysis is intended to support the addendum to the *Public Safety Facility Environmental Impact Report (EIR)* (SCH# 2015062046). Figure 1 displays the study area.



Figure 1: Study Area

Project Background and Description

These signal projects were added to the County's CIP on June 26, 2018. The intersection of Missouri Flat Road/Enterprise Drive has been on the County's Unfunded CIP project list since 2016. Construction of both signals is currently planned for Fiscal Year 2020/2021.

Additionally, the County's Public Safety Facility is currently under construction nearby. The project includes five buildings, totaling about 106,000 square feet. The project includes the Sheriff's Administration Building, County Morgue, SWAT, Search & Rescue, Training, and other vital County functions. Primary access for the facility is provided by Industrial Drive, while a private access for employees will connect to Enterprise Drive off of Merchandise Way. This project is expected to trigger/exacerbate unacceptable operations and meet signal warrants at both Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive.

Both intersections are currently unsignalized, with stop control on the side streets (i.e. Industrial Drive and Enterprise Drive). Missouri Flat Road has a two-way left-turn lane (TWLTL) through both intersections. There is one approach lane on both side streets. Figures 2 and 3 show the existing lane configurations.



Figure 2: Existing Lane Configurations – Missouri Flat Road / Industrial Drive



Figure 3: Existing Lane Configurations – Missouri Flat Road / Enterprise Drive

The intersections are located approximately 850 feet apart. Missouri Flat Road has many private driveways that serve a variety of commercial and industrial businesses. Pacific Gas & Electric (PG&E) is located on the southwest corner of the Missouri Flat Road/Enterprise Drive intersection and has overhead utility lines along both sides of Missouri Flat Road.

The intersection improvements would include a traffic signal at both locations and various turn lanes added on Missouri Flat Road, Industrial Drive and Enterprise Drive. Figures 4 and 5 display the preliminary layout for the Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive intersections, respectively.

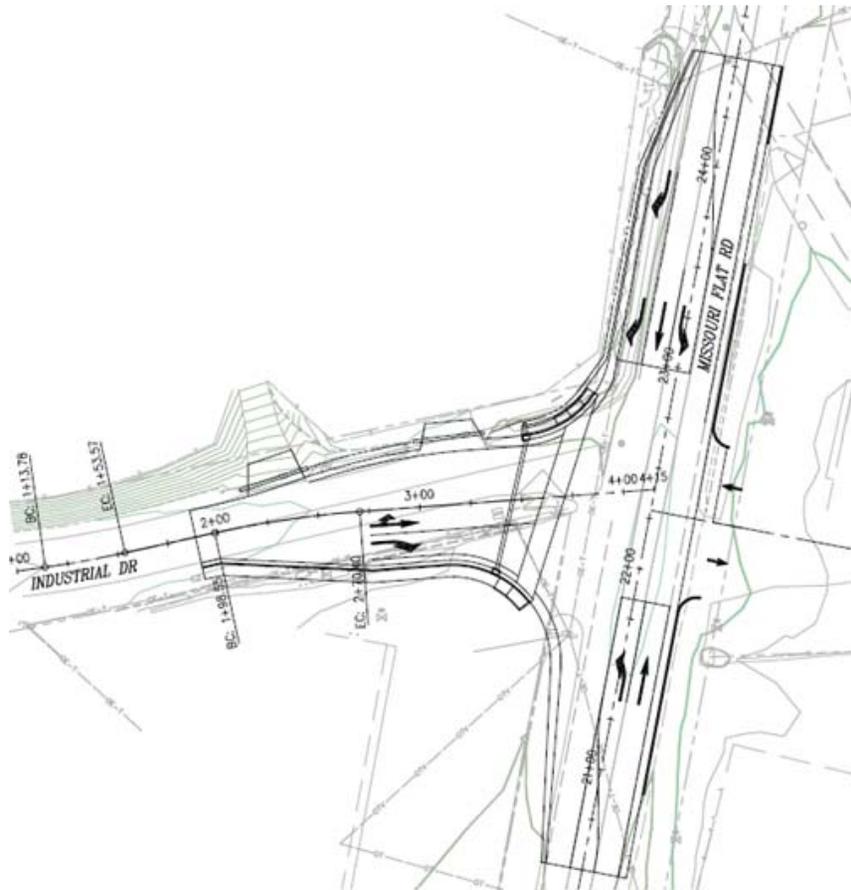


Figure 4: Preliminary Layout – Missouri Flat Road/Industrial Drive
(Not to Scale)

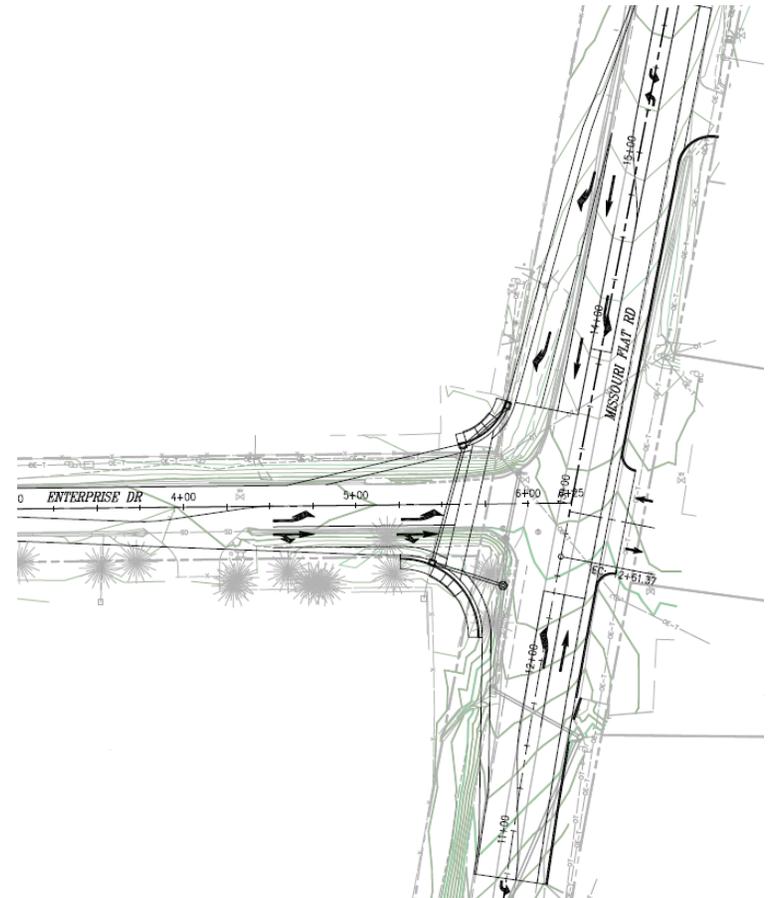


Figure 5: Preliminary Layout – Missouri Flat Road/Enterprise Drive
(Not to Scale)

Analysis Methodology and LOS Standards

This analysis evaluates the intersections based on the AM and PM peak hour traffic operations. The analysis assigns a Level of Service (LOS) to the intersection for each peak hour to describe traffic operations. LOS is a qualitative measure of traffic operating conditions ranging from LOS A to LOS F. The grades are assigned based on the average duration of delay associated with a given traffic control device. In general, LOS A represents free-flow conditions with very little delay, while LOS F represents over-capacity conditions with long delays and queues. The study intersections were analyzed using the procedures and methodologies contained in the *Highway Capacity Manual (HCM)* (Transportation Research Board, 2016).

The LOS is evaluated against the 2004 General Plan Policy TC-Xd, which states in part, “Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions.” All of the study intersections are located within the El Dorado/Diamond Springs Community Region. Therefore, intersections that operate at LOS F are considered deficient. If a project causes an intersection to degrade from LOS E or better to LOS F, that is considered a significant impact. If an intersection that operates at LOS F is worsened by a project, that is also considered to be a significant impact. General Plan Policy TC-Xe defines “worsen” as any of the following:

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Since this analysis is being used to support the addendum to the *Public Safety Facility Project EIR*, the added trips are from the Public Safety Facility. The number of project trips from the Public Safety Facility was determined from the *Traffic Impact Analysis for El Dorado County Sheriff Headquarters* (KD Anderson, October 26, 2015).

At signalized intersections, LOS is based on the average control delay for the entire intersection. At side-street stop-controlled intersections, the LOS is based on the delay reported for the worst turning movement (i.e. the turning movement with the highest delay). Table 1 displays the delay range associated with each LOS category for signalized and unsignalized intersections.

Table 1: Intersection Level of Service Criteria			
Level of Service	Average Control Delay (seconds/vehicle)		Description
	Signalized	Unsignalized	
A	< 10.0	< 10.0	Very low delay. At signalized intersections, most vehicles do not stop.
B	10.0 to 20.0	10.0 to 15.0	Generally good progression of vehicles. Slight delays.
C	20.1 to 35.0	15.1 to 25.0	Fair progression. At signalized intersections, increased number of stopped vehicles.
D	35.1 to 55.0	25.1 to 35.0	Noticeable congestion. At signalized intersections, large portion of vehicles stopped.
E	55.1 to 80.0	35.1 to 50.0	Poor progression. High delays and frequent cycle failure.
F	> 80.0	> 50.0	Oversaturation. Forced flow. Extensive queuing.

Source: *Highway Capacity Manual* (Transportation Research Board, 2016)

The HCM methodologies were applied using the micro-simulation software package, SimTraffic 10. Typical HCM methodology provides a calculation of LOS by accounting for traffic levels, peak hour factors, traffic signal timings, lane configurations, speed limits, and other inputs. In addition, micro-simulation analysis also accounts for turn pocket lengths, driver behavior, distance between intersections, vehicle platooning, and other traffic progression factors.

Existing Conditions

Traffic counts were collected at each of the study intersections in May 2018 when local schools were in session (see appendix). The traffic volumes were used to analyze the LOS under existing conditions without the proposed intersection improvements. The results are summarized in Table 2 and the technical calculations are contained in the appendix. During the AM peak hour, the intersection of Missouri Flat Road/Enterprise Drive operates at LOS F, while all other intersections operate acceptably at LOS E or better. During the PM peak hour, three of the four study intersections operate unacceptably at LOS F, including Missouri Flat Road/China Garden Road, Missouri Flat Road/Industrial Drive, and Missouri Flat Road/Enterprise Drive.

Existing Plus Project Conditions

For the Existing Plus Project (E+P) scenario, traffic operations are evaluated with both signals and associated intersection improvements in place. The traffic signals would be coordinated from Pleasant Valley Road (State Route (SR) 49) through Industrial Drive. The E+P scenario also assumes the Public Safety Facility is complete and fully occupied. The project trips from the Public Safety Facility were determined from the *Traffic Impact Analysis for El Dorado County Sheriff Headquarters* (KD Anderson, October 26, 2015).

The traffic signal will improve traffic operations for the side streets at both Industrial Drive and Enterprise Drive. The improvement is expected to draw more traffic on the side street at Enterprise Drive, as the road serves a major employment area in Diamond Springs. Under E+P conditions, traffic was redistributed to account for additional side street demand at this intersection.

As shown in Table 2, the proposed traffic signals would improve traffic operations during the peak hour at both Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive to LOS B or better during both peak hours.

The traffic signals and the increase in traffic from the Public Safety Facility would further degrade traffic operations at the Missouri Flat Road/China Garden Road intersection. This is considered a significant impact because the Public Safety Facility adds more than 10 trips to the intersection during the peak hours. This impact was also identified in the *Public Safety Facility Project EIR*. A mitigation measure for that intersection is proposed below. It is important to note that the reported LOS for the Missouri Flat Road/China Garden Road intersection is based on the movement with the highest delay, in accordance with HCM methodology. In this case the westbound left turn movement operates at LOS F during the PM peak hour, while all other movements operate at LOS D or better.

Table 2: Peak Hour Intersection Traffic Operations Existing 2018 Conditions				
Intersection	No Project		Plus Project	
	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)
1. Missouri Flat Road / China Garden Road	45 / E	81 / F	50 / E	121 / F
2. Missouri Flat Road / Industrial Drive	48 / E	101 / F	12 / B	10 / B
3. Missouri Flat Road / Enterprise Drive	58 / F	130 / F	8 / A	9 / A
4. Missouri Flat Road / Pleasant Valley Road	24 / C	34 / C	24 / C	43 / D

Notes: Analysis is based on the methodology and procedures in the Highway Capacity Manual (Transportation Research Board, 2016). Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop controlled intersections, LOS is based on the movement with the worst delay.
Bold text indicates LOS F traffic operations.

Table 3 shows the 95th percentile queue lengths at the two project intersections. All projected queue lengths will be accommodated within the turn lanes for both approaches on Missouri Flat Road and Enterprise Drive. On Industrial Drive, the queue may occasionally extend out of the turn pockets for both the left and right turns, however the intersection would still operate acceptably at LOS B and the queues should clear with every signal cycle.

Table 3: Peak Hour Intersection 95 th Percentile Queue Length (feet) Existing Plus Project Conditions					
Intersection	Movement (AM / PM)				
	Southbound Left	Southbound Right	Northbound Left	Eastbound Left ¹	Eastbound Right ²
2. Missouri Flat Road / Industrial Drive	75 / 25	50 / 50	75 / 50	75 / 150	50 / 100
3. Missouri Flat Road / Enterprise Drive	25 / 25	25 / 100	75 / 25	100 / 125	50 / 75

Notes: Analysis is based on the methodology and procedures in the Highway Capacity Manual (Transportation Research Board, 2016).
¹ At Missouri Flat Road/Industrial Drive the eastbound left-turn lane is shared with the eastbound through lane. The queue length reported includes both the left and through movements.
² At Missouri Flat Road/Enterprise Drive the eastbound right-turn lane is shared with the eastbound through lane. The queue length reported includes both the right and through movements.

Cumulative Year 2040 Conditions

The proposed project was also evaluated under Cumulative conditions. The traffic forecasts for the corridor were collected from the *Final Technical Memo 1-7: Future Traffic Analysis Results for the Missouri Flat Master Circulation & Financing Plan Phase II* (Kittelson & Associates, June, 22 2018). As discussed in that memo (see appendix), the cumulative year forecasts assume other roadway and development projects are in place by 2040. The forecasts assume completion of Diamond Springs Parkway, a new four-lane arterial roadway connecting SR 49 to Missouri Flat Road just north of China

Garden Road. Also, Missouri Flat Road is planned to be widened from two to four lanes between China Garden Road and Pleasant Valley Road through the study area.

The future land development projects include both approved and pending projects. Non-residential projects include the Public Safety Facility, The Crossings, Creekside Plaza, and Diamond Dorado retail centers. Traffic from residential projects, such as Piedmont Oaks and Diamond Springs Village are also included.

The Cumulative Year traffic operations results without and with the proposed project are displayed in Table 4. The technical calculations are contained in the attached appendix.

As shown, without the proposed project three of the four intersections would continue to operate at LOS F during the PM peak hour. The proposed signals would improve traffic operations to LOS A at the Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive intersections during both peak hours. The 95th percentile queue lengths for this scenario are shown in Table 5. The queue lengths are similar to the reported lengths for the Existing Plus Project scenario. The only exception is the eastbound left-turn queue at Industrial Drive is projected to be about 25 feet longer. However, the intersections will continue to operate with very little delay, so the queuing will not result in operational issues.

Under the cumulative scenario, the intersection of Missouri Flat Road/China Garden Road operates at LOS F with and without the project. The Public Safety Facility is expected to add more than 10 trips to this intersection; therefore this is a significant impact. A mitigation measure is proposed below. This impact was also identified in the *Public Safety Facility Project EIR*.

Table 4: Peak Hour Intersection Traffic Operations Cumulative 2040 Conditions				
Intersection	No Project		Plus Project	
	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)
1. Missouri Flat Road / China Garden Road	24 / C	89 / F	9 / A	64 / F
2. Missouri Flat Road / Industrial Drive	66 / F	144 / F	10 / A	6 / A
3. Missouri Flat Road / Enterprise Drive	21 / C	157 / F	7 / A	8 / A
4. Missouri Flat Road / Pleasant Valley Road	19 / B	32 / C	23 / B	31 C
Notes: Analysis is based on the methodology and procedures in the Highway Capacity Manual (Transportation Research Board, 2016). Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop controlled intersections, LOS is based on the movement with the worst delay. Bold text indicates LOS F traffic operations.				

Table 5: Peak Hour Intersection 95th Percentile Queue Length (feet) Cumulative Plus Project Conditions					
Intersection	Movement (AM / PM)				
	Southbound Left	Southbound Right	Northbound Left	Eastbound Left¹	Eastbound Right²
2. Missouri Flat Road / Industrial Drive	75 / 25	50 / 25	125 / 50	75 / 125	25 / 100
3. Missouri Flat Road / Enterprise Drive	25 / 25	50 / 50	50 / 25	125 / 125	75 / 125
Notes: Analysis is based on the methodology and procedures in the Highway Capacity Manual (Transportation Research Board, 2016). ¹ At Missouri Flat Road/Industrial Drive the eastbound left-turn lane is shared with the eastbound through lane. The queue length reported includes both the left and through movements. ² At Missouri Flat Road/Enterprise Drive the eastbound right-turn lane is shared with the eastbound through lane. The queue length reported includes both the right and through movements.					

Mitigation Measures

A mitigation measure is proposed, because the proposed signals and Public Safety Facility exacerbate the LOS F condition at the Missouri Flat Road/China Garden Road intersection. As discussed previously, the LOS F reported is for the side-street left-turn volume, not the overall intersection. To mitigate, the eastbound and westbound through and left-turns should be prohibited with signage and a painted or raised median. This would modify the side streets to right-in/right-out and left-in only. This would affect less than 20 vehicles during each peak hour.

Motorists wishing to make the eastbound left-turn can make that movement at a driveways located just north or south of the intersection, both of which have a center turn lane to help facilitate the movement. Motorists wishing to make the westbound left-turn can instead travel south on China Garden Road to Pleasant Valley Road and turn on Missouri Flat Road. The through movements had zero traffic during the May 2018 traffic counts.

As shown in Table 6, this mitigation measure would improve operations from LOS F to LOS C during the PM peak hour under Existing Plus Project conditions. As shown in Table 7, the mitigation measure would also improve the traffic operations under Cumulative Plus Project scenario from LOS F to LOS A during both peak hours.

Table 6: Peak Hour Intersection Traffic Operations Existing 2018 Conditions				
Intersection	Plus Project		Plus Project with Mitigation	
	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)
1. Missouri Flat Road / China Garden Road	50 / E	121 / F	17 / C	26 / C
2. Missouri Flat Road / Industrial Drive	12 / B	10 / B	13 / B	9 / A
3. Missouri Flat Road / Enterprise Drive	8 / A	9 / A	8 / A	9 / A
4. Missouri Flat Road / Pleasant Valley Road	24 / C	43 / D	22 / C	41 / D
Notes: Analysis is based on the methodology and procedures in the Highway Capacity Manual (Transportation Research Board, 2016). Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop controlled intersections, LOS is based on the movement with the worst delay. Bold text indicates LOS F traffic operations.				

Table 7: Peak Hour Intersection Traffic Operations Cumulative 2040 Conditions				
Intersection	Plus Project		Plus Project with Mitigation	
	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)	AM Peak Hour (Delay / LOS)	PM Peak Hour (Delay / LOS)
1. Missouri Flat Road / China Garden Road	9 / A	64 / F	6 / A	5 / A
2. Missouri Flat Road / Industrial Drive	10 / A	6 / A	11 / A	6 / A
3. Missouri Flat Road / Enterprise Drive	7 / A	8 / A	7 / A	8 / A
4. Missouri Flat Road / Pleasant Valley Road	23 / B	31 / C	23 / B	37 / D
Notes: Analysis is based on the methodology and procedures in the Highway Capacity Manual (Transportation Research Board, 2016). Average delay is reported in seconds per vehicle. For signalized intersections, the LOS is based on the average control delay for all approaches. For side-street stop controlled intersections, LOS is based on the movement with the worst delay. Bold text indicates LOS F traffic operations.				

The *Public Safety Facility Project FEIR* contains the following mitigation measure for the Missouri Flat Road/China Garden Road intersection:

Mitigation Measure 4.10-2(a): Missouri Flat Road / China Garden Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program. Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a delay of 16.1 seconds. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours. Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is

needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

As demonstrated above, the alternate mitigation measure of restricting certain turn movements at Missouri Flat Road would provide acceptable traffic operations at the intersection through 2040. Therefore, this impact is less than significant with mitigation. Additionally, a traffic signal at Missouri Flat Road/China Garden Road intersection is not preferred, because of the close proximity to other planned signals (i.e. Missouri Flat Road/Industrial Drive, Missouri Flat Road/Enterprise Drive, and Missouri Flat Road/Diamond Springs Parkway).

Access to Existing Properties & Businesses

As noted in the *Public Safety Facility EIR*, several driveways on Missouri Flat Road could be affected by the new traffic signals. Each traffic signal has been designed to maintain and even improve access to the adjacent properties and businesses, as described below.

At the Missouri Flat Road/Industrial Drive intersection, the existing driveways serving APNs 329-261-12 (currently occupied by Stoves 'n' Stuff) and 329-261-13 (currently occupied by True Value Hardware) along the east side of Missouri Flat Road will be combined into a single driveway aligned with the signalized intersection. Curbs will be installed along Missouri Flat Road adjacent to these parcels in order to restrict illegal turning movements around the intersection and facilitate traffic through the signal. The existing driveways at the north end of 329-261-12 (Stoves 'n' Stuff) and south end of 329-261-13 (True Value Hardware) will remain and allow right-in/right-out movements only.

In the southwest quadrant of the Missouri Flat Road/Industrial Drive intersection, there is a multi-tenant retail center on APN 329-260-01. For this parcel, the northern driveway will be removed and access to this parcel will be provided by the existing southern driveway and a new driveway connecting to Industrial Drive along the north parcel boundary.

At the Missouri Flat Road/Enterprise Drive intersection, the existing driveways serving APNs 329-261-17 (currently occupied by Idle Wheels RV Center) and 329-261-18 (currently occupied by Advanced Gases and Equipment) along the east side of Missouri Flat Road will be combined into a single driveway aligned with the signalized intersection. Curbs will be installed along Missouri Flat Road adjacent to these parcels in order to restrict illegal turning movements around the intersection and facilitate traffic through the signal.

Conclusions

The installation of a traffic signal would provide operational benefits at both Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive. The traffic signals would improve both intersections from LOS F to LOS B or better under Existing and Cumulative conditions.

The intersection of Missouri Flat Road/China Garden Road also operates at LOS F today and will require improvements to achieve acceptable LOS. The eastbound and westbound through and left-turns should be prohibited with signage and a painted or raised median. This would restore the intersection to acceptable LOS during both peak hours.

Technical Appendix

Traffic Operations Analysis for Missouri Flat Road Signals

TM Count: Missouri Flat Rd / China Garden Rd

Start Date: 5/23/2018

Start Time: 8:00:00 AM

Start Time	From North			From East			From South			From West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	0	128	23	36	0	3	5	123	0	0	0	0
08:15 AM	0	158	25	32	0	3	8	211	0	0	0	0
08:30 AM	0	150	16	46	0	4	12	206	0	0	0	0
08:45 AM	1	159	34	49	0	1	8	204	0	0	0	0
09:00 AM	1	175	34	38	0	4	5	163	0	0	0	0
09:15 AM	0	147	32	27	0	6	7	194	0	0	0	1
09:30 AM	1	139	35	38	0	1	7	183	1	0	0	0
09:45 AM	0	164	36	39	1	4	7	197	0	0	0	0
10:00 AM												
10:15 AM												
10:30 AM												
10:45 AM												
11:00 AM												
11:15 AM												
11:30 AM												
11:45 AM												
12:00 PM												
12:15 PM												
12:30 PM												
12:45 PM												
01:00 PM												
01:15 PM												
01:30 PM												
01:45 PM												
02:00 PM												
02:15 PM												
02:30 PM												
02:45 PM												
03:00 PM	0	163	36	32	0	1	5	153	1	1	1	0
03:15 PM	0	299	37	44	0	4	4	193	0	0	0	0
03:30 PM	0	242	36	35	0	4	5	169	0	0	0	0
03:45 PM	0	266	37	32	0	4	8	176	0	0	0	0
04:00 PM	2	308	42	46	0	5	10	188	0	0	0	0
04:15 PM	0	259	33	38	0	7	7	161	0	0	0	1
04:30 PM	0	293	34	40	0	2	4	188	1	0	0	0
04:45 PM	0	254	44	35	0	1	10	173	0	0	0	0
05:00 PM	0	262	37	49	0	2	1	174	0	0	0	0
05:15 PM	0	278	40	31	0	4	5	144	0	0	0	0
05:30 PM	0	257	23	46	0	2	14	224	0	0	0	0
05:45 PM	1	249	28	30	0	1	8	218	0	0	0	0

TM COUNT: Missouri Flat Rd / Enterprise Dr

Start Date: 5/23/2018

Start Time: 6:45:00 AM

Start Time	From North			From East			From South			From West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
06:45 AM	21	45	0	0	0	0	0	175	6	0	0	2
07:00 AM	18	73	0	0	0	0	0	165	2	1	0	9
07:15 AM	15	119	0	0	0	0	0	212	2	3	0	4
07:30 AM	17	117	1	0	0	0	0	223	5	3	0	7
07:45 AM	21	120	2	0	0	0	0	261	8	0	0	13
08:00 AM	29	133	1	0	0	0	0	161	7	3	0	11
08:15 AM	16	147	2	1	0	0	1	203	3	5	0	11
08:30 AM	14	105	4	0	0	0	0	185	5	1	0	6
08:45 AM	20	108	1	0	0	1	3	219	8	11	0	19
09:00 AM	18	112	1	0	0	0	1	149	5	5	0	11
09:15 AM	18	100	2	0	0	0	0	191	8	3	0	16
09:30 AM	22	115	3	0	0	0	0	155	4	2	0	16
09:45 AM	24	96	1	1	0	0	0	191	11	2	1	18
10:00 AM												
10:15 AM												
10:30 AM												
10:45 AM												
11:00 AM												
11:15 AM												
11:30 AM												
11:45 AM												
12:00 PM												
12:15 PM												
12:30 PM												
12:45 PM												
01:00 PM												
01:15 PM												
01:30 PM												
01:45 PM												
02:00 PM												
02:15 PM												
02:30 PM												
02:45 PM												
03:00 PM	20	204	2	0	0	0	0	192	8	7	0	13
03:15 PM	24	220	1	2	0	0	0	182	6	11	0	12
03:30 PM	17	199	3	1	0	0	0	164	4	7	0	22
03:45 PM	22	224	0	0	0	0	0	141	7	5	0	14
04:00 PM	18	267	2	0	0	0	1	137	2	9	0	22
04:15 PM	22	244	2	1	0	0	0	168	2	4	0	19
04:30 PM	9	270	0	0	0	0	1	148	5	10	0	15
04:45 PM	8	222	2	0	0	0	0	139	1	4	0	19
05:00 PM	20	253	2	0	0	0	0	129	0	4	0	12
05:15 PM	6	243	1	1	0	0	0	148	1	5	0	14
05:30 PM	5	246	0	3	0	0	0	224	1	6	0	16
05:45 PM	8	205	0	0	0	0	0	197	0	3	0	9

TM Count: Missouri Flat Rd / Industrial Dr

Start Date: 5/24/2018

Start Time: 7:00:00 AM

Start Time	From North			From East			From South			From West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	6	64	2	0	0	1	5	124	3	0	0	3
07:15 AM	18	119	2	3	0	1	0	225	8	2	0	4
07:30 AM	5	117	6	5	0	3	6	164	3	0	0	2
07:45 AM	13	138	2	3	0	2	0	212	11	6	0	5
08:00 AM	13	139	8	4	0	2	2	145	8	11	0	12
08:15 AM	15	128	0	6	0	2	7	196	9	6	0	10
08:30 AM	10	129	13	4	0	0	1	217	1	4	0	11
08:45 AM	5	155	7	4	0	2	4	205	4	3	0	6
09:00 AM	7	161	9	5	0	8	3	197	2	2	1	5
09:15 AM	11	131	6	8	0	7	5	176	5	3	0	3
09:30 AM	12	161	9	10	0	3	11	199	4	4	0	9
09:45 AM	10	146	7	4	0	5	6	168	8	6	0	7
10:00 AM												
10:15 AM												
10:30 AM												
10:45 AM												
11:00 AM												
11:15 AM												
11:30 AM												
11:45 AM												
12:00 PM												
12:15 PM												
12:30 PM												
12:45 PM												
01:00 PM												
01:15 PM												
01:30 PM												
01:45 PM												
02:00 PM												
02:15 PM												
02:30 PM												
02:45 PM												
03:00 PM	1	126	0	1	0	0	0	114	3	4	2	8
03:15 PM	3	262	2	2	0	2	0	200	1	4	0	3
03:30 PM	5	222	0	3	0	0	1	200	7	7	0	3
03:45 PM	7	225	2	0	0	0	2	153	6	5	0	6
04:00 PM	3	237	0	1	0	2	0	172	3	10	0	9
04:15 PM	5	257	0	0	0	0	0	176	0	5	0	7
04:30 PM	7	269	1	0	0	1	0	169	3	5	0	4
04:45 PM	1	276	1	0	0	0	0	162	0	11	0	6
05:00 PM	1	314	1	2	0	0	2	174	3	5	0	6
05:15 PM	3	345	0	0	0	0	0	204	1	10	0	7
05:30 PM	4	342	3	0	0	0	0	179	4	1	0	4
05:45 PM	2	292	0	1	0	0	1	160	0	1	0	7

TM Count: Missouri Flat Rd / Pleasant Valley Rd

Start Date: 5/23/2018

Start Time: 7:00:00 AM

Start Time	From North		From East		From West	
	Right 1	Left 2	Thru 3	Right 4	Thru 5	Left 6
07:00 AM	69	55	117	218	41	74
07:15 AM	88	53	105	156	47	92
07:30 AM	60	62	90	154	79	83
07:45 AM	46	60	79	141	61	105
08:00 AM	60	64	84	134	47	83
08:15 AM	38	67	70	142	45	69
08:30 AM	44	63	73	168	59	67
08:45 AM	61	71	65	165	50	79
09:00 AM	51	71	53	119	38	45
09:15 AM	44	86	54	178	43	61
09:30 AM	55	52	45	42	27	60
09:45 AM	40	73	61	132	52	73
10:00 AM						
10:15 AM						
10:30 AM						
10:45 AM						
11:00 AM						
11:15 AM						
11:30 AM						
11:45 AM						
12:00 PM						
12:15 PM						
12:30 PM						
12:45 PM						
01:00 PM						
01:15 PM						
01:30 PM						
01:45 PM						
02:00 PM						
02:15 PM						
02:30 PM						
02:45 PM	86	138	84	104	62	86
03:00 PM	64	177	79	120	98	100
03:15 PM	103	161	85	110	88	90
03:30 PM	69	158	86	98	76	73
03:45 PM	93	156	61	89	62	55
04:00 PM	117	201	75	99	59	58
04:15 PM	95	159	57	90	86	62
04:30 PM	80	160	55	75	66	56
04:45 PM	74	194	64	93	67	66
05:00 PM	85	169	65	83	71	47
05:15 PM	75	181	64	61	91	86
05:30 PM	66	173	63	68	127	150
05:45 PM	49	165	48	68	101	125

- 1 = Missouri Flat Rd S/B to Pleasant Valley Rd W/B
- 2 = Missouri Flat Rd S/B to Pleasant Valley Rd E/B
- 3 = Pleasant Valley Rd W/B Thru
- 4 = Pleasant Valley Rd W/B to Missouri Flat Rd N/B
- 5 = Pleasant Valley Rd E/B Thru
- 6 = Pleasant Valley Rd E/B to Missouri Flat Rd N/B

TECHNICAL MEMORANDUM 1-7

Missouri Flat Master Circulation & Financing Plan Phase II

Future Traffic Analysis Results

Date: June 22, 2018 (finalized June 22, 2018)
To: Ms. Natalie Porter, El Dorado County
From: Mike Aronson, P.E., Aaron Elias, T.E.
cc:

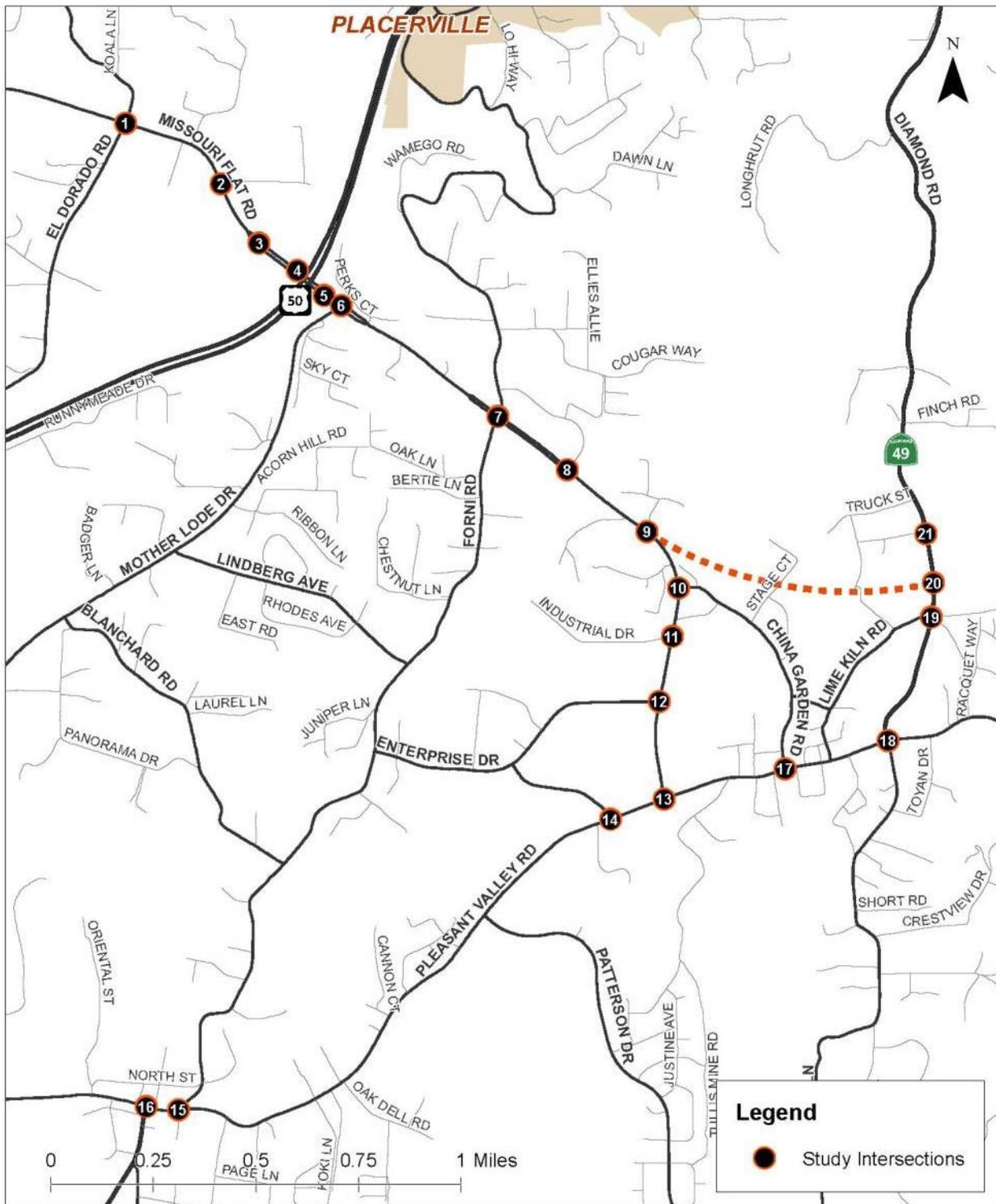
Project #: 18048

This technical memorandum summarizes the future transportation conditions for the Missouri Flat Master Circulation and Financing Plan Phase II (MC&FP-II) project. The study area includes 23 study intersections, with a particular focus on the operations of the US 50 freeway interchange at Missouri Flat Road (Figure 1).

SUMMARY

- Traffic forecasts were updated for 2035 and 2040 consistent with the current El Dorado County General Plan and market forecasts of potential commercial development.
- Current El Dorado County market-based growth forecasts are lower than those used in studies prior to the 2008 economic recession, averaging closer to one percent annual growth rather than three percent annual growth in prior forecasts.
- 2040 traffic forecasts are relatively consistent with the 2040 traffic forecasts used for the Diamond Springs Parkway traffic studies.

Figure 1: Study Area



Note: The intersections of US 50 EB Ramps/El Dorado Road and US 50 WB Ramps/El Dorado Road are included in the analysis, but not shown on this figure.

TRAFFIC FORECASTS

Traffic forecasts were updated for this evaluation for the 2035 horizon year. The 2035 forecasts were also extrapolated to a 2040 study year. The traffic forecasts were compared with traffic forecasts prepared for the “Diamond Springs Parkway Phase 1B Transportation Analysis Report” (Fehr & Peers, July, 2016).

The traffic forecasts are based on the El Dorado County travel model, starting with the version used for the most recent El Dorado County General Plan and Traffic Impact Mitigation Fee (TIMF). The model includes the roadway network and land use updates described below.

Road Network Updates

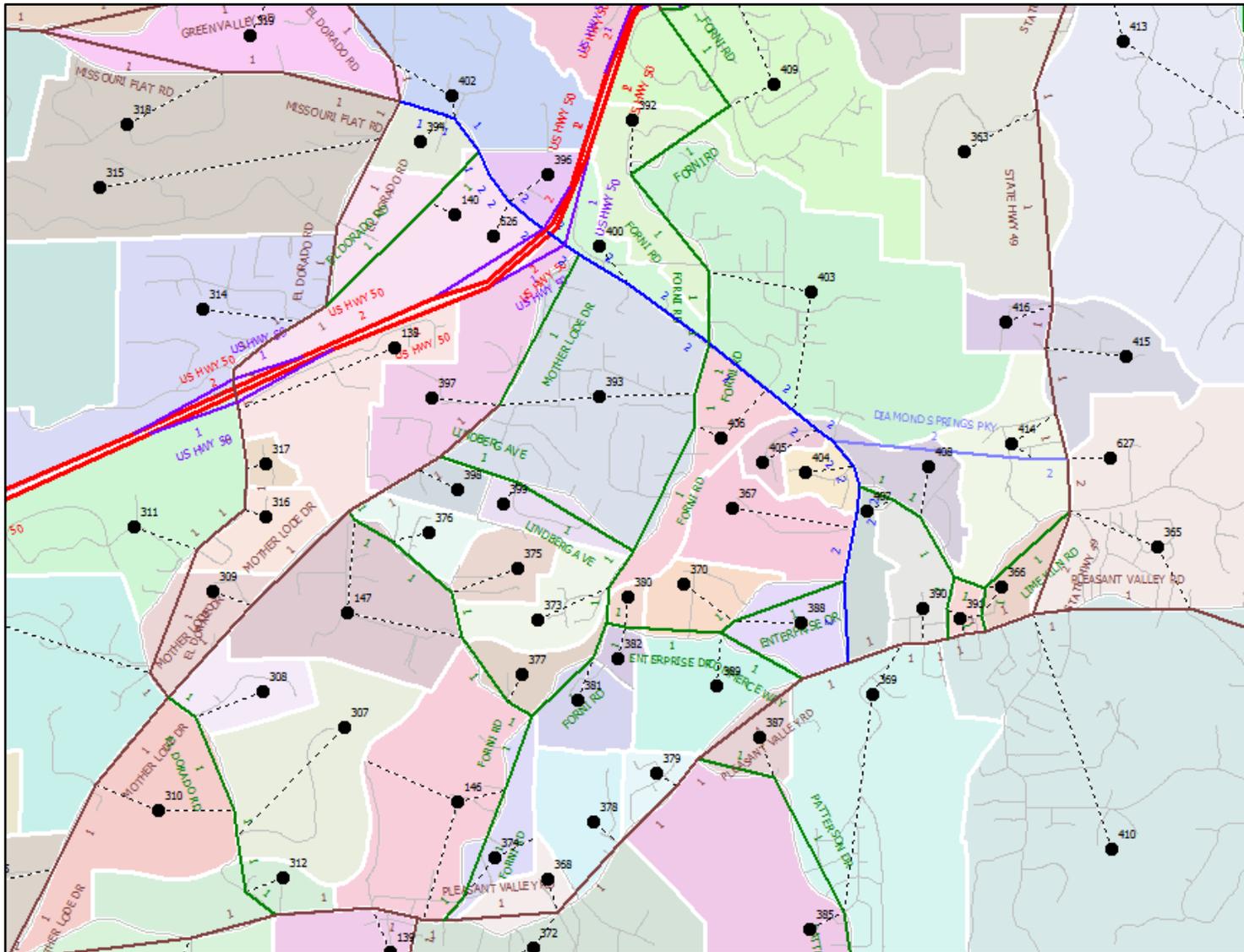
The 2035 road network was modified to include the planned widening of Missouri Flat Road from two to four lanes between China Garden and SR 49. The 2035 network also includes the completion of Diamond Springs Parkway as a four lane facility (Figure 2).

Land Use Updates

Future land use assumptions were updated in the Missouri Flat area to account for known development projects including the proposed Crossings, Creekside Plaza, and Diamond Dorado shopping centers. They also included residential projects such as Piedmont Oaks and the Diamond Springs Village. The proposed Public Safety complex on Industrial Drive was also added. The overall commercial growth assumed is somewhat higher (about 100,000 square feet) than the market demand analysis prepared by Economic and Planning Systems.

Development assumptions by transportation analysis zone (TAZ) are summarized in Figure 3, Figure 4 and Figure 5.

Figure 2: El Dorado County Model TAZs and 2035 Number of Through Lanes in Each Direction



2035 Traffic Forecasts

The El Dorado County model was run with the updated 2035 assumptions. Peak hour turn movements were extracted for each of the study intersections. These turn movements were not used directly, but were adjusted incrementally based on the following:

$$2035 \text{ turn movement} = 2015 \text{ traffic count} + (2035 \text{ model} - 2015 \text{ model})$$

This incremental adjustment compensates for errors in the base year model and provides continuity of traffic flow for the future projections. Traffic forecasts at the four interchange study intersections are summarized in Table 1 and Table 2.

2040 Traffic Forecasts

The 2040 traffic forecasts on each turn movement were extrapolated from the 2035 forecasts:

$$2040 \text{ turn movement} = 2015 \text{ traffic count} + (2035 \text{ model} - 2015 \text{ model}) * 25/20$$

This extrapolation methodology is similar to the methodology recently reviewed by Caltrans District 3 for the Cameron Park Drive interchange study.

The updated 2035 traffic forecasts show about 30 percent growth compared to 2015 traffic counts at the interchange intersections, averaging about 1.5 percent annual growth. The 1.5 percent annual growth is projected to continue through 2040.

The updated 2040 traffic forecasts are relatively consistent with the 2040 traffic forecasts used in the Diamond Springs Parkway TAR. The updated MC&FP forecasts are higher on some of the turn movements to and from freeway ramps, and are lower on certain through movements on Missouri Flat Road. Where volumes are lower in the updated MC&FP forecasts, they are most likely related to updates in land use forecasts for specific development areas (outside the immediate Missouri Flat study area) that were made in the El Dorado County travel model for the TIMF based on more current information that became available after the modeling was done for the Diamond Springs Parkway.

Intersection Volumes

Intersection turn volumes for the 2015 base year, 2035 and 2040 forecast years are attached.

Table 1: Intersection Volume Comparison, Interchange Area, AM Peak Hour

Intersection	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
3 Missouri Flat Road & Plaza Drive													
2015 Count	101	413	294	34	290	7	7	7	83	228	23	50	1,537
2035 MFC&FP	114	706	301	47	498	25	22	3	87	227	19	61	2,111
2040 MFC&FP	117	780	303	50	550	29	25	3	88	227	19	63	2,256
2040 Diamond Springs Parkway TAR	110	870	300	50	580	50	30	10	90	230	30	60	2,410
4 Missouri Flat Road & US 50 WB Ramps													
2015 Count	368	519	0	0	485	116	0	0	0	487	1	289	2,265
2035 MFC&FP	489	723	0	0	696	119	0	0	0	398	1	405	2,830
2040 MFC&FP	519	774	0	0	748	119	0	0	0	398	1	434	2,994
2040 Diamond Springs Parkway TAR	490	820			780	120				490	10	460	3,170
5 Missouri Flat Road & US 50 EB Ramps													
2015 Count	0	766	71	161	811	0	119	0	358	0	0	0	2,286
2035 MFC&FP	0	1,060	96	235	858	0	150	0	564	0	0	0	2,964
2040 MFC&FP	0	1,134	102	254	870	0	158	0	616	0	0	0	3,133
2040 Diamond Springs Parkway TAR		1,160	80	250	1,020		150	10	550				3,220
6 Missouri Flat Road & Mother Lode Drive													
2015 Count	44	720	0	0	1,094	75	119	0	40	0	0	0	2,092
2035 MFC&FP	50	983	0	0	1,335	88	140	0	56	0	0	0	2,651
2040 MFC&FP	51	1,049	0	0	1,395	92	145	0	60	0	0	0	2,791
2040 Diamond Springs Parkway TAR	50	1,120			1,490	80	120		40				2,900

Table 2: Intersection Volume Comparison, Interchange Area, PM Peak Hour

Intersection	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
3 Missouri Flat Road & Plaza Drive													
2015 Count	336	292	419	47	338	19	28	51	331	432	43	50	2,386
2035 MFC&FP	347	622	417	68	714	61	73	44	357	437	36	71	3,245
2040 MFC&FP	350	705	417	73	808	71	84	44	363	438	36	76	3,464
2040 Diamond Springs Parkway TAR	340	760	420	60	810	50	80	60	340	440	60	70	3,490
4 Missouri Flat Road & US 50 WB Ramps													
2015 Count	366	653			914	187				636	0	394	3,150
2035 MFC&FP	572	872			1,285	223				594	0	513	4,058
2040 MFC&FP	623	927			1,377	232				594	0	543	4,296
2040 Diamond Springs Parkway TAR	560	950			1,400	190				680	10	570	4,360
5 Missouri Flat Road & US 50 EB Ramps													
2015 Count		828	106	376	1,174		191	4	587				3,266
2035 MFC&FP		1,245	149	502	1,377		199	4	757				4,233
2040 MFC&FP		1,350	160	533	1,427		201	4	800				4,475
2040 Diamond Springs Parkway TAR		1,310	110	540	1,540		200	10	750				4,460
6 Missouri Flat Road & Mother Lode Drive													
2015 Count	52	766			1,545	216	168		64				2,811
2035 MFC&FP	73	1,092			1,893	241	187		74				3,559
2040 MFC&FP	78	1,174			1,979	248	192		76				3,747
2040 Diamond Springs Parkway TAR	60	1,250			2,070	220	170		60				3,830

INTERSECTION TRAFFIC COUNTS																
2015 Counts																
AM Peak Hour																
No.	Intersection		Northbound			Southbound			Eastbound			Westbound			TOTAL	
	Street (N-S)	Street (E-W)	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
1	El Dorado Road	Missouri Flat Road	132	19	22	50	27	4	3	257	60	16	445	43	1078	
2	Missouri Flat Road	Headington Road	0	457	21	41	293	0	0	0	0	15	0	36	863	
3	Missouri Flat Road	Plaza Drive	101	413	294	34	290	7	7	7	83	228	23	50	1537	
4	Missouri Flat Road	US 50 WB Ramps	368	519	0	0	485	116	0	0	0	487	1	289	2265	
5	Missouri Flat Road	US 50 EB Ramps	0	766	71	161	811	0	119	0	358	0	0	0	2286	
6	Missouri Flat Road	Mother Lode Drive	44	720	0	0	1,094	75	119	0	40	0	0	0	2092	
7	Missouri Flat Road	Forni Road	24	841	58	226	692	216	205	75	14	53	41	162	2607	
8	Missouri Flat Road	Golden Center Drive	39	867	93	114	624	3	4	5	10	35	5	8	1807	
9	Missouri Flat Road	Diamond Springs Parkway	0	999	0	0	645	0	0	0	0	0	0	0	1644	
10	Missouri Flat Road	China Garden Road	0	904	10	105	540	0	1	0	0	6	0	107	1673	
11	Missouri Flat Road	Industrial Drive	11	896	0	0	541	22	13	0	12	0	0	0	1495	
12	Missouri Flat Road	Enterprise Drive	17	844	6	4	419	94	51	0	13	1	0	4	1453	
13	Missouri Flat Road	Pleasant Valley Road (SR 49)	0	0	0	185	0	205	304	178	0	0	392	533	1797	
14	Commerce Way	Pleasant Valley Road (SR 49)	0	0	0	18	0	19	31	464	0	0	518	79	1129	
15	Forni Road	Pleasant Valley Road (SR 49)	0	0	0	50	0	101	135	337	0	0	323	33	979	
16	Golden Chain Hwy (SR 49)	Pleasant Valley Road	224	0	238	0	0	0	0	243	85	141	287	0	1218	
17	China Garden Road	Pleasant Valley Road (SR 49)	0	0	0	3	0	9	11	359	0	0	883	50	1315	
18	Fowler Ln/Diamond Rd	Pleasant Valley Road	88	23	10	60	5	105	97	258	25	19	780	154	1624	
19	Diamond Road (SR 49)	Lime Kiln Rd/Black Rice Ln	31	188	15	12	193	29	23	3	10	7	4	2	517	
20	Diamond Road (SR 49)	Diamond Springs Parkway	0	213	0	0	234	0	0	0	0	0	0	0	447	
21	Diamond Road (SR 49)	Bradley Drive	35	198	0	0	217	13	5	0	17	0	0	0	485	
22	El Dorado Road	US 50 WB Ramps	105	178	0	0	56	62	0	0	0	124	0	22	547	
23	El Dorado Road	US 50 EB Ramps	0	193	87	24	156	0	90	2	98	0	0	0	650	
24	Missouri Flat Road	US 50 EB Slip Ramp	0	764	446	0	1,134	0	0	0	0	0	0	0	2344	

INTERSECTION TRAFFIC COUNTS																
2015 Counts																
PM Peak Hour																
No.	Intersection		Northbound			Southbound			Eastbound			Westbound			TOTAL	
	Street (N-S)	Street (E-W)	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
1	El Dorado Road	Missouri Flat Road	43	49	38	83	31	8	9	222	36	27	299	139	984	
2	Missouri Flat Road	Headington Road	0	408	12	29	317	0	0	0	0	26	0	59	851	
3	Missouri Flat Road	Plaza Drive	336	292	419	47	338	19	28	51	331	432	43	50	2386	
4	Missouri Flat Road	US 50 WB Ramps	366	653	0	0	914	187	0	0	0	636	0	394	3150	
5	Missouri Flat Road	US 50 EB Ramps	0	828	106	376	1,174	0	191	4	587	0	0	0	3266	
6	Missouri Flat Road	Mother Lode Drive	52	766	0	0	1,545	216	168	0	64	0	0	0	2811	
7	Missouri Flat Road	Forni Road	47	758	22	146	1,136	327	461	34	42	31	48	179	3231	
8	Missouri Flat Road	Golden Center Drive	70	698	51	96	1,028	7	14	9	81	105	14	57	2230	
9	Missouri Flat Road	Diamond Springs Parkway	0	819	0	0	1,169	0	0	0	0	0	0	0	1988	
10	Missouri Flat Road	China Garden Road	2	682	29	142	1,026	1	2	0	0	12	1	140	2037	
11	Missouri Flat Road	Industrial Drive	7	663	0	0	1,021	11	18	0	18	0	0	0	1738	
12	Missouri Flat Road	Enterprise Drive	7	573	2	4	934	62	78	1	30	1	1	1	1694	
13	Missouri Flat Road	Pleasant Valley Road (SR 49)	0	0	0	717	0	304	232	259	0	0	253	327	2092	
14	Commerce Way	Pleasant Valley Road (SR 49)	0	0	0	52	0	48	14	508	0	0	517	40	1179	
15	Forni Road	Pleasant Valley Road (SR 49)	0	0	0	22	0	147	88	402	0	0	331	36	1026	
16	Golden Chain Hwy (SR 49)	Pleasant Valley Road	99	0	148	0	0	0	0	324	205	211	265	0	1252	
17	China Garden Road	Pleasant Valley Road (SR 49)	0	0	0	9	0	15	9	890	0	0	583	45	1551	
18	Fowler Ln/Diamond Rd	Pleasant Valley Road	65	25	27	213	32	113	93	775	76	19	415	114	1967	
19	Diamond Road (SR 49)	Lime Kiln Rd/Black Rice Ln	40	212	20	20	357	50	79	9	35	6	3	2	833	
20	Diamond Road (SR 49)	Diamond Springs Parkway	0	293	0	0	427	0	0	0	0	0	0	0	720	
21	Diamond Road (SR 49)	Bradley Drive	29	264	0	0	395	8	17	0	32	0	0	0	745	
22	El Dorado Road	US 50 WB Ramps	98	160	0	0	88	53	0	0	0	82	0	38	519	
23	El Dorado Road	US 50 EB Ramps	0	152	95	43	127	0	106	0	113	0	0	0	636	
24	Missouri Flat Road	US 50 EB Slip Ramp	0	818	588	0	1,609	0	0	0	0	0	0	0	3015	

ADJUSTED TURN MOVEMENT FORECAST																
2035 Land Use Alt. 1																
AM Peak Hour																
No.	Intersection		Northbound			Southbound			Eastbound			Westbound			TOTAL	
	Street (N-S)	Street (E-W)	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
1	El Dorado Road	Missouri Flat Road	139	36	42	71	31	6	5	313	66	43	460	34	1246	
2	Missouri Flat Road	Headington Road	294	488	21	41	361	47	24	0	181	15	0	36	1509	
3	Missouri Flat Road	Plaza Drive	114	706	301	47	498	25	22	3	87	227	19	61	2111	
4	Missouri Flat Road	US 50 WB Ramps	489	723	0	0	696	119	0	0	0	398	1	405	2830	
5	Missouri Flat Road	US 50 EB Ramps	0	1060	96	235	858	0	150	0	564	0	0	0	2964	
6	Missouri Flat Road	Mother Lode Drive	50	983	0	0	1335	88	140	0	56	0	0	0	2651	
7	Missouri Flat Road	Forni Road	15	1110	71	179	966	225	219	67	6	63	36	146	3102	
8	Missouri Flat Road	Golden Center Drive	120	1116	93	114	894	3	4	5	61	35	5	8	2457	
9	Missouri Flat Road	Diamond Springs Parkway	0	525	96	498	490	0	0	0	0	151	0	875	2635	
10	Missouri Flat Road	China Garden Road	0	918	11	24	743	0	1	0	0	4	0	14	1715	
11	Missouri Flat Road	Industrial Drive	88	908	0	0	693	190	5	0	30	0	0	0	1914	
12	Missouri Flat Road	Enterprise Drive	17	837	6	4	519	140	79	0	13	1	0	4	1620	
13	Missouri Flat Road	Pleasant Valley Road (SR 49)	0	0	0	209	0	281	411	220	0	0	381	419	1921	
14	Commerce Way	Pleasant Valley Road (SR 49)	0	0	0	10	0	21	35	635	0	0	608	54	1364	
15	Forni Road	Pleasant Valley Road (SR 49)	0	0	0	52	0	103	146	435	0	0	432	38	1205	
16	Golden Chain Hwy (SR 49)	Pleasant Valley Road	292	0	281	0	0	0	0	319	108	176	366	0	1541	
17	China Garden Road	Pleasant Valley Road (SR 49)	0	0	0	3	0	9	12	438	0	0	723	50	1235	
18	Fowler Ln/Diamond Rd	Pleasant Valley Road	14	115	14	274	52	94	119	139	17	31	372	608	1849	
19	Diamond Road (SR 49)	Lime Kiln Rd/Black Rice Ln	31	590	65	122	479	14	0	0	26	0	0	189	1516	
20	Diamond Road (SR 49)	Diamond Springs Parkway	783	164	23	18	213	171	60	26	368	18	35	16	1894	
21	Diamond Road (SR 49)	Bradley Drive	1	231	0	0	402	95	47	0	0	0	0	0	775	
22	El Dorado Road	US 50 WB Ramps	124	351	0	0	83	155	0	0	0	150	0	32	896	
23	El Dorado Road	US 50 EB Ramps	0	280	132	29	204	0	196	2	119	0	0	0	963	
24	Missouri Flat Road	US 50 EB Slip Ramp	0	1033	411	0	1390	0	0	0	0	0	0	0	2834	

ADJUSTED TURN MOVEMENT FORECAST																
2035 No Build																
PM Peak Hour																
No.	Intersection		Northbound			Southbound			Eastbound			Westbound			TOTAL	
	Street (N-S)	Street (E-W)	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
1	El Dorado Road	Missouri Flat Road	51	59	76	86	36	9	10	256	44	63	365	179	1235	
2	Missouri Flat Road	Headington Road	317	487	12	29	364	45	77	0	391	26	0	59	1807	
3	Missouri Flat Road	Plaza Drive	347	622	417	68	714	61	73	44	357	437	36	71	3245	
4	Missouri Flat Road	US 50 WB Ramps	572	872	0	0	1285	223	0	0	0	594	0	513	4058	
5	Missouri Flat Road	US 50 EB Ramps	0	1245	149	502	1377	0	199	4	757	0	0	0	4233	
6	Missouri Flat Road	Mother Lode Drive	73	1092	0	0	1893	241	187	0	74	0	0	0	3559	
7	Missouri Flat Road	Forni Road	23	1092	34	135	1475	346	484	25	14	48	37	146	3860	
8	Missouri Flat Road	Golden Center Drive	160	1020	51	96	1344	7	14	9	187	105	14	57	3065	
9	Missouri Flat Road	Diamond Springs Parkway	0	598	164	933	714	0	0	0	0	135	0	653	3197	
10	Missouri Flat Road	China Garden Road	2	878	29	22	1118	1	2	0	0	10	1	37	2099	
11	Missouri Flat Road	Industrial Drive	22	817	0	0	1089	49	160	0	114	0	0	0	2251	
12	Missouri Flat Road	Enterprise Drive	9	668	2	4	962	106	133	1	30	1	1	1	1917	
13	Missouri Flat Road	Pleasant Valley Road (SR 49)	0	0	0	642	0	407	319	281	0	0	308	337	2294	
14	Commerce Way	Pleasant Valley Road (SR 49)	0	0	0	24	0	52	16	645	0	0	686	29	1452	
15	Forni Road	Pleasant Valley Road (SR 49)	0	0	0	28	0	157	84	530	0	0	437	38	1273	
16	Golden Chain Hwy (SR 49)	Pleasant Valley Road	128	0	213	0	0	0	0	391	311	242	362	0	1647	
17	China Garden Road	Pleasant Valley Road (SR 49)	0	0	0	9	0	16	9	812	0	0	643	45	1534	
18	Fowler Ln/Diamond Rd	Pleasant Valley Road	25	108	31	669	136	105	103	394	40	36	294	371	2311	
19	Diamond Road (SR 49)	Lime Kiln Rd/Black Rice Ln	40	456	83	200	945	32	0	0	88	0	0	164	2008	
20	Diamond Road (SR 49)	Diamond Springs Parkway	493	259	22	18	339	75	165	43	800	37	53	31	2335	
21	Diamond Road (SR 49)	Bradley Drive	7	447	0	0	435	80	119	0	0	0	0	0	1089	
22	El Dorado Road	US 50 WB Ramps	122	347	0	0	171	196	0	0	0	174	0	47	1057	
23	El Dorado Road	US 50 EB Ramps	0	227	128	51	293	0	242	0	137	0	0	0	1079	
24	Missouri Flat Road	US 50 EB Slip Ramp	0	1165	473	0	1966	0	0	0	0	0	0	0	3604	

ADJUSTED TURN MOVEMENT FORECAST			Count Yr	2015													
2040 Land Use Alt. 1			Model Yr	2035													
AM Peak Hour			Future Yr	2040													
No.	Intersection		Northbound				Southbound				Eastbound			Westbound			TOTAL
	Street (N-S)	Street (E-W)	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right			
1	El Dorado Road	Missouri Flat Road	141	41	47	76	32	7	6	326	68	50	463	34	1290		
2	Missouri Flat Road	Headington Road	368	496	21	41	378	59	30	0	227	15	0	36	1670		
3	Missouri Flat Road	Plaza Drive	117	780	303	50	550	29	25	3	88	227	19	63	2256		
4	Missouri Flat Road	US 50 WB Ramps	519	774	0	0	748	119	0	0	0	398	1	434	2994		
5	Missouri Flat Road	US 50 EB Ramps	0	1134	102	254	870	0	158	0	616	0	0	0	3133		
6	Missouri Flat Road	Mother Lode Drive	51	1049	0	0	1395	92	145	0	60	0	0	0	2791		
7	Missouri Flat Road	Forni Road	15	1177	75	179	1034	228	223	67	6	65	36	146	3249		
8	Missouri Flat Road	Golden Center Drive	140	1178	93	114	962	3	4	5	73	35	5	8	2620		
9	Missouri Flat Road	Diamond Springs Parkway	0	525	119	623	490	0	0	0	0	189	0	1094	3040		
10	Missouri Flat Road	China Garden Road	0	921	11	24	793	0	1	0	0	4	0	14	1769		
11	Missouri Flat Road	Industrial Drive	107	911	0	0	731	232	5	0	34	0	0	0	2020		
12	Missouri Flat Road	Enterprise Drive	17	837	6	4	544	152	86	0	13	1	0	4	1664		
13	Missouri Flat Road	Pleasant Valley Road (SR 49)	0	0	0	215	0	300	437	230	0	0	381	419	1983		
14	Commerce Way	Pleasant Valley Road (SR 49)	0	0	0	10	0	22	36	677	0	0	630	54	1430		
15	Forni Road	Pleasant Valley Road (SR 49)	0	0	0	52	0	103	148	460	0	0	460	39	1261		
16	Golden Chain Hwy (SR 49)	Pleasant Valley Road	308	0	291	0	0	0	0	337	114	184	386	0	1622		
17	China Garden Road	Pleasant Valley Road (SR 49)	0	0	0	3	0	9	12	458	0	0	723	50	1255		
18	Fowler Ln/Diamond Rd	Pleasant Valley Road	14	138	15	328	64	94	125	139	17	34	372	721	2060		
19	Diamond Road (SR 49)	Lime Kiln Rd/Black Rice Ln	31	690	78	149	551	14	0	0	30	0	0	236	1779		
20	Diamond Road (SR 49)	Diamond Springs Parkway	979	164	29	23	213	214	75	32	459	22	44	19	2273		
21	Diamond Road (SR 49)	Bradley Drive	1	239	0	0	448	116	57	0	0	0	0	0	861		
22	El Dorado Road	US 50 WB Ramps	129	395	0	0	90	178	0	0	0	157	0	34	983		
23	El Dorado Road	US 50 EB Ramps	0	302	144	30	217	0	222	2	125	0	0	0	1041		
24	Missouri Flat Road	US 50 EB Slip Ramp	0	1100	411	0	1454	0	0	0	0	0	0	0	2965		

ADJUSTED TURN MOVEMENT FORECAST			Count Yr	2015													
2040 Land Use Alt. 1			Model Yr	2035													
PM Peak Hour			Future Yr	2040													
No.	Intersection		Northbound			Southbound			Eastbound			Westbound			TOTAL		
	Street (N-S)	Street (E-W)	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right			
1	El Dorado Road	Missouri Flat Road	53	62	86	87	37	10	11	265	45	72	382	189	1298		
2	Missouri Flat Road	Headington Road	396	507	12	29	376	56	97	0	489	26	0	59	2046		
3	Missouri Flat Road	Plaza Drive	350	705	417	73	808	71	84	44	363	438	36	76	3464		
4	Missouri Flat Road	US 50 WB Ramps	623	927	0	0	1377	232	0	0	0	594	0	543	4296		
5	Missouri Flat Road	US 50 EB Ramps	0	1350	160	533	1427	0	201	4	800	0	0	0	4475		
6	Missouri Flat Road	Mother Lode Drive	78	1174	0	0	1979	248	192	0	76	0	0	0	3747		
7	Missouri Flat Road	Forni Road	23	1175	37	135	1560	351	490	25	14	53	37	146	4046		
8	Missouri Flat Road	Golden Center Drive	183	1101	51	96	1422	7	14	9	214	105	14	57	3273		
9	Missouri Flat Road	Diamond Springs Parkway	0	598	204	1166	714	0	0	0	0	169	0	816	3668		
10	Missouri Flat Road	China Garden Road	2	927	29	22	1141	1	2	0	0	10	1	37	2171		
11	Missouri Flat Road	Industrial Drive	26	855	0	0	1106	58	195	0	138	0	0	0	2379		
12	Missouri Flat Road	Enterprise Drive	9	691	2	4	969	118	146	1	30	1	1	1	1973		
13	Missouri Flat Road	Pleasant Valley Road (SR 49)	0	0	0	642	0	432	340	287	0	0	322	339	2363		
14	Commerce Way	Pleasant Valley Road (SR 49)	0	0	0	24	0	53	17	680	0	0	729	29	1530		
15	Forni Road	Pleasant Valley Road (SR 49)	0	0	0	30	0	159	84	562	0	0	463	38	1336		
16	Golden Chain Hwy (SR 49)	Pleasant Valley Road	135	0	230	0	0	0	0	408	338	250	387	0	1746		
17	China Garden Road	Pleasant Valley Road (SR 49)	0	0	0	9	0	16	9	812	0	0	658	45	1549		
18	Fowler Ln/Diamond Rd	Pleasant Valley Road	25	129	31	783	162	105	105	394	40	40	294	435	2544		
19	Diamond Road (SR 49)	Lime Kiln Rd/Black Rice Ln	40	517	99	245	1092	32	0	0	101	0	0	204	2330		
20	Diamond Road (SR 49)	Diamond Springs Parkway	616	259	27	23	339	94	206	54	1000	47	67	38	2770		
21	Diamond Road (SR 49)	Bradley Drive	7	493	0	0	446	98	145	0	0	0	0	0	1189		
22	El Dorado Road	US 50 WB Ramps	129	394	0	0	192	232	0	0	0	196	0	49	1192		
23	El Dorado Road	US 50 EB Ramps	0	246	136	53	335	0	277	0	143	0	0	0	1189		
24	Missouri Flat Road	US 50 EB Slip Ramp	0	1251	473	0	2056	0	0	0	0	0	0	0	3780		

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	EBL	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.6
Total Del/Veh (s)		45.3	20.0	2.6	0.8	8.1	1.4	0.2	4.4
Vehicles Entered	0	3	43	212	8	33	166	0	465
Vehicles Exited	0	3	43	212	8	34	165	1	466
Hourly Exit Rate	0	12	172	848	32	136	660	4	1864
Input Volume	1	16	168	855	34	122	664	2	1862
% of Volume	0	75	102	99	94	111	99	200	100
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	47.9		19.3	26.9	16.9	3.2	1.9	0.6	4.8	0.8	0.3	3.0
Vehicles Entered	6	0	3	6	6	4	234	7	7	159	2	434
Vehicles Exited	6	0	3	5	6	4	234	7	7	158	2	432
Hourly Exit Rate	24	0	12	20	24	16	936	28	28	632	8	1728
Input Volume	25	1	13	22	29	16	949	25	33	643	4	1760
% of Volume	96	0	92	91	83	100	99	112	85	98	200	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0	0.0		0.4	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	58.3	22.3		4.6	1.1		8.2	2.5	0.9	3.3
Vehicles Entered	12	3	0	8	255	0	1	140	23	442
Vehicles Exited	11	3	0	7	254	0	1	139	24	439
Hourly Exit Rate	44	12	0	28	1016	0	4	556	96	1756
Input Volume	47	12	1	26	1017	1	7	574	92	1777
% of Volume	94	100	0	108	100	0	57	97	104	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.2	1.2	1.3	0.3	0.0	0.1	3.9
Total Del/Veh (s)	28.9	9.8	40.7	25.4	21.3	0.7	4.7	23.6
Vehicles Entered	96	54	99	173	56	20	67	565
Vehicles Exited	94	55	98	171	54	20	66	558
Hourly Exit Rate	376	220	392	684	216	80	264	2232
Input Volume	361	233	399	683	235	83	268	2262
% of Volume	104	94	98	100	92	96	99	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	6.0
Total Del/Veh (s)	27.3
Vehicles Entered	720
Vehicles Exited	708
Hourly Exit Rate	2832
Input Volume	17038
% of Volume	17
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report Missouri Flat Road Signals

Existing AM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	TR	L
Maximum Queue (ft)	3	138	73	4	70
Average Queue (ft)	0	51	56	1	38
95th Queue (ft)	6	158	83	7	68
Link Distance (ft)	71	834		563	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			50		200
Storage Blk Time (%)		2	24		
Queuing Penalty (veh)		4	4		

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	60	67	17	28
Average Queue (ft)	32	35	4	11
95th Queue (ft)	71	71	17	32
Link Distance (ft)	783	160		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	WB	NB	B23	SB	SB
Directions Served	LTR	LTR	L	T	L	TR
Maximum Queue (ft)	90	6	26	5	19	2
Average Queue (ft)	51	1	14	1	3	0
95th Queue (ft)	110	10	35	10	17	4
Link Distance (ft)	929	93		663		760
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
 Missouri Flat Road Signals

Existing AM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	B5	SB	SB
Directions Served	L	L	T	T	R	T	L	R
Maximum Queue (ft)	149	163	166	720	175	19	156	102
Average Queue (ft)	101	119	66	457	169	0	93	43
95th Queue (ft)	165	177	173	812	205	0	157	99
Link Distance (ft)			942	887		174		663
Upstream Blk Time (%)				1		0		
Queuing Penalty (veh)				0		0		
Storage Bay Dist (ft)	150	150			150		600	
Storage Blk Time (%)	0	5	0	23	8			
Queuing Penalty (veh)	1	11	0	157	32			

Network Summary

Network wide Queuing Penalty: 207

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0		0.0
Total Delay (hr)	0.1	0.2	0.2	0.0	0.1	0.3	0.0	0.9
Total Del/Veh (s)	81.0	17.1	2.8	1.2	12.9	3.8		5.4
Vehicles Entered	2	44	204	8	34	300	0	592
Vehicles Exited	2	43	204	8	34	298	0	589
Hourly Exit Rate	8	172	816	32	136	1192	0	2356
Input Volume	10	175	854	31	144	1175	1	2390
% of Volume	80	98	96	103	94	101	0	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	100.9	43.7	3.3	15.1	1.2	0.4	6.0	1.5	0.4	2.7
Vehicles Entered	3	5	1	3	202	1	1	296	2	514
Vehicles Exited	3	5	1	3	202	1	1	295	2	513
Hourly Exit Rate	12	20	4	12	808	4	4	1180	8	2052
Input Volume	13	19	3	9	844	3	4	1170	11	2076
% of Volume	92	105	133	133	96	133	100	101	73	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.2	0.0	0.0	0.1	0.0	0.4	0.0	1.2
Total Del/Veh (s)	129.9	118.2	17.7	15.9	1.2	4.2	4.8	2.4	8.4
Vehicles Entered	15	5	1	1	194	1	280	13	510
Vehicles Exited	11	4	1	1	194	1	277	13	502
Hourly Exit Rate	44	16	4	4	776	4	1108	52	2008
Input Volume	58	20	5	2	793	3	1118	44	2043
% of Volume	76	80	80	200	98	133	99	118	98
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.2	0.6	0.6	0.2	3.4	0.0	0.1	6.2
Total Del/Veh (s)	37.8	19.4	34.6	10.4	63.9	4.1	6.9	34.3
Vehicles Entered	110	110	62	77	180	8	76	623
Vehicles Exited	110	110	61	76	166	8	76	607
Hourly Exit Rate	440	440	244	304	664	32	304	2428
Input Volume	448	429	264	308	756	38	302	2545
% of Volume	98	103	92	99	88	84	101	95
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.7
Total Delay (hr)	10.2
Total Del/Veh (s)	42.1
Vehicles Entered	797
Vehicles Exited	754
Hourly Exit Rate	3016
Input Volume	20042
% of Volume	15
Denied Entry Before	0
Denied Entry After	2

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	WB	WB	NB	SB
Directions Served	LT	R	TR	L
Maximum Queue (ft)	123	74	6	86
Average Queue (ft)	46	62	1	43
95th Queue (ft)	136	83	7	86
Link Distance (ft)	842		563	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		200
Storage Blk Time (%)	5	22		
Queuing Penalty (veh)	9	2		

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	83	16	25	13
Average Queue (ft)	38	3	6	2
95th Queue (ft)	103	18	24	12
Link Distance (ft)	783	160		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	186	22	14	14	71
Average Queue (ft)	104	6	3	2	13
95th Queue (ft)	228	25	17	12	123
Link Distance (ft)	929	93			760
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	150	
Storage Blk Time (%)					2
Queuing Penalty (veh)					0

Queuing and Blocking Report
 Missouri Flat Road Signals

Existing PM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	SB	SB	B23
Directions Served	L	L	T	T	R	L	R	T
Maximum Queue (ft)	160	174	331	329	164	617	718	210
Average Queue (ft)	134	152	191	171	100	489	277	56
95th Queue (ft)	185	199	372	365	187	721	794	264
Link Distance (ft)			942	790			663	449
Upstream Blk Time (%)							10	1
Queuing Penalty (veh)							107	8
Storage Bay Dist (ft)	150	150			150	600		
Storage Blk Time (%)	2	10	6	12	0	15	1	
Queuing Penalty (veh)	8	43	27	37	1	45	8	

Network Summary

Network wide Queuing Penalty: 295

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	EBL	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.2	0.2	0.0	0.1	0.1	0.0	0.7
Total Del/Veh (s)		49.7	16.5	4.1	2.1	10.7	2.0	0.7	5.3
Vehicles Entered	0	4	44	205	10	33	181	1	478
Vehicles Exited	0	3	43	206	10	33	182	1	478
Hourly Exit Rate	0	12	172	824	40	132	728	4	1912
Input Volume	1	16	168	865	34	122	726	2	1934
% of Volume	0	75	102	95	118	108	100	200	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.3	0.6	0.0	0.2	0.3	0.0	1.6
Total Del/Veh (s)	48.1		6.8	57.0	26.3	62.1	8.8	8.4	56.8	6.4	2.8	12.2
Vehicles Entered	9	0	4	5	7	15	226	6	9	158	18	457
Vehicles Exited	8	0	4	4	6	13	227	6	9	157	18	452
Hourly Exit Rate	32	0	16	16	24	52	908	24	36	628	72	1808
Input Volume	35	1	15	22	29	57	950	25	33	641	68	1876
% of Volume	91	0	107	73	83	91	96	96	109	98	106	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0	0.0		0.4	0.1	0.4	0.1
Total Delay (hr)	0.3	0.0	0.0	0.1	0.3	0.0	0.0	0.3	0.0	1.0
Total Del/Veh (s)	39.4	5.5		43.6	4.6		72.8	7.8	3.6	8.2
Vehicles Entered	21	3	0	7	243	0	1	138	22	435
Vehicles Exited	21	3	0	7	244	0	1	140	22	438
Hourly Exit Rate	84	12	0	28	976	0	4	560	88	1752
Input Volume	82	13	1	28	1021	1	7	577	92	1822
% of Volume	102	92	0	100	96	0	57	97	96	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	0.2	1.1	1.1	0.3	0.0	0.1	3.8
Total Del/Veh (s)	43.4	11.9	38.5	21.6	15.6	0.7	4.8	23.8
Vehicles Entered	81	58	97	173	60	22	61	552
Vehicles Exited	79	58	97	171	59	22	61	547
Hourly Exit Rate	316	232	388	684	236	88	244	2188
Input Volume	342	233	399	708	237	85	268	2272
% of Volume	92	100	97	97	100	104	91	96
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.5
Denied Del/Veh (s)	2.2
Total Delay (hr)	8.0
Total Del/Veh (s)	35.4
Vehicles Entered	733
Vehicles Exited	722
Hourly Exit Rate	2888
Input Volume	17647
% of Volume	16
Denied Entry Before	0
Denied Entry After	3

Queuing and Blocking Report
Missouri Flat Road Signals

Existing Plus Project AM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	TR	L
Maximum Queue (ft)	8	125	75	4	84
Average Queue (ft)	2	39	58	0	41
95th Queue (ft)	11	123	82	3	79
Link Distance (ft)	71	834		562	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			50		200
Storage Blk Time (%)		2	22		
Queuing Penalty (veh)		3	4		

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	T	R
Maximum Queue (ft)	87	45	81	90	297	73	243	73
Average Queue (ft)	33	16	29	41	116	35	106	13
95th Queue (ft)	82	53	72	87	291	84	256	61
Link Distance (ft)	781		141		741		562	
Upstream Blk Time (%)			0					
Queuing Penalty (veh)			0					
Storage Bay Dist (ft)		75		75		75		100
Storage Blk Time (%)	5	0		3	9	4	8	0
Queuing Penalty (veh)	1	0		27	5	28	8	0

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	103	43	8	68	195	24	233	45
Average Queue (ft)	63	12	1	26	94	6	67	7
95th Queue (ft)	111	46	11	68	206	26	215	26
Link Distance (ft)		924	94		440		741	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100		100		175
Storage Blk Time (%)	6			0	3		4	
Queuing Penalty (veh)	1			4	1		4	

Queuing and Blocking Report
 Missouri Flat Road Signals

Existing Plus Project AM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	B5	SB	SB
Directions Served	L	L	T	T	R	T	L	R
Maximum Queue (ft)	149	166	152	659	175	46	161	88
Average Queue (ft)	108	127	79	371	160	16	90	39
95th Queue (ft)	172	178	157	811	221	107	166	94
Link Distance (ft)			942	887		174		663
Upstream Blk Time (%)				4		3		
Queuing Penalty (veh)				0		0		
Storage Bay Dist (ft)	150	150			150		600	
Storage Blk Time (%)	1	6	0	17	5			
Queuing Penalty (veh)	2	14	1	121	21			

Network Summary

Network wide Queuing Penalty: 244

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0	0.0		0.1
Total Delay (hr)	0.1	0.4	0.2	0.0	0.2	0.5	0.0	1.3
Total Del/Veh (s)	121.2	28.2	3.8	1.6	14.9	5.6		7.7
Vehicles Entered	2	44	220	8	35	291	0	600
Vehicles Exited	2	43	222	8	35	288	0	598
Hourly Exit Rate	8	172	888	32	140	1152	0	2392
Input Volume	10	175	915	31	144	1193	1	2469
% of Volume	80	98	97	103	97	97	0	97
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.0	0.3	0.0	0.0	0.8	0.0	1.5
Total Del/Veh (s)	51.6	25.7	4.8	59.6	5.2	1.2	55.4	9.5	5.7	10.3
Vehicles Entered	18	17	0	3	197	1	1	283	6	526
Vehicles Exited	19	17	1	3	198	1	1	281	6	527
Hourly Exit Rate	76	68	4	12	792	4	4	1124	24	2108
Input Volume	73	60	3	11	845	3	4	1170	29	2198
% of Volume	104	113	133	109	94	133	100	96	83	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.2	0.0	0.7	0.0	1.3
Total Del/Veh (s)	43.7	18.9	9.9	52.8	4.2	83.3	8.6	5.3	9.1
Vehicles Entered	23	6	1	1	179	1	278	12	501
Vehicles Exited	23	5	1	1	178	1	276	11	496
Hourly Exit Rate	92	20	4	4	712	4	1104	44	1984
Input Volume	93	20	5	6	761	3	1156	47	2091
% of Volume	99	100	80	67	94	133	96	94	95
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.3	1.9	1.3	0.6	1.8	0.0	0.1	7.9
Total Del/Veh (s)	71.9	58.5	61.8	24.9	33.3	1.6	5.3	42.7
Vehicles Entered	105	110	65	77	186	9	75	627
Vehicles Exited	108	114	68	75	178	9	74	626
Hourly Exit Rate	432	456	272	300	712	36	296	2504
Input Volume	418	429	264	311	782	40	315	2559
% of Volume	103	106	103	96	91	90	94	98
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.7
Total Delay (hr)	13.4
Total Del/Veh (s)	52.3
Vehicles Entered	826
Vehicles Exited	806
Hourly Exit Rate	3224
Input Volume	20700
% of Volume	16
Denied Entry Before	1
Denied Entry After	2

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	WB	WB	NB	SB	SB	B10
Directions Served	LT	R	TR	L	TR	T
Maximum Queue (ft)	165	74	6	105	93	12
Average Queue (ft)	74	61	1	50	8	0
95th Queue (ft)	193	90	6	104	104	0
Link Distance (ft)	834		562		816	93
Upstream Blk Time (%)					0	0
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)		50		200		
Storage Blk Time (%)	7	34			1	
Queuing Penalty (veh)	13	3			1	

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	T	R
Maximum Queue (ft)	134	96	8	46	164	17	316	36
Average Queue (ft)	80	58	2	11	60	4	149	6
95th Queue (ft)	155	107	11	46	165	19	327	41
Link Distance (ft)	781		141		741		562	
Upstream Blk Time (%)							1	
Queuing Penalty (veh)							12	
Storage Bay Dist (ft)		75		75		75		100
Storage Blk Time (%)	14	4			4		11	
Queuing Penalty (veh)	9	3			0		4	

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	104	54	16	19	192	21	252	71
Average Queue (ft)	69	20	3	5	63	4	116	13
95th Queue (ft)	120	71	16	21	197	21	282	89
Link Distance (ft)		924	94		440		741	
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					2			
Storage Bay Dist (ft)	100			100		100		175
Storage Blk Time (%)	7				2		7	0
Queuing Penalty (veh)	1				0		4	0

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	B8	WB	WB	SB	SB	B23
Directions Served	L	L	T	T	T	R	L	R	T
Maximum Queue (ft)	159	175	736	27	486	175	523	275	31
Average Queue (ft)	133	168	533	6	323	156	349	95	5
95th Queue (ft)	189	200	917	48	562	220	608	411	50
Link Distance (ft)			942	135	887			663	440
Upstream Blk Time (%)			3	1				1	
Queuing Penalty (veh)			0	0				10	
Storage Bay Dist (ft)	150	150				150	600		
Storage Blk Time (%)	6	15	34		34	3	2	0	
Queuing Penalty (veh)	26	65	144		106	8	7	0	

Network Summary

Network wide Queuing Penalty: 419

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	EBL	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)		23.5	5.9	0.6	0.4	5.4	0.7	0.1	0.8
Vehicles Entered	0	1	4	264	3	6	218	1	497
Vehicles Exited	0	1	4	264	3	6	219	1	498
Hourly Exit Rate	0	4	16	1056	12	24	876	4	1992
Input Volume	1	4	15	1032	12	25	835	2	1926
% of Volume	0	100	107	102	100	96	105	200	103
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.5
Total Del/Veh (s)	41.3		23.1	66.2	24.6	6.5	1.2	0.4	6.5	1.4	0.7	3.2
Vehicles Entered	9	0	3	4	7	29	252	6	9	203	19	541
Vehicles Exited	8	0	3	4	7	28	251	6	9	203	19	538
Hourly Exit Rate	32	0	12	16	28	112	1004	24	36	812	76	2152
Input Volume	35	1	15	22	29	115	980	25	33	786	68	2109
% of Volume	91	0	80	73	97	97	102	96	109	103	112	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	21.3	8.7	11.8	5.0	1.4	1.4	6.3	1.9	1.4	2.5
Vehicles Entered	21	3	1	6	244	2	1	164	44	486
Vehicles Exited	21	3	1	6	242	2	1	164	44	484
Hourly Exit Rate	84	12	4	24	968	8	4	656	176	1936
Input Volume	96	14	4	26	930	7	4	650	169	1901
% of Volume	88	86	100	92	104	114	100	101	104	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.9	0.2	0.9	0.5	0.4	0.0	0.1	2.9
Total Del/Veh (s)	26.6	9.6	29.3	14.1	23.9	0.4	6.7	18.5
Vehicles Entered	112	61	101	119	55	22	76	546
Vehicles Exited	113	61	100	116	56	22	74	542
Hourly Exit Rate	452	244	400	464	224	88	296	2168
Input Volume	446	235	389	428	219	94	306	2117
% of Volume	101	104	103	108	102	94	97	102
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	4.3
Total Del/Veh (s)	19.4
Vehicles Entered	727
Vehicles Exited	717
Hourly Exit Rate	2868
Input Volume	15892
% of Volume	18
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative No Project AM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	EB	WB	WB	SB
Directions Served	LTR	LT	R	L
Maximum Queue (ft)	3	15	33	29
Average Queue (ft)	0	4	14	11
95th Queue (ft)	6	20	40	35
Link Distance (ft)	59	822		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	200
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	72	80	53	0	42	1	6
Average Queue (ft)	34	40	28	0	15	0	1
95th Queue (ft)	74	90	57	0	44	3	6
Link Distance (ft)	770	148		754		560	560
Upstream Blk Time (%)		1					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)			100		150		
Storage Blk Time (%)			0				
Queuing Penalty (veh)			0				

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	86	26	30	9	6
Average Queue (ft)	50	6	10	2	1
95th Queue (ft)	87	26	31	15	11
Link Distance (ft)	913	81			754
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative No Project AM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	157	170	200	409	175	167	121
Average Queue (ft)	111	133	70	256	145	102	59
95th Queue (ft)	178	186	184	518	214	172	128
Link Distance (ft)			933	887		1169	1169
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150	150			150		
Storage Blk Time (%)	1	6	0	16	2		
Queuing Penalty (veh)	2	13	0	68	8		

Network Summary

Network wide Queuing Penalty: 92

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	EBL	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)		89.1		5.5		0.8	0.3	5.9	1.0		1.7
Vehicles Entered	0	4	0	10	0	242	8	6	320	0	590
Vehicles Exited	0	3	0	9	0	242	8	6	318	0	586
Hourly Exit Rate	0	12	0	36	0	968	32	24	1272	0	2344
Input Volume	2	11	1	42	2	1042	33	25	1282	1	2441
% of Volume	0	109	0	86	0	93	97	96	99	0	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.7	0.0	0.0	0.1	0.0	0.0	0.1	0.0	1.7
Total Del/Veh (s)	144.4	134.9	3.4	11.3	0.8	0.1	6.4	1.5	0.6	10.1
Vehicles Entered	19	16	1	8	223	1	1	303	16	588
Vehicles Exited	14	13	1	8	223	1	1	303	17	581
Hourly Exit Rate	56	52	4	32	892	4	4	1212	68	2324
Input Volume	77	60	3	29	940	3	4	1225	64	2405
% of Volume	73	87	133	110	95	133	100	99	106	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0		0.0	0.6	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	2.1	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	2.8
Total Del/Veh (s)	156.7		148.4		10.4	6.3	1.4	0.8	5.3	2.0	1.4	17.2
Vehicles Entered	44	0	10	0	1	2	194	1	1	279	34	566
Vehicles Exited	33	0	7	0	1	2	193	0	1	279	34	550
Hourly Exit Rate	132	0	28	0	4	8	772	0	4	1116	136	2200
Input Volume	166	1	34	1	5	10	785	2	5	1136	134	2280
% of Volume	80	0	82	0	80	80	98	0	80	98	101	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.5	1.6	0.8	1.6	0.2	5.9
Total Del/Veh (s)	47.4	20.7	61.5	27.7	31.2	6.4	31.5
Vehicles Entered	92	77	88	98	172	117	644
Vehicles Exited	91	76	81	92	171	116	627
Hourly Exit Rate	364	304	324	368	684	464	2508
Input Volume	374	315	354	373	705	475	2596
% of Volume	97	97	92	99	97	98	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	11.3
Total Del/Veh (s)	44.6
Vehicles Entered	827
Vehicles Exited	781
Hourly Exit Rate	3124
Input Volume	19350
% of Volume	16
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative No Project PM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	10	51	49	4	1	28
Average Queue (ft)	1	19	23	1	0	10
95th Queue (ft)	12	51	55	6	2	30
Link Distance (ft)	59	830			560	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50	150		200
Storage Blk Time (%)		5	0			
Queuing Penalty (veh)		2	0			

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	WB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	L	T	TR
Maximum Queue (ft)	303	16	32	14	1	7
Average Queue (ft)	187	3	11	1	0	0
95th Queue (ft)	400	20	32	11	3	2
Link Distance (ft)	770	148			560	560
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100	150		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	485	26	16	10
Average Queue (ft)	298	7	4	2
95th Queue (ft)	601	29	15	12
Link Distance (ft)	910	80		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative No Project PM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	B5	SB	SB
Directions Served	L	L	T	T	R	T	L	R
Maximum Queue (ft)	161	174	333	684	175	50	429	132
Average Queue (ft)	129	147	182	392	151	23	317	74
95th Queue (ft)	184	200	359	766	226	161	468	143
Link Distance (ft)			934	791		308	1167	1167
Upstream Blk Time (%)				6		3		
Queuing Penalty (veh)				0		0		
Storage Bay Dist (ft)	150	150			150			
Storage Blk Time (%)	2	13	4	37	1			
Queuing Penalty (veh)	8	40	15	137	3			

Network Summary

Network wide Queuing Penalty: 205

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	EBL	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)		8.8	5.1	1.5	0.7	5.9	0.6	0.1	1.2
Vehicles Entered	0	0	3	265	3	7	194	1	473
Vehicles Exited	0	1	3	266	3	7	194	1	475
Hourly Exit Rate	0	4	12	1064	12	28	776	4	1900
Input Volume	1	4	15	1032	12	25	835	2	1926
% of Volume	0	100	80	103	100	112	93	200	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.3	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.4	0.4	0.0	0.1	0.3	0.0	1.4
Total Del/Veh (s)	40.0		6.6	41.0	13.0	51.0	5.5	3.0	48.7	6.2	2.8	9.5
Vehicles Entered	7	0	3	5	8	25	252	7	7	183	17	514
Vehicles Exited	7	0	3	5	7	27	254	8	6	181	16	514
Hourly Exit Rate	28	0	12	20	28	108	1016	32	24	724	64	2056
Input Volume	35	1	15	22	29	115	980	25	33	786	68	2109
% of Volume	80	0	80	91	97	94	104	128	73	92	94	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.1	0.2	0.0	0.0	0.2	0.0	0.9
Total Del/Veh (s)	32.1	3.9	5.4	39.4	3.4	2.5	51.1	5.3	3.4	6.7
Vehicles Entered	31	4	1	7	227	2	1	149	38	460
Vehicles Exited	29	3	1	7	233	2	1	150	40	466
Hourly Exit Rate	116	12	4	28	932	8	4	600	160	1864
Input Volume	129	14	4	26	897	7	4	650	169	1901
% of Volume	90	86	100	108	104	114	100	92	95	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.0	0.2	1.2	0.7	0.2	0.0	0.1	3.5
Total Del/Veh (s)	35.1	12.9	39.5	21.3	15.4	1.1	6.6	23.4
Vehicles Entered	100	57	96	110	52	21	69	505
Vehicles Exited	97	56	100	114	52	21	69	509
Hourly Exit Rate	388	224	400	456	208	84	276	2036
Input Volume	405	235	389	428	219	94	306	2076
% of Volume	96	95	103	107	95	89	90	98
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	6.3
Total Del/Veh (s)	29.8
Vehicles Entered	689
Vehicles Exited	683
Hourly Exit Rate	2732
Input Volume	15843
% of Volume	17
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report
Missouri Flat Road Signals

Cumulative Plus Project AM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	EB	WB	WB	SB	B10
Directions Served	LTR	LT	R	L	T
Maximum Queue (ft)	10	18	34	33	6
Average Queue (ft)	2	3	11	10	1
95th Queue (ft)	15	18	35	32	12
Link Distance (ft)	59	822			93
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			50	200	
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	56	33	57	92	169	127	65	139	155	55
Average Queue (ft)	27	9	34	58	53	39	24	48	59	12
95th Queue (ft)	64	32	68	110	167	117	66	117	137	47
Link Distance (ft)	768		144		736	736		560	560	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		75		75			75			100
Storage Blk Time (%)	2			13	2		2	3	2	0
Queuing Penalty (veh)	0			63	2		9	1	2	0

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	118	63	16	45	70	84	19	66	83	50
Average Queue (ft)	76	19	3	18	21	28	4	30	38	17
95th Queue (ft)	124	87	19	46	67	79	18	70	92	61
Link Distance (ft)		910	82		1158	1158		736	736	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100			100			175
Storage Blk Time (%)	10				0			1	0	
Queuing Penalty (veh)	1				0			0	0	

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative Plus Project AM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	B5	SB	SB
Directions Served	L	L	T	T	R	T	L	R
Maximum Queue (ft)	159	170	225	637	175	15	142	121
Average Queue (ft)	121	139	104	361	151	3	76	60
95th Queue (ft)	183	191	247	719	228	34	155	130
Link Distance (ft)			934	885		174	1158	1158
Upstream Blk Time (%)				1				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	150	150			150			
Storage Blk Time (%)	1	7	0	27	2			
Queuing Penalty (veh)	3	16	2	114	9			

Network Summary

Network wide Queuing Penalty: 223

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	EBL	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)		63.5		6.5	7.9	1.4	1.2	6.8	1.1	0.2	1.7
Vehicles Entered	0	3	0	11	1	254	9	6	322	1	607
Vehicles Exited	0	3	0	11	1	254	9	6	321	1	606
Hourly Exit Rate	0	12	0	44	4	1016	36	24	1284	4	2424
Input Volume	2	11	1	42	2	1042	33	25	1282	1	2441
% of Volume	0	109	0	105	200	98	109	96	100	400	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.2	0.0	0.0	0.4	0.0	1.1
Total Del/Veh (s)	34.7	10.8	5.0	39.6	3.6	1.1	41.1	5.1	2.0	6.2
Vehicles Entered	19	15	1	7	230	1	1	306	17	597
Vehicles Exited	19	15	1	8	230	1	1	307	17	599
Hourly Exit Rate	76	60	4	32	920	4	4	1228	68	2396
Input Volume	77	60	3	29	940	3	4	1225	64	2405
% of Volume	99	100	133	110	98	133	100	100	106	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0			0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.5	0.0
Total Del/Veh (s)	35.2		7.8			5.8	32.7	4.8	3.0	49.3	6.4	3.6
Vehicles Entered	40	0	8	0	0	2	2	198	1	1	284	34
Vehicles Exited	39	0	9	0	0	2	1	194	1	1	284	34
Hourly Exit Rate	156	0	36	0	0	8	4	776	4	4	1136	136
Input Volume	166	1	34	1	1	5	10	785	2	5	1136	134
% of Volume	94	0	106	0	0	160	40	99	200	80	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.3
Total Del/Veh (s)	8.0
Vehicles Entered	570
Vehicles Exited	565
Hourly Exit Rate	2260
Input Volume	2280
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.6	1.4	0.8	1.5	0.2	6.0
Total Del/Veh (s)	48.0	25.5	52.8	28.6	30.6	7.4	31.3
Vehicles Entered	94	82	87	96	175	118	652
Vehicles Exited	94	81	86	94	172	117	644
Hourly Exit Rate	376	324	344	376	688	468	2576
Input Volume	374	315	354	373	705	475	2596
% of Volume	101	103	97	101	98	99	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	9.2
Total Del/Veh (s)	36.1
Vehicles Entered	829
Vehicles Exited	809
Hourly Exit Rate	3236
Input Volume	19350
% of Volume	17
Denied Entry Before	0
Denied Entry After	0

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	EB	WB	WB	NB	NB	SB	B10
Directions Served	LTR	LT	R	L	TR	L	T
Maximum Queue (ft)	9	50	55	13	1	28	6
Average Queue (ft)	1	18	29	1	0	10	1
95th Queue (ft)	12	52	62	9	1	31	9
Link Distance (ft)	59	822			560		93
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50	150		200	
Storage Blk Time (%)		3	1				
Queuing Penalty (veh)		1	0				

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	109	83	20	39	67	84	23	140	148	24
Average Queue (ft)	59	38	3	16	16	27	4	69	65	7
95th Queue (ft)	124	89	18	42	65	80	25	153	145	25
Link Distance (ft)	768		144		736	736		560	560	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		75		75			75			100
Storage Blk Time (%)	8	1			1			5	2	
Queuing Penalty (veh)	5	1			0			0	1	

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	119	104	24	16	107	107	18	141	132	33
Average Queue (ft)	90	35	8	4	39	44	4	72	63	14
95th Queue (ft)	130	116	30	18	110	114	19	148	140	36
Link Distance (ft)		912	82		1162	1162		736	736	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100			100			175
Storage Blk Time (%)	16	0			1			3	0	
Queuing Penalty (veh)	6	0			0			0	0	

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	B5	SB	SB
Directions Served	L	L	T	T	R	T	L	R
Maximum Queue (ft)	160	174	324	586	174	4	418	127
Average Queue (ft)	129	152	183	377	153	1	264	62
95th Queue (ft)	186	200	341	771	223	9	457	139
Link Distance (ft)			934	886		174	1162	1162
Upstream Blk Time (%)				1				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	150	150			150			
Storage Blk Time (%)	3	13	7	31	4			
Queuing Penalty (veh)	11	42	25	116	15			

Network Summary

Network wide Queuing Penalty: 224

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.0	0.1	0.1	0.0	0.7
Total Del/Veh (s)	16.5	3.9	2.0	12.6	1.8	0.5	4.8
Vehicles Entered	42	217	8	30	183	1	481
Vehicles Exited	42	217	8	30	183	1	481
Hourly Exit Rate	168	868	32	120	732	4	1924
Input Volume	168	865	34	122	726	2	1917
% of Volume	100	100	94	98	101	200	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.1	0.2	0.6	0.0	0.1	0.3	0.0	1.7
Total Del/Veh (s)	56.6		8.7	53.8	21.0	62.9	9.6	8.3	55.8	7.0	2.6	12.7
Vehicles Entered	10	0	4	6	8	14	236	5	8	159	17	467
Vehicles Exited	8	0	4	5	8	12	236	5	7	160	17	462
Hourly Exit Rate	32	0	16	20	32	48	944	20	28	640	68	1848
Input Volume	35	1	15	22	29	57	950	25	33	625	68	1860
% of Volume	91	0	107	91	110	84	99	80	85	102	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0	0.0		0.3	0.1	0.4	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.3	0.0	0.0	0.4	0.0	1.0
Total Del/Veh (s)	36.5	4.8		47.3	4.5		56.5	8.2	4.8	8.0
Vehicles Entered	21	3	0	6	253	0	2	149	24	458
Vehicles Exited	20	3	0	6	255	0	2	151	24	461
Hourly Exit Rate	80	12	0	24	1020	0	8	604	96	1844
Input Volume	82	13	1	28	1021	1	7	577	92	1822
% of Volume	98	92	0	86	100	0	114	105	104	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	0.2	1.0	1.0	0.3	0.0	0.1	3.6
Total Del/Veh (s)	44.5	11.9	33.4	18.4	15.9	0.8	4.6	21.9
Vehicles Entered	83	59	97	178	62	22	71	572
Vehicles Exited	83	59	98	177	61	21	70	569
Hourly Exit Rate	332	236	392	708	244	84	280	2276
Input Volume	342	233	399	708	237	85	268	2272
% of Volume	97	101	98	100	103	99	104	100
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	7.9
Total Del/Veh (s)	34.5
Vehicles Entered	740
Vehicles Exited	734
Hourly Exit Rate	2936
Input Volume	17597
% of Volume	17
Denied Entry Before	1
Denied Entry After	1

Queuing and Blocking Report
Missouri Flat Road Signals

Existing Plus Project with Mitigation AM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	121	95
Average Queue (ft)	68	43
95th Queue (ft)	135	95
Link Distance (ft)	834	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	T	R
Maximum Queue (ft)	79	55	78	86	301	66	210	71
Average Queue (ft)	36	19	36	37	134	27	112	19
95th Queue (ft)	82	57	82	84	343	73	227	81
Link Distance (ft)	781		141		741		562	
Upstream Blk Time (%)			0		0			
Queuing Penalty (veh)			0		0			
Storage Bay Dist (ft)		75		75		75		100
Storage Blk Time (%)	6	0		2	10	3	8	0
Queuing Penalty (veh)	1	0		14	5	22	8	0

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	101	63	3	58	176	41	253	112
Average Queue (ft)	59	17	0	23	83	8	88	23
95th Queue (ft)	107	81	7	61	185	41	245	105
Link Distance (ft)		924	94		440		741	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100		100		175
Storage Blk Time (%)	5			1	3		5	0
Queuing Penalty (veh)	1			5	1		5	0

Queuing and Blocking Report
 Missouri Flat Road Signals

Existing Plus Project with Mitigation AM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	B5	SB	SB
Directions Served	L	L	T	T	R	T	L	R
Maximum Queue (ft)	154	166	178	659	175	19	167	95
Average Queue (ft)	114	133	87	322	155	5	92	43
95th Queue (ft)	178	182	202	687	214	58	174	97
Link Distance (ft)			942	887		174		663
Upstream Blk Time (%)				1		1		
Queuing Penalty (veh)				0		0		
Storage Bay Dist (ft)	150	150			150		600	
Storage Blk Time (%)	2	9	0	15	4			
Queuing Penalty (veh)	4	21	1	106	16			

Network Summary

Network wide Queuing Penalty: 209

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.4	0.0	0.0		0.1
Total Delay (hr)	0.3	0.2	0.0	0.1	0.4	0.0	1.1
Total Del/Veh (s)	26.0	3.7	1.3	14.5	4.7		6.5
Vehicles Entered	45	220	7	34	295	0	601
Vehicles Exited	45	222	7	35	294	0	603
Hourly Exit Rate	180	888	28	140	1176	0	2412
Input Volume	175	915	31	144	1193	1	2459
% of Volume	103	97	90	97	99	0	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.1	0.3	0.0	0.0	0.7	0.0	1.4
Total Del/Veh (s)	45.8	24.6		67.1	5.1	3.1	48.7	8.1	3.5	9.2
Vehicles Entered	17	16	0	3	199	1	1	287	7	531
Vehicles Exited	17	16	0	3	201	1	1	286	7	532
Hourly Exit Rate	68	64	0	12	804	4	4	1144	28	2128
Input Volume	73	60	3	11	845	3	4	1160	29	2188
% of Volume	93	107	0	109	95	133	100	99	97	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.2	0.0	0.7	0.0	1.3
Total Del/Veh (s)	44.2	23.2	14.6	97.0	4.2	69.8	9.1	5.5	9.3
Vehicles Entered	21	6	1	1	180	1	285	12	507
Vehicles Exited	22	6	1	1	180	1	282	12	505
Hourly Exit Rate	88	24	4	4	720	4	1128	48	2020
Input Volume	93	20	5	6	761	3	1156	47	2091
% of Volume	95	120	80	67	95	133	98	102	97
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.2	1.6	1.2	0.6	1.9	0.0	0.1	7.6
Total Del/Veh (s)	67.3	50.4	56.3	26.4	34.4	2.7	5.9	40.6
Vehicles Entered	107	107	68	75	190	11	76	634
Vehicles Exited	110	112	73	74	179	11	75	634
Hourly Exit Rate	440	448	292	296	716	44	300	2536
Input Volume	418	429	274	311	782	40	315	2569
% of Volume	105	104	107	95	92	110	95	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.5
Total Delay (hr)	12.9
Total Del/Veh (s)	50.0
Vehicles Entered	825
Vehicles Exited	814
Hourly Exit Rate	3256
Input Volume	20710
% of Volume	16
Denied Entry Before	1
Denied Entry After	2

Queuing and Blocking Report
 Missouri Flat Road Signals

Existing Plus Project with Mitigation PM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	WB	NB	SB
Directions Served	R	TR	L
Maximum Queue (ft)	158	4	100
Average Queue (ft)	90	1	54
95th Queue (ft)	176	5	100
Link Distance (ft)	834	562	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	T	R
Maximum Queue (ft)	117	97	8	27	162	28	263	32
Average Queue (ft)	67	53	2	8	64	4	131	4
95th Queue (ft)	129	106	10	28	165	20	271	29
Link Distance (ft)	781		141		741		562	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		75		75		75		100
Storage Blk Time (%)	11	4			4		9	
Queuing Penalty (veh)	7	3			0		3	

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	109	80	23	23	187	13	291	23
Average Queue (ft)	72	26	4	7	54	3	121	4
95th Queue (ft)	125	88	22	25	186	17	322	20
Link Distance (ft)		924	94		440		741	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100		100		175
Storage Blk Time (%)	7				2		6	
Queuing Penalty (veh)	1				0		3	

Queuing and Blocking Report
 Missouri Flat Road Signals

Existing Plus Project with Mitigation PM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	B8	WB	WB	SB	SB	B23
Directions Served	L	L	T	T	T	R	L	R	T
Maximum Queue (ft)	162	175	730	12	531	175	539	246	44
Average Queue (ft)	142	170	489	2	328	148	362	81	13
95th Queue (ft)	184	192	855	21	600	225	600	355	126
Link Distance (ft)			942	135	887			663	440
Upstream Blk Time (%)			1					1	
Queuing Penalty (veh)			0					12	
Storage Bay Dist (ft)	150	150				150	600		
Storage Blk Time (%)	6	19	31		32	4	2	0	
Queuing Penalty (veh)	24	81	128		101	11	5	3	

Network Summary

Network wide Queuing Penalty: 382

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.1	1.6	1.3	4.8	0.6		1.2
Vehicles Entered	4	262	3	6	207	0	482
Vehicles Exited	4	263	3	6	206	0	482
Hourly Exit Rate	16	1052	12	24	824	0	1928
Input Volume	15	1032	12	25	835	2	1921
% of Volume	107	102	100	96	99	0	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.3	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.5	0.4	0.0	0.1	0.4	0.0	1.7
Total Del/Veh (s)	41.1		7.2	41.2	13.1	56.1	6.2	3.3	40.6	6.7	2.8	11.0
Vehicles Entered	9	0	3	6	8	32	250	6	8	192	17	531
Vehicles Exited	8	0	3	6	8	33	249	6	8	191	16	528
Hourly Exit Rate	32	0	12	24	32	132	996	24	32	764	64	2112
Input Volume	35	1	15	22	29	115	980	25	33	786	68	2109
% of Volume	91	0	80	109	110	115	102	96	97	97	94	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.1	0.2	0.0	0.0	0.2	0.0	0.9
Total Del/Veh (s)	30.4	4.8	8.1	36.2	3.7	3.6	26.6	5.2	3.5	6.6
Vehicles Entered	33	3	2	7	226	1	1	159	40	472
Vehicles Exited	32	3	2	7	232	1	1	161	42	481
Hourly Exit Rate	128	12	8	28	928	4	4	644	168	1924
Input Volume	129	14	4	26	897	7	4	650	169	1901
% of Volume	99	86	200	108	103	57	100	99	99	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.0	0.2	1.2	0.7	0.2	0.0	0.1	3.4
Total Del/Veh (s)	36.5	13.2	39.9	19.4	14.7	1.0	6.4	22.8
Vehicles Entered	96	59	98	115	51	24	76	519
Vehicles Exited	93	58	102	116	52	24	77	522
Hourly Exit Rate	372	232	408	464	208	96	308	2088
Input Volume	405	235	393	428	219	94	306	2080
% of Volume	92	99	104	108	95	102	101	100
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	6.6
Total Del/Veh (s)	30.5
Vehicles Entered	705
Vehicles Exited	700
Hourly Exit Rate	2800
Input Volume	15847
% of Volume	18
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report
Missouri Flat Road Signals

Cumulative Plus Project with Mitigation AM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	30	31
Average Queue (ft)	15	12
95th Queue (ft)	38	36
Link Distance (ft)	822	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	71	27	70	97	194	170	64	132	148	71
Average Queue (ft)	30	9	36	68	70	58	27	59	67	17
95th Queue (ft)	76	31	73	114	213	176	68	134	148	70
Link Distance (ft)	768		144		736		560		560	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	75		75		75		100		100	
Storage Blk Time (%)	4		21		1		2		5	
Queuing Penalty (veh)	1		104		1		8		2	

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	118	116	26	49	83	74	12	87	90	40
Average Queue (ft)	77	19	7	19	30	31	3	31	34	18
95th Queue (ft)	117	85	28	49	78	77	16	86	87	42
Link Distance (ft)	910		82		1158		1158		736	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100		100		175		175	
Storage Blk Time (%)	7		0		0		1		1	
Queuing Penalty (veh)	1		0		0		0		0	

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative Plus Project with Mitigation AM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	161	173	237	594	175	131	121
Average Queue (ft)	125	139	98	359	158	70	52
95th Queue (ft)	186	189	234	672	222	138	123
Link Distance (ft)			934	885		1158	1158
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)	150	150			150		
Storage Blk Time (%)	1	7	1	28	2		
Queuing Penalty (veh)	3	16	4	119	8		

Network Summary

Network wide Queuing Penalty: 267

1: Missouri Flat Road & China Garden Road Performance by movement

Movement	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	5.1	4.5	1.5	0.7	4.2	1.0	0.3	1.3
Vehicles Entered	12	1	250	8	7	314	1	593
Vehicles Exited	11	1	250	8	7	312	1	590
Hourly Exit Rate	44	4	1000	32	28	1248	4	2360
Input Volume	42	2	1042	33	25	1282	1	2427
% of Volume	105	200	96	97	112	97	400	97
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

2: Missouri Flat Road & Industrial Ave Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.1	0.0	0.1	0.2	0.0	0.0	0.3	0.0	0.9
Total Del/Veh (s)	38.9	11.5	5.3	47.5	3.4	2.3	43.5	4.2	1.7	5.7
Vehicles Entered	17	16	1	7	232	1	1	298	15	588
Vehicles Exited	17	16	1	7	229	1	1	296	15	583
Hourly Exit Rate	68	64	4	28	916	4	4	1184	60	2332
Input Volume	77	60	3	29	941	3	4	1216	64	2397
% of Volume	88	107	133	97	97	133	100	97	94	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

3: Missouri Flat Road & Enterprise Drive Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0		0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.0	1.2
Total Del/Veh (s)	32.9		7.7		5.9	31.1	4.4	3.6	42.6	6.3	3.2	7.8
Vehicles Entered	41	0	9	0	2	2	192	1	1	279	33	560
Vehicles Exited	43	0	9	0	2	3	192	1	1	277	32	560
Hourly Exit Rate	172	0	36	0	8	12	768	4	4	1108	128	2240
Input Volume	166	1	34	1	5	10	786	2	5	1136	134	2281
% of Volume	104	0	106	0	160	120	98	200	80	98	96	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

4: SR 49 / Pleasant Valley Road & Missouri Flat Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	0.7	1.9	1.1	1.5	0.3	7.0
Total Del/Veh (s)	55.6	30.1	64.8	40.1	29.5	8.2	36.5
Vehicles Entered	95	80	97	95	169	119	655
Vehicles Exited	94	80	91	90	169	119	643
Hourly Exit Rate	376	320	364	360	676	476	2572
Input Volume	374	315	365	374	705	475	2608
% of Volume	101	102	100	96	96	100	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	10.1
Total Del/Veh (s)	39.3
Vehicles Entered	830
Vehicles Exited	808
Hourly Exit Rate	3232
Input Volume	19355
% of Volume	17
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative Plus Project with Mitigation PM

Intersection: 1: Missouri Flat Road & China Garden Road

Movement	WB	NB	SB	B10
Directions Served	R	L	L	T
Maximum Queue (ft)	46	9	30	3
Average Queue (ft)	26	1	11	0
95th Queue (ft)	52	6	34	7
Link Distance (ft)	822			93
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	200	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Missouri Flat Road & Industrial Ave

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	127	83	20	44	66	57	16	115	116	21
Average Queue (ft)	58	43	4	18	16	22	3	54	61	4
95th Queue (ft)	136	90	19	49	60	59	17	125	129	18
Link Distance (ft)	768		144		736	736		560	560	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		75		75			75			100
Storage Blk Time (%)	7	1		1	0			3	1	
Queuing Penalty (veh)	4	1		4	0			0	1	

Intersection: 3: Missouri Flat Road & Enterprise Drive

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	123	175	23	31	91	104	15	134	125	31
Average Queue (ft)	93	55	6	9	36	49	3	69	64	13
95th Queue (ft)	135	162	27	31	91	109	17	144	139	35
Link Distance (ft)		912	82		1162	1162		736	736	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100			100			175
Storage Blk Time (%)	15				0			4	0	
Queuing Penalty (veh)	5				0			0	0	

Queuing and Blocking Report
 Missouri Flat Road Signals

Cumulative Plus Project with Mitigation PM

Intersection: 4: SR 49 / Pleasant Valley Road & Missouri Flat Road

Movement	EB	EB	EB	WB	WB	B5	SB	SB
Directions Served	L	L	T	T	R	T	L	R
Maximum Queue (ft)	161	174	385	743	175	44	409	148
Average Queue (ft)	131	154	232	491	161	10	251	67
95th Queue (ft)	190	200	536	912	220	70	449	153
Link Distance (ft)			934	886		174	1162	1162
Upstream Blk Time (%)				5		2		
Queuing Penalty (veh)				0		0		
Storage Bay Dist (ft)	150	150			150			
Storage Blk Time (%)	5	16	9	41	4			
Queuing Penalty (veh)	15	52	34	154	15			

Network Summary

Network wide Queuing Penalty: 285

Attachment 5d

Executed Resolution 043-2016

ORIGINAL

RESOLUTION NO. 2016-__043

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE PUBLIC SAFETY FACILITY PROJECT; MAKING FINDINGS OF FACT AND MAKING A STATEMENT OF OVERRIDING CONSIDERATIONS

WHEREAS, in July, 2014 the Board of Supervisors selected the property commonly known as Industrial Drive and 6625 Merchandise Way within the Diamond Springs area of unincorporated El Dorado County (APNs 329-240-55, 329-391-10) as the preferred site to develop a new Public Safety Facility and authorized a Purchase and Sale Agreement for acquisition of the property; and

WHEREAS, an Environmental Impact Report (EIR) has been prepared pursuant to CEQA to analyze the potential environmental impacts of developing a Public Safety Facility on the property; and

WHEREAS, on June 16, 2015, the County as the lead agency commenced the environmental review process with issuance of a CEQA Notice of Preparation (NOP) soliciting written comments regarding the scope and content of the EIR for the Public Safety Facility Project; and

WHEREAS, on July 9, 2015, the County held a public scoping meeting to receive oral comments on the NOP; and

WHEREAS, on July 24, 2015, the County issued an amended NOP to inform the public of an amendment to the project description to include an approximately 7-acre solar farm within the western portion of the site; and

WHEREAS, on November 12, 2015, the Planning Commission held a duly noticed public hearing and unanimously approved a Finding of Consistency, pursuant to Government Code Section 65402, finding the acquisition of real property by the County for purposes of developing a Sheriff's Headquarters Public Safety Facility to be consistent with the El Dorado County 2004 General Plan; and

WHEREAS, on December 14, 2015, a Draft Environmental Impact Report ("Draft EIR") was released for a 45-day review period ending on January 28, 2016; and

WHEREAS, a Final EIR was prepared consisting of comments on the Draft EIR submitted by interested public agencies and members of the public; written responses to the environmental issues raised in those comments; revisions to the text of the Draft EIR reflecting clarifications and changes made in response to comments; and a Mitigation Monitoring and Reporting Plan, attached hereto as Exhibit B; and

WHEREAS, the changes and clarifications to the text of the Draft EIR following public review do not qualify as significant new information that would require recirculation of the EIR; and

WHEREAS, on March 8, 2016, the Board of Supervisors independently reviewed the Draft EIR and Final EIR (together, the "EIR"), the staff report, and public testimony; and

WHEREAS, the EIR identifies one significant and unavoidable impact caused by the Project and mitigation is incorporated into the Project, which does not eliminate, but does lessen the significant and unavoidable effect, as identified in the EIR under Section 15091; and

NOW THEREFORE BE IT FURTHER RESOLVED, by the Board of Supervisors of the County of El Dorado as follows:

1. Pursuant to Section 15090 of the CEQA Guidelines, the Board of Supervisors hereby certifies that the Final EIR: a) has been completed in compliance with CEQA; b) was presented to the Board of Supervisors, and the Board reviewed and considered the information contained in the Final EIR prior to approving the project; and c) reflects the independent judgment and analysis of the Board of Supervisors of the County of El Dorado.
2. As set forth in Section 15043 of the CEQA Guidelines, a public agency may approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that: (a) There is no feasible way to lessen or avoid the significant effect (see Section 15091) and (b) Specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project (see Section 15093). The Board of Supervisors hereby makes that decision as set forth more fully in Exhibit A.
3. Exhibit A of this Resolution provides findings of fact required under Section 15091 of the CEQA Guidelines for significant effects of the project, feasibility of mitigation measures, and feasibility of alternatives. The Board of Supervisors hereby adopts these various Findings of Fact attached hereto as Exhibit A.
4. Exhibit A, Section 7.0 of this Resolution provides the findings required under Section 15093 of the CEQA Guidelines relating to accepting adverse impacts of the project due to overriding considerations. The Board of Supervisors has balanced the economic, legal, social, technological, and other benefits of the project against the unavoidable adverse environmental effects. The Board of Supervisors finds the economic, legal, social, technological, and other benefits outweigh the adverse environmental effects of the project; therefore, the adverse environmental effects are deemed to be "acceptable" and the Board of Supervisors hereby adopts the Statement of Overriding Considerations attached hereto as Exhibit A, Section 7.0.
5. The Board of Supervisors has considered three Project alternatives identified in the DEIR, and has concluded based on substantial evidence in the record that the three alternatives are infeasible because they would not achieve the project objectives for the following reasons: 1)

The No Project Alternative would not result in the development of a new public safety facility; 2) Off-Site Alternative A would not include development of a solar farm and would require a General Plan Amendment and Rezone; 3) Off-Site Alternative B would not include development of a solar farm and would only minimally reduce the project's environmental effects. Thus, the Board of Supervisors has determined that the Public Safety Facility Project, as reviewed in the EIR, can be feasibly implemented in light of economic, legal, social, technological, and other considerations, as discussed herein under Section 15091.

6. After considering the EIR, and in conjunction with making these findings, the Board of Supervisors hereby finds that pursuant to Section 15092 of the CEQA Guidelines that approval of the Project may result in significant effects on the environment; however, the County has determined that the one remaining significant effect on the environment, as set forth in Exhibit A, is found to be unavoidable under Section 15091 and acceptable due to overriding considerations under Section 15093.

BE IT FURTHER RESOLVED, the Board of Supervisors hereby adopts the findings made at such time as this Board stated their intention to approve the Project and incorporates said findings herein by reference.

PASSED AND ADOPTED by the El Dorado County Board of Supervisors at a regular meeting of said Board, held the 8th day of Mar 2016, by the following vote:

AYES: Veerkamp, Mikulaco, Frentzen, Ranalli, Novasel

NOES: None

ABSENT: None



Deputy Clerk



Chair, Board of Supervisors

PUBLIC SAFETY FACILITY PROJECT

CEQA FINDINGS

Pursuant to Section 15091 and 15093 of the State CEQA Guidelines and Section 21081 of the Public Resources Code

February 2016

The Final Environmental Impact Report (Final EIR) prepared by El Dorado County (County) for the Public Safety Facility Project (project) consists of the Draft EIR, revisions to the Draft EIR text, responses to comments on the Draft EIR, including text changes to the Draft EIR, and the Mitigation Monitoring and Reporting Program (MMRP). The Final EIR identifies significant environmental impacts that will result from implementation of the project. The Final EIR identified a total of 16 significant impacts; implementation of the identified mitigation measures would reduce 15 of these impacts to less-than-significant levels. The Final EIR identified one significant and unavoidable environmental impact. A feasible mitigation measure has been required for this impact, but the measure would not reduce the impact to a less-than-significant level. Therefore, the short-term construction noise impact would remain significant and unavoidable.

For the significant and unavoidable effect, the County finds that specific economic, technological, public, and political benefits override and outweigh the project's significant unavoidable impact. The CEQA Findings document contains a Statement of Overriding Considerations for the one (1) significant and unavoidable project impact.

As required by CEQA, the County Board of Supervisors, in adopting these CEQA Findings and Statement of Overriding Considerations, also adopts a MMRP for the project. The Board of Supervisors finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project. Implementation of the MMRP is required as a condition of approval for the project.

In accordance with CEQA and the *CEQA Guidelines*, the Board of Supervisors of El Dorado County adopts these findings as part of the certification of the Final EIR for the project. Pursuant to Public Resources Code Section 21082.1(c)(3), the Board of Supervisors of El Dorado County also finds that the Final EIR reflects the County's independent judgment as the lead agency for the project.

TABLE OF CONTENTS

SECTION 1.0	INTRODUCTION.....	3
1.1	STATUTORY REQUIREMENTS FOR FINDINGS	3
1.2	RECORD OF PROCEEDINGS.....	5
1.3	ORGANIZATION/FORMAT OF FINDINGS.....	6
SECTION 2.0	PUBLIC SAFETY FACILITY PROJECT	6
2.1	PROJECT OBJECTIVES	7
2.2	PROJECT DESCRIPTION.....	7
2.3	ALTERNATIVES	8
SECTION 3.0	EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS.....	9
3.1	AESTHETICS	9
3.2	BIOLOGICAL RESOURCES.....	10
3.3	CULTURAL RESOURCES	12
3.4	GEOLOGY AND SOILS	13
3.5	HAZARDS AND HAZARDOUS MATERIALS	15
3.6	HYDROLOGY AND WATER QUALITY.....	16
3.7	NOISE.....	17
3.8	TRANSPORTATION AND CIRCULATION	18
SECTION 4.0	EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NOT SIGNIFICANT.....	23
4.1	AESTHETICS	23
4.2	AIR QUALITY AND GREENHOUSE GAS EMISSIONS.....	24
4.3	BIOLOGICAL RESOURCES.....	25
4.4	CULTURAL RESOURCES	26
4.5	GEOLOGY AND SOILS	26
4.6	HAZARDS AND HAZARDOUS MATERIALS	27
4.7	HYDROLOGY AND WATER QUALITY.....	28
4.8	LAND USE AND PLANNING.....	29
4.9	NOISE.....	29
4.10	TRANSPORTATION AND CIRCULATION	30
4.11	UTILITIES	31
SECTION 5.0	SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL.....	32
SECTION 6.0	FEASIBILITY OF PROJECT ALTERNATIVES.....	34
6.1	PROJECT ALTERNATIVES.....	34
SECTION 7.0	STATEMENT OF OVERRIDING CONSIDERATIONS.....	49

SECTION 1.0 INTRODUCTION

1.1 STATUTORY REQUIREMENTS FOR FINDINGS

The California Environmental Quality Act (CEQA), (Cal. Pub. Res. Code, Section 21080) and the *CEQA Guidelines* (Cal. Code Regs., Title 14, Section 15063) state that if it has been determined that a project may or will have significant impacts on the environment then an Environmental Impact Report (EIR) must be prepared. Accordingly, an EIR has been prepared by El Dorado County (hereafter referred to as “the County”) to evaluate potential environmental effects that may result from implementation of the proposed Public Safety Facility Project (project). The EIR has been prepared in accordance with the California Environmental Quality Act of 1970, as amended (Cal. Pub. Res. Code, Section 21000 et seq.), and implementing State *CEQA Guidelines* (Cal. Code Regs., Title 14, Section 15000 et seq.).

In accordance with *CEQA Guidelines* Section 15090, the Board of Supervisors of El Dorado County (hereafter referred to as the “Board of Supervisors”), as the decision-making body for the Public Safety Facility Project (hereafter referred to as the “project” or “proposed project”), certifies that:

- a) The Final EIR for the proposed project has been completed and processed in compliance with the requirements of CEQA;
- b) The Final EIR was presented to the Board of Supervisors, as the decision-making body for the proposed project, and the Board of Supervisors reviewed and considered the information contained in the Final EIR prior to adopting the proposed project; and
- c) The Final EIR reflects El Dorado County’s independent judgment and analysis. The County has exercised independent judgment in accordance with Public Resources Code Section 21082.1(c) in retaining its own environmental consultant directing the consultant in the preparation of the EIR as well as reviewing, analyzing, and revising material prepared by the consultant.

These CEQA Findings of Fact (hereafter referred to as “Findings”), and MMRP have been prepared in accordance with CEQA and the *CEQA Guidelines*. The purpose of these Findings is to satisfy the requirements of Public Resources Code Section 21081 and Sections 15090, 15091, 15092, 15093, and 15097 of the *CEQA Guidelines*, in connection with the adoption of the proposed project. Before approving a project, an EIR must be certified pursuant to Section 15090 of the *CEQA Guidelines*. Prior to approving a project for which an EIR has been certified, and for which the EIR identifies one or more significant environmental impacts, the approving agency must make one or more of the following findings, accompanied by a brief explanation of the rationale, pursuant to Public Resources Code Section 21081 and Section 15091 of the *CEQA Guidelines*, for each identified significant impact:

- 1) Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

In other words, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or substantially lessen the significant environmental impacts that will otherwise occur with implementation of the project.

The *CEQA Guidelines* do not define the difference between “avoiding” a significant environmental effect and “substantially lessening” such an effect. The County must therefore glean the meaning of these terms from other contexts in which the terms are used. Public Resources Code Section 21081, on which *CEQA Guidelines* Section 15091 is based, uses the term “mitigate” rather than “substantially lessen.” The *CEQA Guidelines* therefore equate “mitigating” with “substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “...public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects...”

For purposes of these findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level under CEQA. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less-than-significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 519-521, in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question as less than significant.

Although *CEQA Guidelines* Section 15091 requires only that approving agencies specify that a particular significant effect is “avoid(ed) or substantially lessen(ed),” for purposes of clarity, in each case these Findings will specify whether the effect in question has been reduced to a less-than-significant level, or has simply been substantially lessened but remains significant.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with some other agency. The concept of “feasibility” also encompasses the question whether a particular mitigation measure promotes the underlying goals and objectives of the project. “Feasibility” under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant, environmental, social, and technological factors.”

With respect to significant effects that cannot be mitigated to a less-than-significant level, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found the project's "benefits" outweigh its "unavoidable adverse environmental effects," and on that basis consider the unavoidable significant effects "acceptable" under CEQA. The public agency must find, based on substantial evidence in light of the whole record, that specific economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

The *CEQA Guidelines* state in Section 15093(a) that:

If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable".

The California Supreme Court has stated, "(t)he wisdom of approving...any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore, balanced."

The County's Findings with respect to the project's significant effects and mitigation measures are set forth below. The discussion below does not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, the discussion provides a summary description of each potentially significant impact, describes the applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the County, and states the County's Findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the project's impacts and mitigation measures designed to address those impacts. In making these Findings, the County ratifies, adopts, and incorporates into these Findings the analysis and explanations in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings.

1.2 RECORD OF PROCEEDINGS

For purposes of CEQA and the Findings set forth herein, the record of proceedings for the County's decision on the project consists of: a) matters of common knowledge to the County, including, but not limited to, federal, State and local laws and regulations; and b) the following documents which are in the custody of the County:

- Public Safety Facility Project Application materials;

- Notice of Preparation and all other public notices issued by the County in conjunction with the project (see Appendix A of the Draft EIR for the Notice of Preparation);
- The Public Review Draft EIR and supporting documentation prepared for the proposed project (Appendix A through K and the Draft EIR), dated December 2015 (State Clearinghouse # 2015062046);
- All written comments submitted by agencies, organizations and members of the public during the public comment period on the Draft EIR, and responses to those comments (see Response to Comments Chapter of the Final EIR, dated February 2016) (State Clearinghouse # 2015062046);
- The Mitigation Monitoring and Reporting Program for the project;
- The Staff Report for the March 8, 2016, Board of Supervisors hearing;
- All findings and resolutions adopted by the County in connection with the project, and all documents cited or referred therein;
- All final reports, studies, memoranda, maps, correspondence, and all planning documents prepared by the County, or the consultants, or responsible or trustee agencies with respect to: a) the County's compliance with CEQA; b) development of the project; or c) the County's action on the project;
- All documents submitted to the County by agencies or members of the public in connection with development of the project; and
- Any other materials required for the record of proceedings by Public Resources Code Section 21167.6 (e).

The official custodian of the record is the County Clerk located at 370 Fair Lane, Placerville, California.

1.3 ORGANIZATION/FORMAT OF FINDINGS

Section 2 of these Findings contains a summary description of the project, sets forth the objectives of the project, and briefly describes alternatives evaluated in the Draft EIR. Section 3 identifies the potentially significant effects of the project that were determined to be mitigated to a less-than-significant level. All numbered references identifying specific mitigation measures refer to numbered mitigation measures found in the Draft EIR. Section 4 identifies the project's potential environmental effects that were determined not to be significant, and do not require mitigation. Section 5 identifies the significant impacts of the project that cannot be mitigated to a less-than-significant level even though all feasible mitigation measures have been identified and incorporated into the project. Section 6 discusses the feasibility of project alternatives. Section 7 is the Statement of Overriding Considerations.

SECTION 2.0 PUBLIC SAFETY FACILITY PROJECT

This section lists the objectives of the proposed project, provides a brief description of the project, and lists the project alternatives evaluated in the Draft EIR.

2.1 PROJECT OBJECTIVES

The objectives of the proposed project are as follows:

1. Provide an appropriately sized and programmed facility to meet the current and future needs of the Sheriff's Department.
2. Develop a new Public Safety Facility to centralize and consolidate existing patrol, detective, command, dispatch, radio shop, human resources, support services, finance, evidence, coroner, morgue, training and OES operations, thereby improving the Department's efficiency and response times.
3. Select a site using the Board of Supervisors approved site criteria and associated weighting that includes:
 - Level 3 (highest weighting) - site size, public access, purchase cost, development cost, expansion potential, and government connectivity;
 - Level 2 - traffic impact, public image, zoning, environmental impact, long term cost, and development risk; and
 - Level 1 - drive time patrol, drive time non-patrol, acoustics, utilities and infrastructure, and communication.
4. Lower long term operational costs to the County by eliminating expensive yearly rental costs for leased, off-site facilities.
5. Increase the safety of the public and employees by providing a state-of-the art public safety facility in compliance with current State and local building codes and law enforcement best practices.
6. Reduce County operational energy costs by including net metering on the Public Safety Facility and virtual net metering via an adjacent solar farm.
7. Provide dual access points to the facility for staff and emergency personnel.
8. Lower risk exposure associated with outdated owned and leased facilities

2.2 PROJECT DESCRIPTION

The Project consists of development of a multi-building Public Safety Facility on approximately 11 acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet (sf). The proposed Public Safety Facility would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the 30.34-acre site located north of Industrial Drive is not proposed for development as part of this project.

Based on the Sheriff's Operational Assessment and Facility Study completed in 2013, the multi-building Public Safety Facility is anticipated to consist of four buildings, according to the major divisions listed in the following table:

Conceptual Building Summary		
Building Use	Number of Stories	Size (sf)
Training building with indoor firing range	1	24,000
Sheriff administration building	2	59,331
County morgue	1	12,000
SWAT, Search and Rescue, and radio shop	1	11,000
<i>Total:</i>		<i>106,331</i>

After design-level planning is completed, the actual building configuration may change; and the total square footage for the proposed project may be less than 106,331 sf. While the building configurations shown on the Site Plan are conceptual, and subject to change, the final building configurations would not differ substantially from the arrangement shown in Figure 3-3 of the Project Description Chapter of the Draft EIR. For example, the Public Safety Facility buildings would continue to be clustered near the southeastern corner of the project site, such that they are placed closer to the existing off-site industrial uses, rather than the homes west of the project site. Similarly, the on-site solar farm would remain within the western portion of the project site to help buffer the Public Safety Facility’s operations from the nearest residences.

Additional proposed, ancillary solar-generating facilities would be located at the southwest portion of the site, west of the Public Safety Facility buildings. Approximately seven acres of land are proposed to be used to generate two to three megawatts (MW) of power. The seven-acre solar site would be fenced. The power generated on the seven acres would be used to offset other County power costs through “Virtual Net Metering”. The design would use a fixed-tilt system, but may incorporate single-axis tracking, as engineering and topography necessitate.

A list of responsible and/or permitting agencies is included below. However, this list is not exhaustive and could include other agencies.

- Regional Water Quality Control Board (RWQCB) – The project would obtain permits from the RWQCB for stormwater discharge under the National Pollutant Discharge Elimination System (NPDES) program administered by the RWQCB.
- El Dorado County Air Quality Management District (EDAQMD) – EDAQMD would approve construction and operation permits.

2.3 ALTERNATIVES

The following three alternatives to the proposed project were considered in this Draft EIR:

- **CEQA-Required No Project Alternative.** This alternative assumes that the proposed project is not built, but the project site would otherwise be developed under the existing General Plan and Zoning designations.
- **Off-Site Alternative A.** This alternative assumes development of the proposed project with a smaller footprint and similar building uses at an alternate site. The Off-Site Alternative A site is comprised of two parcels (327-160-47 and 327-160-50) located approximately 1.10 miles northwest of the proposed project site, north of Mother Lode

Drive, east of El Dorado Road, south of Runnymede Drive and U.S. Highway 50 (US 50), and west of Runnymede Court.

- Off-Site Alternative B. This alternative assumes development of the proposed project with similar building uses on an alternate site. The Off-Site Alternative B site is comprised of three parcels (a portion of 327-110-05, 325-220-20, and 325-220-48) located approximately 1.25 miles northwest of the proposed project site, north of US 50 and Revonoc Lane, east of El Dorado Road, south of Missouri Flat Road, and west of the Kmart off Missouri Flat Road and US 50.

A more detailed description of these alternatives, and required findings, are set forth in Section 6.0: Feasibility of Project Alternatives.

SECTION 3.0 EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS

The Draft EIR identified certain potentially significant effects that could result from the project. However, the County finds for each of the significant or potentially significant impacts identified in this section that, based upon substantial evidence in light of the whole record, changes or alterations have been required or incorporated into the project that will reduce these significant or potentially significant effects to less-than-significant levels. Adoption of the recommended mitigation measures will effectively make the mitigation measures part of the project.

3.1 AESTHETICS

Impact 4.1-2: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Mitigation Measure 4.1-2: Prior to the issuance of a building permit, the project applicant shall submit a lighting plan to the El Dorado County Community Development Agency for review and approval. The project applicant shall implement the approved lighting plan. The lighting plan shall comply with the El Dorado County Ordinance Code for lighting, including, but not be limited to, the following:

- *Lighting plans shall contain, at a minimum, the location and height of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.*
- *All outdoor lighting shall be hooded or screened as to direct the source of light downward and focus onto the property from which it originates and shall not negatively impact adjacent properties or directly reflect upon any adjacent residential property.*
- *Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads.*
- *Upward lighting shall be minimized to the greatest extent possible.*

- *External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated.*

Findings for Impact 4.1-2: Mitigation Measure 4.1-2 requires that the project applicant be responsible for submitting a lighting plan which complies with the El Dorado County Ordinance Code for lighting. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.1-2 will be incorporated into the project via conditions of approval, and will reduce Impact 4.1-2 to a less-than-significant level.

3.2 BIOLOGICAL RESOURCES

Impact 4.3-2: Have a substantial adverse effect, either directly or through habitat modifications, on any wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.

Mitigation Measure 4.3-2: Prior to issuance of a grading permit for development, a pre-construction nesting bird survey shall be conducted on-site within 14 days prior to site clearing if site clearing associated with the project would commence between March 1st and August 15th (“the nesting season in northern California”). If disturbance associated with the project would occur outside of the nesting season, no surveys shall be required. The written results of the pre-construction survey shall be submitted to the County Development Services Division. If migratory birds are identified as nesting on the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. If raptors are identified as nesting on the project site, a non-disturbance buffer of 500 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be postponed until a qualified ornithologist has determined that the young have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.

Findings for Impact 4.3-2: Mitigation Measure 4.3-2 requires that the project applicant be responsible for completing a pre-construction nesting bird survey on-site within 14 days prior to site clearing if site clearing associated with the project would commence between March 1st and August 15th (“the nesting season in northern California”). If nesting birds are present, buffers will be established. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.3-2 will be incorporated into the project via conditions of approval, and will reduce Impact 4.3-2 to a less-than-significant level.

Impact 4.3-5: Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This is a significant impact.

Mitigation Measure 4.3-5(a): Prior to the issuance of a grading permit, the applicant shall submit an Oak Woodland Habitat Mitigation Plan for review and approval by the

County Development Services Division. The Oak Woodland Habitat Mitigation Plan shall provide on-site mitigation for the canopy impacted by the proposed project, based on the County's formula of 200 one-gallon oak trees per acre of impact. In compliance with the County's requirement, 15 one-gallon oak trees shall be planted as part of the project's landscaping as mitigation for the loss of 0.07-acre of impacted oak canopy.

Mitigation Measure 4.3-5(b): Prior to Grading Plan approval, the plans shall include a list of tree protection methods, for review and approval of the County Community Development Agency. The list of tree protection methods shall be implemented during construction of the project. The list of tree protection methods shall include, but not necessarily be limited to, the following:

- The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans.
- The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches DBH (or 10 inches DBH aggregate for multi-trunked trees). The fencing shall delineate an area that is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being moved onsite or any site preparation or construction activities taking place. Development of this site, including grading, shall not be allowed until this condition is satisfied. Any encroachment within the areas listed above, including within driplines of trees to be saved, must first be approved by a designated representative of the Community Development Agency. Grading, clearing, or storage of equipment or machinery may not occur until a representative of the Community Development Agency has inspected and approved all temporary construction fencing. Trees shall be preserved where feasible. This may include the use of retaining walls, planter islands, or other techniques commonly associated with tree preservation. The Grading/Improvement Plans shall indicate the location of the fencing and include a note describing the fencing requirements consistent with this mitigation measure.
- The project applicant shall implement the following guidelines before and during grading and construction for protection of all oak trees to be preserved:
 - Plans and specifications shall clearly state protection procedures for oak trees on the project site. The specifications shall also include a provision for remedies if oak trees are damaged;
 - Before construction commences, those oak trees within 25 feet of construction sites shall be pruned and the soil aerated and fertilized;

- *Vehicles, construction equipment, mobile offices, or materials shall not be parked, stored, or operated within the driplines of oak trees to be preserved;*
- *Cuts and fills around trees shall be avoided where feasible.*
- *Soil surface removal greater than one foot shall not occur within the driplines of oak trees to be preserved. Cuts shall not occur within five feet of their trunks;*
- *Earthen fill greater than one foot deep shall not be placed within the driplines of oak trees to be preserved, and fill shall not be placed within five feet of their trunks;*
- *Underground utility line trenching shall not be placed within the driplines of oak trees to be preserved where feasible without first obtaining approval from a designated representative of the Community Development Agency. If it is necessary to install underground utilities within the driplines of oak trees, boring or drilling rather than trenching shall be used;*
- *Paving shall not be placed in the vicinity of oak trees to be preserved (at a minimum, within the dripline of any oak tree) without first obtaining approval from a designated representative of the Community Development Agency; and*
- *Irrigation lines or sprinklers shall not be allowed within the dripline of native oak trees.*

Findings for Impact 4.3-5: Mitigation Measure 4.3-5(a) requires that the project applicant be responsible for submitting an Oak Woodland Habitat Mitigation Plan in order to mitigate the oak woodland canopy impacted by the project. The Oak Woodland Habitat Mitigation Plan shall provide on-site mitigation for the canopy impacted by the proposed project, based on the County's formula of 200 one-gallon oak trees per acre of impact. Mitigation Measure 4.3-5(b) requires that the project applicant be responsible for implementing tree protection methods during construction of the project. Pursuant to CEQA Guidelines Section 15091(a)(1), the County finds that Mitigation Measures 4.3-5(a) and 4.3-5(b) will be incorporated into the project via conditions of approval, and will reduce Impact 4.3-5 to a less-than-significant level.

3.3 CULTURAL RESOURCES

Impact 4.4-1: Cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource as defined in Section 15064.5, directly or indirectly destroy a unique paleontological resource on site or unique geologic features, or disturb any human remains, including those interred outside of formal cemeteries.

Mitigation Measure 4.4-1(a): If buried archeological resources, such as chipped or ground stone, historic debris, building foundations, or buried paleontological resources are discovered during ground disturbing activities, work shall stop in that area, and within 100 feet of the find, until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the County and other appropriate agencies. Possible management recommendations for historical or unique archaeological resources could include resource avoidance (i.e., preservation in place) or data recovery excavations where avoidance is infeasible in light

of project design or layout, or is unnecessary to avoid significant effects. These recommendations shall be included on the project grading plans prior to their approval.

Mitigation Measure 4.4-1(b): If human remains of Native American origin are discovered during project construction, State laws relating to the disposition of Native American remains in coordination with the NAHC (PRC 5097.98) must be complied with. If any human remains are discovered or recognized in any location other than a dedicated cemetery, work shall stop in that area and within 100 feet of the find until:

- *The County coroner has been informed and has determined that investigation of the cause of death is not required; and*
- *If the remains are of Native American origin, the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98;*

Or

- *The NAHC was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the Commission.*

These recommendations shall be included on the project grading plans prior to their approval.

Findings for Impact 4.4-1: Mitigation Measure 4.4-1(a) requires that the project contractor be responsible for stopping work and contacting a qualified archaeologist should buried archaeological resources, such as chipped or ground stone, historic debris, building foundations, or buried paleontological resources, be discovered during ground disturbing activities. The qualified archaeologist will assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the County and other appropriate agencies. Mitigation Measures 4.4-1(b) requires that the project contractor be responsible for stopping work and contacting the County coroner should human remains be discovered or recognized in any location other than a dedicated cemetery during ground disturbing activities. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measures 4.4-1(a) and 4.4-1(b) will be incorporated into the project via conditions of approval, and will reduce Impact 4.4-1 to a less-than-significant level.

3.4 GEOLOGY AND SOILS

Impact 4.5-2: Substantial erosion or the loss of topsoil.

Mitigation Measure 4.5-2: Prior to issuance of a grading permit, the project applicant shall submit, for the review and approval by the El Dorado County Resource Conservation District, an erosion and sediment control plan that will utilize standard

construction practices to limit the erosion effects during construction of the proposed project. The general requirements of the erosion and sediment control plan shall comply with the general requirements defined in the County Design and Improvement Standards Manual. The requirements include:

- 1. Erosion and sediment control plans shall be designed to prevent increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion and shall be consistent with all local, state, and federal rules and regulations.*
- 2. Plans shall be designed with long-term erosion and sediment control as a primary consideration. Every feasible effort shall be made to ensure that site stabilization is permanent.*
- 3. Plans shall indicate the timing of each erosion control measure proposed relative to the stage of construction.*
- 4. Short-term and long-term erosion control measures must be included in all plans. Implementation of short-term measures, however, may not be necessary based on the timing of completion of grading operations.*
- 5. Runoff shall not be discharged from the site in quantities or at velocities substantially above those which occurred before grading except into drainage facilities found by the Director to be adequate to convey the estimated increase in runoff.*

Measures to comply with the above requirements could include, but are not limited to:

- Hydro-seeding;*
- Placement of erosion control measures within drainageways and ahead of drop inlets;*
- The temporary lining (during construction activities) of drop inlets with “filter fabric” (a specific type of geotextile fabric);*
- The placement of straw wattles along slope contours;*
- Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);*
- The use of silt fences; and*
- The use of sediment basins and dust palliatives.*

Findings for Impact 4.5-2: Mitigation Measure 4.5-2 requires that the project applicant be responsible for submittal and implementation of an erosion and sediment control plan in order to limit the erosion effects during construction of the project. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.5-2 will be incorporated into the project via conditions of approval, and will reduce Impact 4.5-2 to a less-than-significant level.

Impact 4.5-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or, be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code.

Mitigation Measure 4.5-3: Prior to the approval of improvement plans, the plans shall be designed to incorporate the recommendations of the Geotechnical Engineering Investigation prepared for the proposed Public Safety Facility Project by Youngdahl Consulting Group, Inc. Recommendations are set forth in Section 4 of the Geotechnical Report and provide engineering practices for the undocumented fill encountered on-site to ensure that these soils do not result in adverse impacts to structures. Engineering practices include but are not limited to removal and recompaction of moisture-sensitive soils.

All building plans shall be reviewed and approved by the Building Department prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.

Findings for Impact 4.5-3: Mitigation Measure 4.5-3 requires that the project applicant incorporate the recommendations of the Geotechnical Engineering Investigation into the project design to ensure that undocumented fill is properly engineered before using for site development. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.5-3 will be incorporated into the project via conditions of approval, and will reduce Impact 4.5-3 to a less-than-significant level.

3.5 HAZARDS AND HAZARDOUS MATERIALS

Impact 4.6-2: Creation of a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

Mitigation Measure 4.6-2: If indicators of potential hazardous materials releases or disposal areas (e.g soil staining, odors, debris fill material, etc.) are encountered at the project site during construction activities, the impacted area(s) shall be isolated from surrounding, non-impacted areas. A qualified environmental professional shall obtain samples of the identified areas for analysis of contaminants of concern in comparison with applicable regulatory screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the contaminant concentrations exceed the applicable regulatory screening levels, construction safety measures for excavation, storage, and disposal of the contaminated materials shall be incorporated in the project grading plans for impacted areas. All contaminated materials shall be sent off-site to a licensed landfill facility to the satisfaction of the El Dorado County Environmental Management Division.

Findings for Impact 4.6-2: Mitigation Measure 4.6-2 requires the project applicant to contact a qualified environmental professional to obtain samples should indicators of potential hazardous materials releases or disposal areas (e.g soil staining, odors, debris

fill material, etc.) be encountered at the project site during construction activities. If determined necessary, contaminated materials shall be removed and disposed of off-site at an approved facility. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.6-2 will be incorporated into the project via conditions of approval, and will reduce Impact 4.6-2 to a less-than-significant level.

3.6 HYDROLOGY AND WATER QUALITY

Impact 4.7-2: Violate any water quality standards or waste discharge requirements, create or contribute substantial additional sources of polluted runoff, or otherwise substantially degrade water quality during operation of the project.

Mitigation Measure 4.7-2: The project applicant shall fully comply with the requirements of the Phase II General Permit, as implemented by El Dorado County through the Storm Water Management Plan (SWMP), Grading, Erosion and Sediment Control Ordinance (Chapter 15.14), Stormwater Quality Ordinance (Chapter 110.14), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3. Responsibilities include, but are not limited to, designing BMPs into project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff associated with development of the project site. The BMPs shall include Low Impact Development (LID) measures, such as minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source, to the maximum extent practicable. It should be noted that because the project site is characterized by shallow bedrock and low permeability soils, some LID measures, such as those that rely on infiltration, are not likely to be feasible at the project site. All post-construction BMPs shall be included on the improvement plans prior to their approval by the County.

Funding for the maintenance of all BMPs for the life of the proposed project shall be specified. The project sponsor shall establish a stormwater system operation and maintenance plan that specifies a regular inspection schedule of stormwater treatment facilities. The plan and subsequent reports documenting the inspections and remedial actions shall be submitted to the County for review and approval.

Findings for Impact 4.7-2: Mitigation Measure 4.7-2 requires that the project applicant be responsible for complying with the requirements of the Phase II General Permit, as implemented by El Dorado County through the SWMP, Grading, Erosion and Sediment Control Ordinance (Chapter 15.14), Stormwater Quality Ordinance (Chapter 110.14), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.7-2 will be incorporated into the project via conditions of approval, and will reduce Impact 4.7-2 to a less-than-significant level.

Impact 4.7-4: Substantially alter the existing drainage pattern of the site or area, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.

Mitigation Measure 4.7-4: In conjunction with submittal of improvement plans for the proposed project, a design-level drainage report shall be submitted to the El Dorado County Planning Services Department for review and approval. The drainage report shall identify specific storm drainage design features to control the 100-year, 24-day increased runoff from the project site to ensure that the rate of runoff leaving the developed site does not exceed predevelopment levels, or the design capacity of the nearby stormwater facilities. This may be achieved through: on-site conveyance and detention facilities, off-site detention or retention facilities, channel modification, or equally effective measures to control the rate and volume of runoff.

Design-level recommendations provided in the drainage report shall be included in the improvements plans prior to their approval by the El Dorado County Planning Services Department.

Findings for Impact 4.7-4: Mitigation Measure 4.7-4 requires that the project applicant be responsible for submitting and implementing a design-level drainage report to ensure that the project's storm drainage system is designed to control the rate of runoff leaving the developed site to predevelopment levels. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.7-4 will be incorporated into the project via conditions of approval, and will reduce Impact 4.7-4 to a less-than-significant level.

3.7 NOISE

Impact 4.9-4: A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project related to operation.

Mitigation Measure 4.9-4: In conjunction with the submittal of building plans for the Public Safety Facility Project, at which time engineering details will be available for the proposed project, including outdoor equipment specifications and building pad locations, the applicant shall submit a design-level acoustical analysis to the Community Development Agency. The acoustical analysis shall calculate the exterior noise levels at nearby residential property lines, resulting from the project's stationary noise sources, including the indoor firing range and associated outdoor equipment, backup generator, rooftop HVAC equipment, and any other outdoor stationary project equipment. If the predicted noise levels at the receiving residential property lines do not exceed the standards specified in Table 6-2 of the El Dorado County General Plan, then no further mitigation is required. If predicted noise levels exceed the noise standards in Table 6-2 at nearby residential property lines, then the acoustical report shall include recommendations to ensure that the noise levels are reduced to levels at or below those shown in Table 6-2. Possible noise attenuation measures, which could be used to achieve

the County's noise standards at nearby residential property lines, include but are not limited to:

- Building and Equipment Orientation: use building placement as a means to shield residential areas from on-site equipment noise sources. Orient exterior doors associated with the indoor range away from residential areas.

- Building Materials:

Indoor Firing Range: possible measures for the indoor firing range include using increased sound ratings for the building shell, and/or sound absorption material on indoor firing range room surfaces, and/or moveable interior partitions.

Rooftop Mechanical Equipment: possible measures include use of solid parapets at least partially blocking the line of sight to rooftop equipment.

Indoor Firing Range (outdoor equipment): concrete block walls (or similar solid construction equaling the weight per square foot of concrete block) shall surround the outdoor mechanical equipment yard housing the indoor shooting range equipment (fans, pumps, filtration, etc.), at a height sufficient to block the line of sight to the nearest residential receptor.

Backup Generator: engine generator and enclosure should be specified to meet 80 dBA or less at a distance of 23 feet from the unit.

All noise attenuation measures recommended in the design-level acoustical study shall be incorporated into the project construction drawings for review and approval by the Community Development Agency.

Findings for Impact 4.9-4: Mitigation Measure 4.9-4 requires that the project applicant be responsible for submitting and implementing a design-level acoustical analysis in order to calculate the exterior noise levels at nearby residential property lines resulting from the project's stationary noise sources, and incorporate noise attenuation measures in the project if predicted noise levels would exceed County standards. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.9-4 will be incorporated into the project via conditions of approval, and will reduce Impact 4.9-4 to a less-than-significant level.

3.8 TRANSPORTATION AND CIRCULATION

Impact 4.10-1: Traffic related to construction activities.

Mitigation Measure 4.10-1: Prior to the beginning of construction, the contractor shall prepare a construction traffic management plan to the satisfaction of the County Traffic

Engineer. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include the following:

- Description of trucks including: number and size of trucks per day (e.g., 85 trucks per day), coordination of expected arrival/departure times, designation of truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.
- Description of driveway access plan including: provisions for maintained access to surrounding businesses, provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Findings for Impact 4.10-1: Mitigation Measure 4.10-1 requires that the project applicant be responsible for preparing a construction traffic management plan in order to ensure that acceptable operating conditions on local roadways are maintained. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.10-1 will be incorporated into the project via conditions of approval, and will reduce Impact 4.10-1 to a less-than-significant level.

Impact 4.10-2: Study intersections under Existing Plus Project Conditions.

Mitigation Measure 4.10-2(a): Missouri Flat Road / China Garden Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.

Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a delay of 16.1 seconds. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours.

Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Mitigation Measure 4.10-2(b): Missouri Flat Road / Enterprise Drive. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.

Signalization of this intersection will result in an LOS A condition in the a.m. peak hour (8.5 seconds) and LOS B condition in the p.m. peak hour (18.4 seconds).

Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Findings for Impact 4.10-2: Mitigation Measures 4.10-2(a) and (b) require the project applicant to submit payment of TIM fees for impacts to the Missouri Flat Road / China Garden Road intersection, and the Missouri Flat Road / Enterprise Drive intersection. The TIM fees will be used to fund 20-year CIP improvements identified for these intersections through the County's Intersection Needs Prioritization Process. Mitigation Measures 4.10-2(a) and (b) are consistent with item (2) of County Policy TC-Xf, which states that for non-residential projects that trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts.

Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measures 4.10-2(a) and 4.10-2(b) will be incorporated into the project via conditions of approval, and will reduce Impact 4.10-2 to a less-than-significant level.

Impact 4.10-3: Year 2025 Plus Project Condition impacts to the following four intersections: Missouri Flat Road / China Garden Road; Missouri Flat Road / Enterprise Drive; Pleasant Valley Road at SR 49; and Pleasant Valley Road / Forni Road.

Mitigation Measure 4.10-3(a): Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2025 condition.

Mitigation Measure 4.10-3(b): Missouri Flat Road / Enterprise Drive. Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition.

Mitigation Measure 4.10-3(c): Pleasant Valley Road at SR 49. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.

Installation of a traffic signal will maintain acceptable levels of service at the intersection during the AM peak hour (LOS C – 20.2 seconds). Therefore, appropriate mitigation would include payment of TIM fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.

Mitigation Measure 4.10-3(d): Pleasant Valley Road / Forni Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.

Installation of a two-way-left-turn lane identified in the County's CIP will allow the intersection to operate at LOS D (26.5 seconds) in the AM peak hour. The project is programmed for construction between Fiscal Year 2025/26 and 2034/35 and is therefore consistent with General Plan Policy TC-Xf.

Findings for Impact 4.10-3: Mitigation Measures 4.10-3(a) through 4.10-3(d) require the project applicant to submit payment of TIM fees for impacts to the intersections of Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise Drive, Pleasant Valley Road / SR 49, and Pleasant Valley Road / Forni Road. The TIM fees will be used to fund 20-year CIP improvements identified for these intersections through the County's Intersection Needs Prioritization Process. Mitigation Measures 4.10-3(a) through (d) are consistent with item (2) of County Policy TC-Xf, which states that for non-residential projects that trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts.

Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measures 4.10-3(a), 4.10-3(b), 4.10-3(c), and 4.10-3(d) will be incorporated into the project via conditions of approval, and will reduce Impact 4.10-3 to a less-than-significant level.

Impact 4.10-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

Mitigation Measure 4.10-4: The project applicant shall fund and construct the traffic signal at the Missouri Flat Road / Industrial Drive intersection. The traffic signal improvement shall be shown on the project improvement plans prior to their approval by the El Dorado County Community Development Agency. Installation of a new traffic signal would improve the operating conditions to LOS B (17.5 seconds) in the AM peak hour and LOS B (13.4 seconds) in the PM peak hour.

Findings for Impact 4.10-4: Mitigation Measure 4.10-4 requires that the project applicant be responsible for funding and constructing a traffic signal at the Missouri Flat Road / Industrial Drive intersection. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measure 4.10-4 will be incorporated into the project via conditions of approval, and will reduce Impact 4.10-4 to a less-than-significant level.

Impact 4.10-7: Study intersections LOS under Year 2035 Plus Project Conditions.

Mitigation Measure 4.10-7(a): Missouri Flat Road / China Garden Road. Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2035 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2035 condition.

Mitigation Measure 4.10-7(b): Missouri Flat Road / Enterprise Drive. Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS A during the AM peak hour and LOS B during the PM peak hour in the Year 2035 condition.

Mitigation Measure 4.10-7(c): Pleasant Valley Road at SR 49. Implement Mitigation Measure 4.10-3(c) regarding payment of TIM fees for the project.

The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-3(c). Signalization will improve the LOS at this intersection to LOS C during the AM peak hour.

Findings for Impact 4.10-7: Mitigation Measures 4.10-7(a) through 4.10-7(c) require the project applicant to submit payment of TIM fees for cumulative impacts to the intersections of Missouri Flat Road / China Garden Road, Missouri Flat Road / Enterprise

Drive, and Pleasant Valley Road / SR 49. The TIM fees will be used to fund 20-year CIP improvements identified for these intersections through the County's Intersection Needs Prioritization Process. Mitigation Measures 4.10-7(a) through (c) are consistent with item (2) of County Policy TC-Xf, which states that for non-residential projects that trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts.

Pursuant to *CEQA Guidelines* Section 15091(a)(1), the County finds that Mitigation Measures 4.10-7(a), 4.10-7(b), and 4.10-7(c) will be incorporated into the project via conditions of approval, and will reduce Impact 4.10-7 to a less-than-significant level.

SECTION 4.0 EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NOT SIGNIFICANT

The County finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are not significant or are less than significant, and do not require mitigation. The Draft EIR (Chapters 4.1 through 4.11) provides a detailed analysis of the less-than-significant impacts of the proposed project.

4.1 AESTHETICS

Impacts related to substantially degrading the visual character or quality of the site would be considered less than significant. The proposed project site is generally vacant, undeveloped, and contains trees, shrubs, and evidence of past disturbance. The project site is largely disturbed due to the former on-site uses, including the lumber storage yard for the Old Caldor Lumber Company, as well as an equipment storage area for the Sacramento Metropolitan Utilities District (SMUD). Although the proposed Public Safety Facility would alter the existing visual character of the site, the proposed project is consistent with what is planned for the site pursuant to the *El Dorado County General Plan*, and is surrounded by existing industrial development to the north, south, and east. The proposed buildings would be consistent and compatible with the majority of the existing visual character of the surrounding area.

In addition, because the proposed solar panels would be relatively low profile and non-reflective, the 7-acre solar farm in the western portion of the project site would not substantially alter the existing visual character and quality of the project site, which currently retains relatively little value from a visual character and quality perspective, due to its highly disturbed nature. Therefore, the proposed project would result in a less-than-significant impact related to degradation of the existing visual character or quality of the site at the project-level and cumulative-level.

Cumulative impacts associated with long-term changes of visual character in the region would not be significant. Similar to the proposed project, future development within the County would

be required to comply with the County's General Plan, any applicable specific plan, any applicable development guidelines, and the County Ordinance Code. Compliance with such would help to ensure that cumulative impacts related to aesthetics are minimized through the location and design of future projects and consistency with what has been anticipated and previously analyzed by the County. Overall, in terms of the change to the visual character of the region, development on the project site would be typical of what is anticipated to occur in the surrounding area and elsewhere in El Dorado County. Based on the above, the proposed project's incremental contribution toward cumulative impacts related to the visual character of the region would be less than cumulatively considerable.

Cumulative impacts associated with increased light and glare would not be significant. While the proposed project's effects related to new sources of light and glare, in combination with related effects of other cumulative development, would be potentially significant, the project's incremental contribution to this significant cumulative impact will be rendered less than cumulatively considerable through its compliance with County Ordinance Code requirements and the mitigation measures set forth in this chapter.

4.2 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Impacts related to violating an air quality standard would be considered less than significant. The proposed commercial development would not result in construction emissions that would exceed the applicable thresholds of significance. Therefore, the proposed project would result in a less-than-significant impact related to violation of an air quality standard or contribution to an existing or projected air quality violation during construction. Similarly, the operational emissions resulting from the project would not exceed the applicable thresholds of significance. Therefore, the proposed project would result in a less-than-significant impact related to violation of an air quality standard or contribution to an existing or projected air quality violation during operation.

Impacts related to generating substantial pollutant concentrations would be considered less than significant. The proposed project is well below the screening level established by the EDCAQMD for an industrial park or a general office land use. As such, according to the EDCAQMD, the project would not be expected to result in mass emissions or emissions concentrations of carbon monoxide (CO), inhalable coarse particulates (PM₁₀), or any other pollutant that would cause or contribute significantly to a violation of the associated ambient air quality standards (AAQS). Therefore, in accordance with the State-wide CO Protocol, the proposed project would not be expected to generate localized CO emissions that would contribute to an exceedance of AAQS. Consequently, the proposed project would not expose sensitive receptors to substantial concentrations of localized CO. Construction-related activities have the potential to generate concentrations of Toxic Air Contaminants (TACs), specifically diesel particulate matter (DPM), from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Methodologies for conducting health risk assessments are associated with long-term exposure periods. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day. In addition, the proposed

project is not located in an area identified as likely to contain NOA. As such, the proposed project would not result in any impacts related to exposure to asbestos. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

Impacts related to creation of objectionable odors would be considered less than significant. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants. The proposed project would not introduce any such land uses and is not located in the vicinity of any existing or planned such land uses. Diesel fumes from construction equipment could be found to be objectionable; however, operation of construction equipment would be regulated by EDCAQMD rules and regulations, would occur intermittently throughout the course of a day, and be temporary in nature. For the aforementioned reasons, the project would not result in any noticeable objectionable odors associated with construction or operation, and impacts would be less than significant.

Impacts related to greenhouse gas emissions would be considered less than significant. The project's maximum unmitigated construction-related and operational greenhouse gas (GHG) emissions would be below the applicable thresholds of significance. Accordingly, the proposed project would not be expected to have a cumulatively considerable contribution to a significant cumulative GHG impact during construction or operation. Therefore, impacts related to GHG emissions would be less than significant.

Cumulative impacts related to net increases of criteria air pollutants would not be significant. As discussed above, the proposed project would not exceed any significance criteria set forth by the EDCAQMD, and project-level impacts would not be significant. In addition, the proposed project would be required to comply with all applicable EDCAQMD rules and regulations.

4.3 BIOLOGICAL RESOURCES

Impacts related to special-status plants would be considered less than significant. According to the *Wetland & Biological Resources Assessment* prepared for the proposed project by Barnett Environmental Consulting, the study area lacks serpentine and/or gabbroic soils and protocol-level surveys of the study area during the species' 2015 flowering periods failed to reveal any of the special-status plant species with could potentially occur within the project vicinity. In addition, the existing and past disturbance of the site likely precludes the presence of special-status plant species on the site. Therefore, the special-status plant species generated by the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) searches would not be supported on the property in the current condition. As a result, the proposed project would have a less-than-significant impact to plant species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

Impacts related to wetlands would be considered less than significant. Wetlands do not occur within the study area, with the exception of the 1,045-foot long (0.10-acre) drainage along the site's western boundary, the 102-foot long (0.009-acre) ditch in the site's southwestern corner, and the 750-foot long (0.07-acre) ditch along the site's southern boundary. However, none of these "other waters of the U.S." would be removed or permanently affected by the proposed project. As a result, the implementation of the proposed project would have a less-than-significant impact to any riparian habitat, or seasonal wetlands.

Impacts related to wildlife corridors would be considered less than significant. The project site provides limited opportunities for native, resident, or migratory wildlife to use the site as a movement corridor as the project site is located in a largely developed portion of the El Dorado County General Plan area. Therefore, impacts related to movement of wildlife would be less than significant.

Cumulative biological resources effects would not be significant. While the project would result in the development of a vacant site, the site has a long history of disturbance, and currently provides only marginal habitat value for special-status species. The development of a disturbed site within a fragmented area, which no longer provides open spaces or agricultural areas, would not significantly contribute toward the cumulative impact in the region concerning loss of nesting habitat for several raptor species.

In addition, although development of the proposed project would require removal of some of the on-site trees, including oak trees, Mitigation Measures 4.3-5(a) and 4.3-5(b) would be considered sufficient to reduce associated impacts to a less-than-significant level through replanting oak trees on-site for the loss of native oaks, and protection of trees that would remain on the site. Mitigation Measures 4.3-5(a) and 4.3-5(b) would be consistent with the recommendations related to loss of oak woodland habitat resulting from buildout of the General Plan EIR.

4.4 CULTURAL RESOURCES

Cumulative cultural resources effects would not be significant. Because the proposed project would implement site-specific mitigation consistent with the California Health and Safety Code and the California Public Resources Code, and impacts to any historic or archaeological resources associated with the site would be site-specific, the project's incremental contribution towards the cumulative impact to cultural resources would be less than cumulatively considerable.

4.5 GEOLOGY AND SOILS

Impacts related to earthquakes and seismic effects would be considered less than significant. The project site is not underlain by any active or potentially active faults based on published records and geological maps. In addition, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, and surface evidence of faulting was not observed by Youngdahl Consulting Group during site reconnaissance. Although all of California is typically regarded as seismically active, the El Dorado County region does not commonly experience strong ground shaking resulting from earthquakes along known and previously unknown active faults. Based

upon the aforementioned factors, Youngdahl Consulting Group has concluded that fault rupture at the project site resulting from seismic activity is unlikely. Therefore, impacts related to exposure of people and structures to potential substantial adverse effects involving seismic activity, including fault rupture, ground shaking, ground failure, such as liquefaction, and landslides, would be considered less than significant.

Cumulative geology and soils effects would not be significant. Potentially adverse environmental effects associated with geologic or soils constraints, topographic alteration, and erosion, are usually site-specific and generally would not combine with similar effects that could occur with other projects in El Dorado County. For example, impacts resulting from development on expansive soils or undocumented fill at one project site are not worsened by impacts from development on expansive soils or undocumented fill at another project site. Rather, the soil conditions, and the implications of those conditions for each project, are independent. Therefore, the proposed project's incremental contribution to cumulative geologic-related impacts and hazards would be less than cumulatively considerable.

4.6 HAZARDS AND HAZARDOUS MATERIALS

Impacts related to the routine use of hazardous materials would be considered less than significant. Construction activities associated with the site would involve the use of heavy equipment, which would include the use of fuels and oils, and various other products such as concrete, paints, and adhesives. However, the project contractor would be required to comply with all California Health and Safety Codes and local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the California Environmental Protection Agency (Cal-EPA) and California Department of Toxic Substance Control (DTSC).

With respect to project operation, the design of the proposed firearms training facility would include an effective lead management program that is protective of the training site and surrounding area from lead contamination by implementing a five-step approach to lead management. The proposed County morgue building is anticipated to involve biohazardous waste. Biohazardous waste resulting from autopsies will be temporarily stored, as necessary, in red bags. Full "red-bag" containment would be required for all biohazardous waste. Disposal of this biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, will be disposed of pursuant to California Health and Safety Code Section 7054.4. For this facility, it is anticipated that human waste byproducts from autopsies will be collected by a private, registered biohazardous waste hauler and delivered for disposal at an appropriate hazardous waste facility.

Impacts related to wildland fires would be considered less than significant. According to the U.S. Forest Service Wildland Fire Assessment System, the project site is within an area designated as low to moderate for fire danger. The El Dorado County Fire Protection District (EDCFD) provides fire protection for the immediate vicinity of the proposed project site. To prevent and minimize fire wildland fire hazards, the EDCFD requires all new development and structures to adhere to fire code building requirements. Furthermore, the County's General Plan contains fire protection policies (i.e.; Policy 6.2.1.1, 6.2.2.1, 6.2.2.2, 6.2.3.2, 6.2.3.4) to ensure cooperation

with the EDCFD's fire requirements and preventive measures. Therefore, the proposed project's impacts related to wildland fires would be less than significant.

Cumulative impacts related to hazardous materials effects would not be significant. Impacts associated with hazardous materials are site-specific and generally do not affect, or are not affected by, cumulative development. In addition, project-specific impacts were found to be less-than-significant or less-than-significant with the implementation of the recommended mitigation measures. Furthermore, any future proposed development projects would be subject to the same environmental review, as well as the same federal, State, and local hazardous materials management requirements as the proposed project, which would minimize potential risks associated with increased hazardous materials use in the community, including potential effects, if any, on the proposed project. Therefore, the proposed project's contribution to cumulative impacts associated with hazards and hazardous materials would be less than cumulatively considerable.

4.7 HYDROLOGY AND WATER QUALITY

Impacts related to water quality would be considered less than significant. The proposed project would be required to comply with the County's requirements for controlling pollution from construction activities, including obtaining a grading permit and compliance with the provisions of the County's Grading Ordinance and Storm Water Management Plan (SWMP). In addition, because the proposed project would involve construction activities resulting in a land disturbance of more than one acre, the applicant is required by the State to obtain coverage under the State Water Resources Control Board (SWRCB) General Construction Stormwater Permit, which pertains to pollution from grading and project construction. The General Construction Stormwater Permit requires filing of a Notice of Intent with the SWRCB and preparation of a detailed Storm Water Pollution Prevention Plan (SWPPP) for the site prior to construction. Therefore, the proposed project would have a less-than-significant impact related to water quality during construction.

Impacts related to groundwater recharge would be considered less than significant. Development of the proposed project would result in new impervious surfaces that currently do not exist on the site. Thus, an incremental reduction in the amount of natural soil surfaces available for the infiltration of rainfall and runoff to the underlying aquifer would occur. As the project is not located on an active stream channel, development of the site would not be expected to substantially modify the groundwater recharge potential in the area from current conditions. In addition, new groundwater wells would not be established as part of the proposed project. Overall, development of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

Cumulative hydrology and water quality effects would not be significant. While cumulative development within El Dorado County and surrounding areas would result in additional stormwater runoff and entry of pollutants into receiving waters via construction and operation of future projects, each project is required to comply with the County's regulatory stormwater documents, standards, and requirements. Compliance with such would ensure that each project

provides adequate storage capacity and drainage for the additional stormwater runoff generated, as well as incorporates sufficient best management practices (BMPs) to successfully remove pollutants from site runoff during the construction and operational phases. Overall, the cumulative impacts to hydrology and water quality associated with implementation of past, present, and reasonably foreseeable future projects, as well as the proposed project, would be less than cumulatively considerable.

4.8 LAND USE AND PLANNING

Impacts related to the division of an established community would be less than significant. The proposed residential development would not create a physical barrier to travel around or within the project site or remove existing means of access to and through existing nearby neighborhoods. Therefore, the proposed project would result in a less-than-significant impact related to the physical division of an established community.

Impacts related to consistency with adopted plans and policies would be less than significant. The project site is designated as Industrial in the El Dorado County General Plan. In addition, the project site is zoned Industrial. The proposed project includes development of a multi-building public safety facility on approximately 11 acres for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 sf. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the public safety facility buildings. According to Chapter 130.34, Industrial Districts, of the El Dorado County Code, the proposed public safety facility and solar farm would both be allowable uses in the Industrial zoning district. In addition, the project design is consistent with the relevant policies of the El Dorado County General Plan. Therefore, the proposed project would have a less-than-significant impact related to consistency with adopted plans and policies.

Cumulative land use effects would not be significant. Land use conflicts are site-specific and would not result in a cumulative impact. Incompatibility issues are addressed and mitigated on a project-by-project basis. The proposed project has been designed to be consistent with the El Dorado County General Plan. Therefore, the project's contribution to cumulative land use impacts related to land incompatibilities would be less than cumulatively considerable.

4.9 NOISE

Impacts related to construction vibration would be considered less than significant. Elevated vibration levels are only expected to occur during construction. Normal operation of the Public Safety Facility will not generate substantial vibration to any nearby receivers. The closest a grader would get to any occupied buildings in the industrial zone directly south would be approximately 60 feet. Similarly, the closest proposed building for the Public Safety Facility (Morgue & Coroner) would be approximately 60 feet from the nearest industrial building to the east. Using a bulldozer source to represent a grader at 0.089 peak particle velocities inches per second (PPV in/sec), vibration levels are anticipated to be below 0.024 in/sec PPV, and well below any potential damage threshold. Because construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors, implementation of the

proposed project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Therefore, potential impacts related to construction vibration would be considered less than significant.

Impacts related to a substantial permanent increase in noise would be considered less than significant under the existing plus project and cumulative plus project conditions. The EIR determined that the project's traffic noise level increases along surrounding roadways would not be considered significant. The highest L_{dn} increase (+1 dB) will occur as a result of increased traffic on Industrial Drive because the existing traffic levels along this roadway are low. The increase is limited by the fact that the assumed higher percentage of heavy trucks serving the industrial land surrounding the project site will decrease due to the predominance of normal automobile and small truck activity created by the project. Similarly, in the Cumulative Plus Project condition, the highest L_{dn} increase (+1 dB), attributable to the project's incremental contribution to cumulative traffic noise, will occur as a result of increased traffic on Industrial Drive because the existing traffic levels are considerably low. Therefore, traffic-related noise impacts to existing sensitive receptors would be considered less-than-significant, and cumulative traffic noise impacts would be less than cumulatively considerable.

4.10 TRANSPORTATION AND CIRCULATION

Impacts related to alternative modes of transportation would be considered less than significant. The El Dorado County Transit Authority (EDCTA) provides service on Missouri Flat Road near the project site (Diamond Springs route, which runs approximately ¼-mile north of the project site). In addition, EDCTA operates commuter routes to downtown Sacramento Monday through Friday. A park-and-ride lot is available along Commerce Way, between Enterprise Drive and Pleasant Valley Road, approximately ¼-mile southeast of the project site. While the proposed project could generate some ridership on local busses, any increase in ridership would not be such that new transit stops would be necessary. Sheriff's Offices are not typically associated with high transit ridership, as compared to other locales such as employment centers or retail outlets. Thus, the proposed project would not disrupt existing or planned transit services or facilities in a way that would discourage use, or create inconsistencies with any adopted plans, guidelines, policies or standards related to transit. Therefore, impacts related to the transit system would be considered less than significant.

The project could generate some demand for bicycle facilities. Bicycle facilities are currently provided on Missouri Flat Road from Golden Center Drive to Plaza Drive, to the north of the project site; therefore, any potential demand would be served. In addition, the project would construct curb, gutter, and sidewalk along the project access roadway to serve any potential pedestrian demand from nearby residences to the north. The curb, gutter, and sidewalk would be designed and constructed to meet County standards.

Accordingly, the proposed project would not disrupt or exceed capacity for existing or planned bicycle and/or pedestrian facilities in a way that would discourage use or result in unsafe conditions including conflicts with other modes. In addition, the project would construct curb, gutter, and sidewalk along the project access roadway to serve any potential pedestrian demand. The proposed project would not create inconsistencies with any adopted plans, guidelines,

policies or standards related to bicycle or pedestrian systems. Therefore, impacts to bicycle and pedestrian facilities would be considered less than significant.

4.11 UTILITIES

Impacts related to water supplies would be considered less than significant. Based on information provided in Table 1 of El Dorado Irrigation District (EID) 2009 Water Resources and Service Reliability Report, one equivalent dwelling units (EDU) equals approximately 0.59 acre-feet (ac-ft) of water. Therefore, the project's water demand would be approximately 7.08 ac-ft per year. In terms of water supply, as of January 1, 2013, 1,935 EDUs were available in EID's Western/Eastern Water Supply Region. Accordingly, sufficient water is available to serve the proposed project. In addition, according to the EID's Urban Water Management Plan (UWMP) 2010 Update, the EID has sufficient water to meet the projected demand of the service area through the year 2035. Furthermore, the EID would provide water treatment services to the proposed project by the Reservoir 1 Water Treatment Plant (WTP) and the Reservoir A WTP. Therefore, the proposed project would have a less-than-significant impact associated with an increase in demand for water supply, treatment, and distribution.

Impacts related to wastewater treatment and collection would be considered less than significant. Wastewater treatment is provided to the project area by the EID's Deer Creek Wastewater Treatment Plant (DCWWTP). As discussed above, the DCWWTP currently has a dry weather flow capacity of 5.0 million gallons per day (mgd), but currently accepts approximately 2.64 mgd, leaving approximately 2.36 mgd of remaining capacity. Per EID's Wastewater Facilities Master Plan, the wastewater generation rate for Commercial land uses is 500 gallons per day (based on average dry weather flow) per acre. Therefore, the proposed project would generate approximately 5,500 gallons of wastewater per day. The proposed project's incremental increase in wastewater generation would not increase the capacity of the DCWWTP beyond the ability of the existing facility, and impacts related to wastewater collection and treatment services would be considered less than significant.

Impacts related to solid waste would be considered less than significant. The proposed project is consistent with the type of development that has been anticipated for the site; thus, the amount of solid waste generated by the project has been anticipated in regional solid waste planning efforts. In addition, the project's solid waste would be disposed of at the Potrero Hills Landfill, which has sufficient capacity to serve the regional waste disposal needs until approximately 2048. Should the landfill be near capacity, the Potrero Hills Landfill would apply for another operating permit for an additional disposal unit, consisting of 140 acres, which would extend the life of the landfill by approximately 45 years. The remainder of the 1,200-acre property may also be used as landfill disposal units, further extending the operational life of the landfill. Because the proposed project would not generate solid waste such that the permitted landfill capacity could not accommodate the project's solid waste disposal needs, impacts related to solid waste services would be less than significant.

Impacts related to electricity would be considered less than significant. PG&E would provide electricity service to the site, and existing electrical lines within Industrial Drive and Merchandise Way are very reliable, due to the lines' proximity to the Diamond Springs

substation, and the minimum number of devices in the circuit between the parcel and the substation that could fail. The proposed project includes solar-generating facilities in the secured parking area, which would serve to minimize the project's demand upon PG&E's existing electrical infrastructure in the vicinity of the project site. The solar-generating facilities to be located in the secured parking area of the Public Safety Facility will generate electricity sufficient to supply approximately 50 percent of the Public Safety Facility's total electricity consumption. As a result of the above considerations, the proposed project would result in a less-than-significant impact to electrical facilities.

Cumulative utilities impacts would not be significant. EID anticipates having adequate domestic water supply through the year 2035. In addition, the DCWWTP has adequate capacity to accommodate the proposed project and future anticipated development within EID's service area. Furthermore, the Potrero Hills Landfill is expected to have adequate capacity to serve the regional solid waste disposal needs until the anticipated closure date of approximately 2048. Therefore, cumulative impacts related to increased demand for utilities would be considered less than cumulatively considerable.

SECTION 5.0 SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

A significant unavoidable construction noise impact was identified for the project. The analysis assumed that a grader would be used during site work and could be as close as 800 feet to the nearest west property line for the Public Safety Facility, as close as 250 feet from the nearest west residential property line for the solar farm, and as close as 550 feet to the nearest residential property line to the north. Foundation work will be more concentrated in the center of the project site at the building pad locations at a minimum distance of at 830 feet to the nearest residence in any direction. Noise levels from the single grader are predicted to reach an L_{eq} of 57 dBA at the residential property line to the west of the site, due to construction of the Public Safety Facility. In addition, noise levels are predicted to reach up to an L_{eq} of 67 dBA at the residential property line to the west, due to grading at the solar farm, and 60 dBA at the north residential property line without shielding or mitigation. Noise levels during building foundation work with several pieces of equipment operating simultaneously are predicted to reach 59 dBA at both residential areas without shielding or mitigation.

Many jurisdictions exempt construction noise during normal, daytime hours. However, Policy 6.5.1.11 of the Noise Element of El Dorado County sets daytime noise level limits for construction noise. The predicted noise levels exceed the County's 55 dBA hourly L_{eq} daytime limit for construction noise impacting residential properties (see Table 4.9-8). Because construction of the proposed project would occur during normal daytime hours (7 AM to 7 PM), this would be considered a significant impact.

While feasible mitigation measures are required in the EIR, the impact would still be considered significant and unavoidable. For reasons set forth in the Statement of Overriding Considerations; however, the Board has determined that the temporary significant, unavoidable effect of the proposed project is outweighed by its overriding benefits.

Impact 4.9-1: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without project.

Mitigation Measure 4.9-1: The following criteria shall be included in the grading plan submitted by the applicant for review and approval by the El Dorado County Community Development Agency prior to issuance of grading permits:

- A. Equipment shall be well maintained with effective exhaust mufflers and intake silencers where applicable. Mufflers shall meet the equipment manufacturer's specifications and be free of rust, holes, and exhaust leaks. Construction contractors should select the quietest equipment possible with included optional noise control measures where feasible.*
- B. Construction techniques and equipment that minimizes noise and vibration will be implemented into the construction plan.*
- C. Combine noisy operations to occur during the same period. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.*
- D. Plan noisiest equipment and activities during daytime hours with the highest background sound levels.*
- E. To the extent feasible, place the loudest equipment and activities on the construction area as far as possible from noise-sensitive locations.*
- F. Contractors shall utilize existing site electrical power where possible to avoid operating diesel-powered generators.*
- G. Avoid excessive engine revving using lower engine speed where possible and turn off idling equipment. Do not use engine braking. Haul trucks should coast by residential properties under as low of engine speed as possible while avoiding heavy braking.*
- H. The contractor shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem to the satisfaction of the El Dorado County Community Development Agency. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*

The above measures shall be utilized during construction, to the extent feasible, as determined by the El Dorado County Community Development Agency.

Finding for Impact 4.9-1: The County finds that with implementation of Mitigation Measure 4.9-1, construction noise levels would be reduced. However, other measures capable of further reducing construction noise levels to below the County's relevant construction noise standards, such as temporary acoustical barriers, are not feasible based on site conditions. Therefore, the County conservatively finds that although Mitigation Measure 4.9-1 will be incorporated into the project via conditions of approval, the project's construction noise impact would remain temporarily significant and unavoidable.

SECTION 6.0 FEASIBILITY OF PROJECT ALTERNATIVES

6.1 PROJECT ALTERNATIVES

The Draft EIR includes an evaluation of three potentially feasible alternatives: the No Project Alternative, Off-Site Alternative A, and Off-Site Alternative B. The County hereby concludes that the Draft EIR sets forth a reasonable range of alternatives to the proposed project so as to foster informed public participation and informed decision-making. The County finds that the alternatives identified and described in the Draft EIR were considered and further finds them to be infeasible as described below pursuant to CEQA Section 21081.

In determining the nature and scope of alternatives to be examined in an EIR, local agencies shall be guided by the doctrine of 'feasibility.' As statutorily defined, "'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (§ 21061.1; see also Guidelines, § 15364 [same definition but with addition of "legal" factors].) "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." (Guidelines, § 15126.6, subd. (f)(1).)

As discussed in *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, the issue of feasibility arises at two different junctures: (1) in the assessment of alternatives in the EIR and (2) during the agency's later consideration of whether to approve the project. But differing factors come into play at each stage. For the first phase--inclusion in the EIR--the standard is whether the alternative is potentially feasible. (Guidelines, § 15126.6, subd. (a).) By contrast, at the second phase--the final decision on project approval--the decisionmaking body evaluates whether the alternatives are actually feasible. (See Guidelines, § 15091, subd. (a)(3).) At that juncture, the decision makers may reject as infeasible alternatives that were identified in the EIR as potentially feasible.

6.1.1 No Project Alternative

Description

The No Project Alternative assumes that the 30.34-acre project site would ultimately be developed consistent with currently allowable land uses, zoning, and allowed development intensities. In this case, it is reasonable to assume that failure to proceed with the current project would not result in the retention of the site in its current undeveloped form. Rather, given the current industrial zoning and surrounding developed environment, as well as the relatively minimal amount of environmental constraints on-site, it is likely that the site will be developed in the future.

The project site is zoned Industrial (I) and designated in the County's General Plan as Industrial. The Industrial land use designation permits the construction of manufacturing, processing, distribution, and storage uses. The Industrial zoning designation permits the following development provisions:

- Minimum lot area: 10,000 sf;
- Maximum building coverage: 60 percent;
- Minimum lot width: 60 feet;
- Minimum yards: front, ten feet; sides, five feet or zero feet and fireproof wall without opening; rear, ten feet; and
- Maximum building height: 50 feet.

Based on the size and designation of the developable portion of the project site (24.18 acres south of Industrial Drive), the site could support development of a 631,968 sf (60 percent maximum building coverage) industrial use. For the purposes of this analysis, development of industrial uses up to 500,000 sf (47.5 percent maximum building coverage) is assumed in order to provide a conservative analysis and ensure differentiation between the alternatives to the proposed project. The industrial uses would be developed within a single story building consistent with the existing industrial buildings in the project site vicinity. The No Project Alternative assumes development consistent with the existing land use designations and zoning, which would allow a more intense use than the proposed project.

Impacts

Aesthetics: Because the No Project Alternative would result in the conversion of the project site to urban development, the No Project Alternative would alter the existing visual character and quality of the site and the site's surroundings, and would introduce new sources of light and glare to the area. The magnitude of impacts related to alteration of the existing visual character under the No Project Alternative could be greater than the proposed project due to the increased scale of the buildings. Any development on the project site, be it the No Project Alternative or the proposed project, would be subject to the County Ordinance Code requirements related to light and glare. In addition, the No Project Alternative would be consistent with the adjacent existing industrial development in the vicinity. Therefore, the level of potential impacts associated with aesthetics, including potential cumulative impacts, would be expected to be similar under the No Project Alternative as compared to the proposed project.

Air Quality and Greenhouse Gas Emissions: The No Project Alternative would involve a greater number of trips than the proposed project (2,991 daily trips vs. 494 daily trips for the proposed project), due to the increased square footage that could be built on-site under this scenario (500,000 sf of industrial uses versus the project's 106,331 square feet). The California Emissions Estimator Model (CalEEMod) version 2013.2.2 software was utilized to estimate the No Project Alternative's criteria air pollutant emissions during operation of the Alternative. The unmitigated emissions of reactive organic gas (ROG) and oxides of nitrogen (NO_x) associated with the No Project Alternative would be more than the proposed project during operations. For either the proposed project or the No Project Alternative, the emissions would be below the applicable thresholds of significance for criteria pollutants. In general, because the emissions estimated for

the No Project Alternative would be more than that of the proposed project, the potential impact associated with operational emissions would be more under the No Project Alternative than the proposed project.

In addition, unlike the proposed project, because the No Project Alternative is above the screening level established by the EDCAQMD for a general office land use (234,000 sf), the Alternative would be expected to result in mass emissions or emissions concentrations of CO, PM₁₀, or any other pollutant that would cause or contribute significantly to a violation of the associated AAQS. Additional air quality analysis for CO, PM₁₀, or any other pollutant would be required for the No Project Alternative.

Overall, the No Project Alternative would result in greater air quality impacts than the proposed project due to the increased number of vehicle trips under this scenario.

Biological Resources: Because the No Project Alternative would be developed on the same site as the proposed project, the No Project Alternative would not impact special-status plant species. In addition, the biologist did not observe riparian habitat, seasonal wetlands, vernal pools, or soil/vegetative indicators of their presence on the project site. While the disturbed site contains marginal habitat for migratory birds, the native oak trees located on the site could provide potentially suitable nesting habitat for several raptor species and migratory birds that have been recorded in the vicinity. Thus, the same potential for impacts to special-status wildlife species and migratory birds, their eggs, and/or young would occur under both the proposed project and the No Project Alternative. Overall, potential impacts related to biological resources would be similar under the No Project Alternative, as compared to the proposed project.

Cultural Resources: Because the No Project Alternative would be developed on the same site as the proposed project, the same potential exists for damage to or destruction of previously unknown prehistoric and/or historic cultural resources or human remains during ground disturbing activities. The same mitigation measures would be required under the No Project Alternative as for the proposed project in order to reduce potential impacts to less-than-significant levels. Therefore, the overall potential impacts related to cultural resources would be similar under the No Project Alternative as compared to the proposed project.

Geology and Soils: The proposed project involves the development of approximately 18 acres, seven of which would be developed with a solar farm. Development of the seven-acre solar farm would not require ground disturbance activities across the entire seven-acre solar farm. Industrial development associated with the No Project Alternative may occur on approximately 24 acres. Though not all 24 acres may need to be disturbed during industrial development, a potential exists for more ground disturbance to occur on-site as a result of the No Project Alternative, in comparison with the proposed project. This, in turn, could result in a greater amount of soil erosion. However, similar to the proposed project, applicants would need to comply with the State's NPDES program and prepare a SWPPP to address the potential for degradation of water quality during construction. Nonetheless, the No Project Alternative could result in greater geology and soils impacts as compared to the proposed project.

Hazards and Hazardous Materials: The No Project Alternative would be subjected to the same potential for release of hazardous materials into the environment (i.e., previously unidentified hazards or hazardous materials); however, similar mitigation measures would be required for the No Project Alternative to ensure such impacts are reduced to less-than-significant levels. In terms of operations, the proposed project would involve some hazardous materials, including biohazardous waste. Similarly, depending on future development proposals, the No Project Alternative could also involve the use of hazardous or biohazardous materials. However, all operations, whether occurring under the No Project Alternative or the proposed project, would be required to comply with the applicable State and local regulations. Therefore, the overall potential impacts related to hazards and hazardous materials would be similar under the No Project Alternative as compared to the proposed project.

Hydrology and Water Quality: Industrial development associated with the No Project Alternative may occur on approximately 24 acres. Though not all 24 acres would be developed with impervious surfaces, a potential exists for more impervious surface to be created on-site as a result of the No Project Alternative, in comparison with the proposed project. The increase in impervious surfaces, in turn, could result in a greater amount of storm water runoff during storm events. However, similar to the proposed project, any industrial development on the site, such as that which could occur under the No Project Alternative, would be required by the County to integrate a drainage system that would treat and detain stormwater runoff, so that downstream pipe capacity and water quality are not impacted. Therefore, a substantial increase in the overall amount of runoff as a direct result of the No Project Alternative would not be expected.

As site disturbance would be increased under the No Project Alternative, as compared to the proposed project, an increased potential to affect downstream water quality from construction-related stormwater runoff exists; however, the No Project Alternative would be required to comply with County and State requirements, similar to the proposed project, which would ensure that any impacts would be reduced to less than significant. While, as compared to the proposed project, the No Project Alternative may involve operational uses that could generate more urban pollutants that could enter stormwater runoff, the Alternative's stormwater system design would be required to comply with County and State requirements, including incorporation of water quality treatment features. Therefore, the overall potential impacts related to water hydrology and quality would be possibly greater under the No Project Alternative, as compared to the proposed project.

Land Use and Planning: The land uses proposed for both the proposed project and the No Project Alternative would be consistent with the land use and zoning designations for the site; thus, potential impacts related to land use and planning resulting from the No Project Alternative would be similar to that of the proposed project. Therefore, because the No Project Alternative would involve industrial uses, potential impacts related to land use and planning would be similar to that of the proposed project, in that neither is expected to result in significant impacts.

Noise: The No Project Alternative would involve an increase in site disturbance from 18 acres under the proposed project to approximately 24 acres under the No Project Alternative; thus, construction-related noise impacts would be expected to be increased under the No Project Alternative. A significant and unavoidable impact related to construction noise would still occur.

In addition, the No Project Alternative could introduce operational noise sources to the project area, such as heavy diesel truck deliveries, or industrial manufacturing equipment. Depending on the use, the operational noise levels associated with the No Project Alternative could be greater than the proposed project. In addition, due to the increase in square footage under the No Project Alternative, the Alternative would result in an increase in daily vehicle trips as compared to the proposed project. Thus, the increase in vehicle trips would result in an associated increase in transportation noise in the area, which would cause a greater noise-related potential impact than that of the proposed project. Overall, the No Project Alternative would result in greater noise related potential impacts, as compared to the proposed project.

Transportation and Circulation: The No Project Alternative could result in an additional 2,991 daily vehicle trips, as compared to the project. The additional trips can be attributed to the increased size of industrial development potentially occurring under the No Project Alternative, and the fact that the No Project Alternative would likely create new trips, while the proposed project would re-distribute existing trips occurring to/from the various Sheriff facilities. As such, the No Project Alternative would add more daily vehicle trips to the surrounding roadway network as compared to the proposed project, which would further exacerbate the impacts to intersections identified for the proposed project. Therefore, the No Project Alternative would result in greater impacts to transportation and circulation as compared to the proposed project.

Utilities: The No Project Alternative would increase the total industrial building square footage, as compared to the proposed project, by approximately 393,669 sf. The increase in square footage would likely result in an increased demand on water supply and sewer facilities compared to the proposed project. Therefore, the overall impacts related to water and sewer would likely be greater than the proposed project. In addition, the additional square footage and potential for multiple users on the project site, associated with the No Project Alternative, could result in an increased demand for solid waste disposal. However, the site has been planned for industrial use and the Potrero Hills Landfill has sufficient capacity to serve regional waste disposal needs until 2048. Overall, development of the No Project Alternative would result in greater impacts related to utilities compared to that of the proposed project.

Feasibility

While a number of impacts would be similar under this alternative when compared to the proposed project, this alternative would result in development of a large industrial building, which could result in an increase in traffic trips, noise levels, and air quality emissions. In addition, impacts related to geology and soils, hydrology and water quality, and utilities would be greater than the proposed project. As noted in the Draft EIR, the County has identified eight project objectives - this alternative would not meet or partially meet any of those objectives. The No Project Alternative also would not achieve as many of the benefits of the proposed project as set forth in the Statement of Overriding Considerations, below. For all of the foregoing reasons, and any of them individually, the No Project Alternatives is determined to be infeasible.

6.1.2 Off-Site Alternative A

Description

Off-Site Alternative A would include the development of the proposed project at an alternate site. The Off-Site Alternative A site is located approximately 1.10 miles northwest of the proposed project site, north of Mother Lode Drive, east of El Dorado Road, south of Runnymede Drive and U.S. Highway 50 (US 50), and west of Runnymede Court. Under Off-Site Alternative A, the following elements would be developed: 83 public parking spaces, 219 private parking spaces (302 spaces as compared to 370 spaces for the proposed project), two site access points, and a maximum of 106,331 sf of public safety uses. Off-Site Alternative A would include four buildings on 12.2 acres, which would be used as follows:

- 24,000 sf Training Building;
- 59,331 sf Sheriff Administration building;
- 12,000 sf County Morgue; and
- 11,000 sf Service Building.

The anticipated building uses would be identical to the proposed project; however, the solar farm component would not be developed by Off-Site Alternative A. The Off-Site Alternative A site has been previously mass pad graded with a grading permit.

Impacts

Aesthetics: Both the proposed project and Off-Site Alternative A would alter the existing visual character and quality of the site and the site's surroundings and introduce new sources of light and glare. Because residential development is located in close proximity to the Off-Site Alternative A site, similar mitigation measures would be required to reduce impacts related to light and glare. Because Off-Site Alternative A would develop the site with similar buildings and uses over a similar overall footprint, a similar change in visual character and quality of the site would occur. Therefore, development of Off-Site Alternative A would result in similar impacts, as compared to the proposed project.

Air Quality and Greenhouse Gas Emissions: Off-Site Alternative A would result in the same number of vehicle trips as the proposed project, and therefore similar mobile source emissions would occur. Due to the smaller area of disturbance associated with development of Off-Site Alternative A, in comparison to the proposed project, as a result of the elimination of the seven-acre solar farm, the associated construction-related air pollutant emissions and short-term GHG emissions would be less than what is projected from the proposed project. The proposed project site and the Off-Site Alternative A site are located in an area identified as not likely to contain NOA. Thus, impacts related to NOA under Off-Site Alternative A would be less-than-significant, similar to that of the proposed project.

The CalEEMod version 2013.2.2 software was utilized to estimate Off-Site Alternative A's criteria air pollutant emissions during operation of the Alternative. Similar operational characteristics as the proposed project were assumed in the model. The unmitigated emissions of criteria air pollutants associated with Off-Site Alternative A would be comparable to those resulting from the proposed project. Off-Site Alternative A would result in a slight increase in NO_x emissions, but would result in a slight reduction in emissions of ROG. For either the

proposed project or Off-Site Alternative A, the emissions of ROG and NO_x would be below the applicable thresholds of significance for criteria pollutants. Both the proposed project and Off-Site Alternative A would result in less-than-significant impacts related to air quality.

Overall, Off-Site Alternative A would result in similar air quality and climate change impacts as the proposed project.

Biological Resources: The Off-Site Alternative A site has been previously mass-graded for development under a grading permit. Due to the existing conditions of the site, special-status plant species are not likely supported by the Off-Site Alternative A site. Because Off-Site Alternative A would be developed on a previously disturbed site, similar to the proposed project site, this Alternative would not likely impact special-status plant species. In addition, riparian habitat, seasonal wetlands, vernal pools, or soil/vegetative indicators of their presence are not likely to occur on the off-site location. The Off-Site Alternative A property is characterized, in part, by an overall lack of trees. Limited vegetation exists on the off-site property. While the proposed project site contains limited vegetation, several trees would need to be removed on the project site in order to accommodate the public safety facility project. As a result, development under the Off-Site A Alternative would be expected to have fewer impacts to trees and raptors and migratory birds, who may nest in on-site vegetation. Overall, potential impacts related to biological resources would be similar, or possibly less, under Off-Site Alternative A, as compared to the proposed project.

Cultural Resources: The potential disturbance area for the proposed project would be limited to approximately 18 acres, consisting of the 11-acre public safety facility area and the 7-acre solar farm area. Furthermore, it is anticipated that the entire 7-acre solar site would not be disturbed during construction, as grading would be minimized to the maximum extent feasible. Ground disturbance as a result of this Off-site Alternative would be less, as compared to the proposed project, by approximately six acres. This, in turn, could result in a reduced potential to impact previously unidentified archaeological and/or historic resources during construction. In summary, it is anticipated that this Alternative could still result in potentially significant impacts to unknown cultural resources. Off-Site Alternative A would also require mitigation similar to the measures included in Cultural Resources chapter in order to ensure impacts would be less than significant. Overall, potential impacts related to cultural resources could be fewer under Off-Site Alternative A, as compared to the proposed project.

Geology and Soils: Off-site Alternative A could reduce the area of ground disturbance by a maximum of approximately six acres, as compared to the proposed project. The reduced area of disturbance could reduce the potential for soil erosion to occur as a result of development of the public safety facility buildings. Given that the Off-Site Alternative A property is within the same region as the proposed project site, other geologic conditions are anticipated to be similar amongst both sites. For example, similar potential for on-site hazards related to earthquakes, such as liquefaction and ground shaking, would occur for Off-Site Alternative A and the proposed project. Overall, Off-Site Alternative A could result in fewer impacts associated with geology and soils (erosion), compared to the proposed project.

Hazards and Hazardous Materials: Similar to the proposed project, limited use of hazardous materials would occur during construction of Off-Site Alternative A. The project contractor is required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. During operation, hazardous materials use would be limited to the use of biohazardous materials associated with the County Morgue, and lead associated with the indoor firing range. Disposal of the biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, would be disposed of pursuant to California Health and Safety Code Section 7054.4. Furthermore, the proposed project and Off-Site Alternative A would utilize BMPs and an automatic bullet recovery system to avoid lead contamination. It should also be noted that transformer oil and other oil-filled transformers will not be located on the Off-Site Alternative A site as the Alternative does not include the solar farm. In summary, impacts related to the creation of hazards to the public or the environment related to the routine transport, use, or disposal of hazardous materials would be similar for the proposed project and Off-Site Alternative A.

Hydrology and Water Quality: Off-Site Alternative A, similar to the proposed project, would alter the existing drainage pattern of the site. Off-Site Alternative A would dedicate 68 fewer parking spaces than the proposed project. As such, the amount of impervious surfaces under Off-Site Alternative A, and the potential for urban pollutants to be carried by said impervious surfaces to the receiving drainage system, would be less than that of the proposed project. As the site is not located within a floodplain, both Off-Site Alternative A and the proposed project would result in less-than-significant impacts related to placement of structures within a floodplain. Overall, Off-Site Alternative A would result in similar hydrology and water quality related potential impacts, as compared to the proposed project.

Land Use and Planning: The land use proposed for both the proposed project and Off-Site Alternative A would be generally consistent with the land use and zoning designations for the site. However, approximately half of the Off-Site Alternative A property is zoned Multi-Family Residential and designated for residential uses in the General Plan. Therefore, a General Plan Amendment and Rezone would be required and impacts related to land use and planning could be considered greater than that of the proposed project, as Off-Site Alternative A would require County approval of a rezone and General Plan amendment. Overall, Off-Site Alternative A would result in greater impacts to land use and planning, compared to the proposed project.

Noise: Crestview Mobile Home Park is located immediately south of the Off-Site Alternative A property. As a result, existing mobile home residents south of the Off-Site Alternative A location could be subject to higher noise levels during temporary construction operations, as compared to the residents nearest to the proposed project site, which are located to the west, across the El Dorado trail/railroad corridor. Because Off-Site Alternative A would develop the same uses as the proposed project, operational noise levels would be similar to that of the proposed project, though the project's stationary noise sources could be located closer to residences, in this case, at the Crestview Mobile Home Park. Therefore, construction and operational noise impacts at the nearest receptors resulting from Off-Site Alternative A could be potentially greater, as compared to the proposed project.

Transportation and Circulation: Off-Site Alternative A would consolidate the existing trips to the various sheriff facilities in the area and the trip generation would be similar to the proposed project. Therefore, Off-Site Alternative A would result in the same increase in traffic volumes as the proposed project, though the increased volumes would be experienced on different roadways. The majority of trips to/from the off-site property would use the El Dorado Road/US 50 interchange, rather than the Missouri Flat Road/US 50 interchange, as would be the case for the proposed project. The overall El Dorado Road/US 50 interchange area is less congested than the Missouri Flat Road/US 50 interchange area. Less congestion at this interchange area could mean that development of the project at the Off-Site Alternative A site could result in fewer traffic impacts than the proposed project, though this would require confirmation via site-specific traffic analysis. Overall, Off-Site Alternative A would result in similar transportation and circulation impacts, compared to the proposed project, but possibly fewer.

Utilities: Off-Site Alternative A would have the same total square footage as the proposed project. As such, Off-Site Alternative A would be expected to result in the same increase in demand for water supply and sewer collection and treatment as the proposed project. Therefore, impacts to water supply and wastewater treatment facilities would be similar to the proposed project, which would be less than significant. Overall, development of Off-Site Alternative A would result in similar impacts related to public services and utilities than the proposed project.

Feasibility

The actual feasibility of this alternative is determined at project approval by the El Dorado County Board of Supervisors. At this final stage of project approval, the agency considers whether “[s]pecific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.” (§ 21081, subd. (a)(3).) Broader considerations of policy thus come into play when the decisionmaking body is considering *actual* feasibility than when the EIR preparer is assessing *potential* feasibility of the alternatives.

The first consideration is satisfaction of project objectives. Off-Site Alternative A would eliminate the solar farm component of the proposed project, due to space and topographical constraints. Therefore, this Alternative would not meet the sixth project objective, which is as follows:

6. Reduce County operational energy costs by including net metering on the Public Safety Facility and virtual net metering via an adjacent solar farm.

The failure of Off-Site Alternative A to provide virtual net metering on-site to help reduce overall County operational costs renders the alternative infeasible within the meaning of CEQA, as the Board of Supervisors, acting in its legislative capacity, concludes that the alternative would not meet a key objective of the Project, and is undesirable from a policy standpoint.

The second consideration is consistency with the El Dorado County General Plan. Unlike the proposed project, which is consistent with the project site’s General Plan and zoning designation

of Industrial, implementation of Off-Site Alternative A would require that the Board of Supervisors approve a General Plan amendment and rezone of the Off-Site A property to redesignate the approximate eastern half of the Off-Site Alternative A property from Multifamily Residential (GP and zoning) to Industrial (GP and zoning).

In addition, while Off-Site Alternative A would result in fewer impacts related to biological resources, cultural resources, geology and soils, and transportation and circulation, as compared to the proposed project, this alternative would result in greater environmental impacts related land use and planning and noise. Specifically, with respect to noise, the significant and unavoidable construction noise impact, which would occur under the proposed project scenario, would not be eliminated should Off-Site Alternative A be implemented in its stead.

For all of the foregoing reasons, and any of them individually, Off-Site Alternative A is determined to be infeasible.

6.1.3 Off-Site Alternative B

Description

Off-Site Alternative B includes the development of the proposed project at an alternate site. The Off-Site Alternative B site is located approximately 1.25 miles northwest of the proposed project site, north of US 50, east of El Dorado Road, and south of Missouri Flat Road and US 50. Under Off-Site Alternative B, the following elements would be developed: 271 public parking spaces, 219 private parking spaces (490 spaces as compared to 370 spaces for the proposed project), two site access points, and 106,331 sf of public safety uses. Off-Site Alternative B would include four buildings on 22 acres which would be used as follows:

- 24,000 sf Training Building;
- 59,331 sf Sheriff Administration building;
- 12,000 sf County Morgue; and
- 11,000 sf Service Building.

While the Off-Site Alternative B site is approximately 22 acres, the entire 22 acres would not be developed because some areas in the northern and eastern portions of the alternative site would be avoided due to topographical constraints. It is anticipated, then, that a similar overall development footprint, and likewise area of disturbance, would be applicable for both the proposed project and Off-Site Alternative B. Due to these topographical constraints, the solar farm component would not be developed by Off-Site Alternative B. The Off-Site Alternative B site contains an intermittent stream (Mound Springs Creek), a wetland, and scattered oak trees.

Impacts

Aesthetics: Both the proposed project and Off-Site Alternative B would alter the existing visual character and quality of the site and the site's surroundings, and introduce new sources of light and glare. Because the Off-Site Alternative B site is generally vacant and undeveloped, similar mitigation measures would be required to reduce impacts related to light and glare. Because Off-

Site Alternative B would develop the site with a similar footprint and similar building uses, the same magnitude of change in visual character and quality of the site would occur. Therefore, development of Off-Site Alternative B would result in similar potential impacts, as compared to the proposed project.

Air Quality and Greenhouse Gas Emissions: Off-Site Alternative B would likely result in a similar number of vehicle trips compared to the proposed project and therefore similar emissions associated with vehicle trips. The proposed project would disturb approximately 11 acres for the Public Safety Facility and approximately seven acres for the solar farm (approximately 18 acres total). Development of Off-Site Alternative B would preserve some area in the northern and eastern portions of the alternative site. Therefore, because Off-Site Alternative B does not include development of a solar farm and would preserve some areas as open space, less than 22 acres would be disturbed for development of the Public Safety Facility under Off-Site Alternative B. This would generally result in similar area of disturbance associated with development of Off-Site Alternative B, in comparison to the proposed project, and the associated construction-related air pollutant emissions and short-term GHG emissions would be similar to what is projected from the proposed project. The proposed project site and the Off-Site Alternative B site are located in an area identified as not likely to contain NOA. Thus, impacts related to NOA under Off-Site Alternative A would be less-than-significant, similar to that of the proposed project.

The CalEEMod version 2013.2.2 software was utilized to estimate Off-Site Alternative B's criteria air pollutant emissions during operation of the Alternative. Similar operational characteristics as the proposed project were assumed in the model. The unmitigated emissions of criteria air pollutants associated with Off-Site Alternative B would be greater than the proposed project, due to the larger parking lots. Off-Site Alternative B would result in an increase in both ROG and NO_x emissions. For either the proposed project or Off-Site Alternative B, the emissions of ROG and NO_x would be below the applicable thresholds of significance for criteria pollutants. Both the proposed project and Off-Site Alternative B would result in less-than-significant impacts related to air quality.

Overall, Off-Site Alternative B would result in increased criteria air pollutant impacts, as compared to the proposed project. GHG impacts would be expected to be similar given that GHG emissions are primarily attributable to mobile emissions; and mobile emissions would be same for both Off-Site Alternative B and the proposed project due to the equivalent amount of vehicle trips.

Biological Resources: The Off-Site Alternative B site is currently undeveloped and contains a stream, wetland, and oak woodland habitats. Due to the existing conditions of the site, special-status plant and wildlife species are likely supported by the Off-Site Alternative B site. In addition, riparian habitat, seasonal wetlands, vernal pools, or soil/vegetative indicators of their presence are likely to occur on the site. Although the area of disturbance is expected to be similar under both the proposed project and Off-Site Alternative B, the Alternative could result in greater effects to birds protected under the Migratory Bird Treaty Act that may nest in on-site grass/shrub areas or on-site trees due to the abundance of habitat located on the Alternative site. It is anticipated that this Alternative would still result in potentially significant impacts to nesting

migratory birds. Overall, potential impacts related to biological resources would be greater under Off-Site Alternative B, as compared to the proposed project.

Cultural Resources: Although Off-Site Alternative B would reduce the project site from 30.34 acres to 22 acres, the potential disturbance area for both the proposed project and this off-site alternative are assumed to be similar for reasons set forth above. However, it is noteworthy that the Off-site Alternative B property has not undergone the same level of disturbance as the proposed project site, and a seasonal creek traverses this off-site location. These factors may lead to a greater potential for cultural resources to be present on the Off-site Alternative B property. In summary, it is anticipated that this Alternative could still result in potentially significant impacts to unknown cultural resources. Off-Site Alternative A would also require mitigation similar to the measures included in Draft EIR in order to ensure impacts would be less than significant. Overall, potential impacts related to cultural resources could be greater under Off-Site Alternative B, as compared to the proposed project.

Geology and Soils: Development of Off-Site Alternative B would result in similar site disturbance as the proposed project. The site conditions are not the same under the proposed project and Off-Site Alternative B. The proposed project site has been previously disturbed, while the Off-Site Alternative B site contains an intermittent stream (Mound Springs Creek), a wetland, and scattered oak trees. However, the general location and development requirements of Off-Site Alternative B are similar to the proposed project. As such, similar potential for on-site hazards related to earthquakes and expansive soils would be expected to occur under Off-Site Alternative B. Off-Site Alternative B would require the same mitigation measures as the proposed project to reduce potential impacts related to structural damage to less-than-significant levels. On the other hand, because this off-site location has not previously been heavily disturbed, like the proposed project site, an increased potential for soil erosion to occur at this off-site location may occur when native top soils are broken up and loosened during construction activities. The erosion concern is heightened by the presence of the on-site drainage, which could be subject to sedimentation due to on-site transport of eroded soils. Overall, Off-Site Alternative B could result in greater impacts associated with geology and soils, compared to the proposed project.

Hazards and Hazardous Materials: Similar to the proposed project, limited use of hazardous materials would occur during construction. The project contractor is required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. During operation, hazardous materials use would be limited to the use of biohazardous materials associated with the County Morgue, and lead associated with the indoor firing range. Disposal of the biohazardous waste, and any tissues/organs/body fluids retained at autopsy, or as part of any coroner investigative procedure, would be disposed of pursuant to California Health and Safety Code Section 7054.4. Furthermore, the proposed project and Off-Site Alternative B would utilize BMPs and an automatic bullet recovery system to avoid lead contamination. It should also be noted that transformer oil and other oil-filled transformers will not be located on the Off-Site Alternative B site as the Alternative does not include the solar farm. In summary, impacts related to the creation of hazards to the public or the environment related to the routine transport, use, or

disposal of hazardous materials would be similar for the proposed project and Off-Site Alternative B.

Hydrology and Water Quality: Off-Site Alternative B, similar to the proposed project, would alter the existing drainage pattern of the site. Off-Site Alternative B would dedicate 120 more parking spaces than the proposed project. As such, the amount of impervious surfaces under Off-Site Alternative B, and the potential for urban pollutants to be carried by said impervious surfaces to the receiving drainage system, would be greater than that of the proposed project. In addition, the Off-Site Alternative B site contains an intermittent stream (Mound Springs Creek) and an associated wetland. Therefore, impacts related to runoff as a result of the existing stream would be greater than the proposed project. As the site is not located within a floodplain, both Off-Site Alternative B and the proposed project would result in less-than-significant impacts related to placement of structures within a floodplain. Overall, Off-Site Alternative B would result in greater hydrology and water quality related potential impacts, as compared to the proposed project.

Land Use and Planning: The land use proposed for both the proposed project and Off-Site Alternative B would be generally consistent with the land use and zoning designations for the site. Therefore, impacts related to land use and planning would be similar to that of the proposed project, as both are consistent with that which is planned for the sites. Overall, Off-Site Alternative B would result in similar impacts to land use and planning, compared to the proposed project.

Noise: Due to the close proximity of existing rural residences to the Off-Site Alternative B site, a significant and unavoidable impact related to construction noise would still occur. A few residences are located in closer proximity to the Off-Site Alternative B boundaries, as compared to the nearest residences to the proposed project site; therefore, existing residents near the off-site location could be subject to higher noise levels during temporary construction operations. Because Off-Site Alternative B would develop the same uses as the proposed project, operational noise levels would be similar to that of the proposed project, though the project's stationary noise sources could be located closer to rural residences. Therefore, construction and operational noise impacts at the nearest receptors resulting from Off-Site Alternative B could be potentially greater, as compared to the proposed project.

Transportation and Circulation: Because Off-Site Alternative B would also consolidate the existing trips to the various sheriff facilities in the area, the trip generation from Off-Site Alternative and the proposed project would be identical. Therefore, Off-Site Alternative B would result in the same increase in traffic volumes as the proposed project, though the increased volumes would be experienced on different roadways. The trips to/from the off-site property would either use the El Dorado Road/US 50 interchange or the Missouri Flat Road/US 50 interchange. The trips to/from the proposed project site, on the other hand, would be expected to use solely the Missouri Flat Road/US 50 interchange. The change in trip distribution could mean that development of the project at the Off-Site Alternative B site could result in the spreading out of project trips over more roadways, thus reducing congestion along major travel routes, though this would require confirmation via site-specific traffic analysis. Overall, Off-Site Alternative B

would result in similar, and possibly fewer, transportation and circulation impacts, compared to the proposed project.

Utilities: Off-Site Alternative B would include the same square footage as the proposed project. As such, Off-Site Alternative B would be expected to result in the same demand on water supply and sewer facilities. Off-Site Alternative B would result in less-than-significant impacts to water supply and wastewater treatment facilities, like the proposed project. Overall, development of Off-Site Alternative B would result in similar impacts related to utilities than the proposed project.

Feasibility

The actual feasibility of this alternative is determined at project approval by the El Dorado County Board of Supervisors. At this final stage of project approval, the agency considers whether “[s]pecific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.” (§ 21081, subd. (a)(3).) Broader considerations of policy thus come into play when the decisionmaking body is considering *actual* feasibility than when the EIR preparer is assessing *potential* feasibility of the alternatives.

The first consideration is satisfaction of project objectives. Off-Site Alternative B would eliminate the solar farm component of the proposed project, due to space and topographical constraints. Therefore, this Alternative would not meet the sixth project objective, which is as follows:

6. Reduce County operational energy costs by including net metering on the Public Safety Facility and virtual net metering via an adjacent solar farm.

The failure of Off-Site Alternative B to provide virtual net metering on-site to help reduce overall County operational costs renders the alternative infeasible within the meaning of CEQA, as the Board of Supervisors, acting in its legislative capacity, concludes that the alternative would not meet a key objective of the Project, and is undesirable from a policy standpoint.

The second consideration has to do with the limited extent to which this alternative would be expected to reduce the proposed project’s environmental impacts. Specifically, with respect to noise, the significant and unavoidable construction noise impact, which would occur under the proposed project scenario, would not be eliminated should Off-Site Alternative A be implemented in its stead. Moreover, construction noise levels could be higher at nearby receptors under this alternative due to the fact that a few residences are located in closer proximity to the Off-Site Alternative B boundaries, as compared to the nearest residences to the proposed project site.

While this alternative may possibly reduce transportation impacts by placing the project near a less congested freeway interchange (US 50/El Dorado Road v. US 50/Missouri Flat Road for the

proposed project), this alternative is generally expected to have increased impacts in other CEQA issue areas, as compared to the proposed project.

For all of the foregoing reasons, and any of them individually, Off-Site Alternative B is determined to be infeasible.

SECTION 7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable. CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record.

The County of El Dorado has made a reasonable good faith effort to eliminate or substantially mitigate the environmental impacts resulting from the proposed project. The County recognizes, however, that even with implementation of all feasible mitigation measures, the project will have one temporary significant and unavoidable impact. In particular, the proposed project would result in a significant and unavoidable impact related to construction noise even after incorporation of all feasible mitigation measures. The temporary significant unavoidable impact is identified and discussed in Section 5 of these Findings. The County further specifically finds that the temporary significant unavoidable impact is outweighed by the proposed project's benefits and constitutes an overriding consideration warranting approval of the proposed project.

The County of El Dorado finds that any one of the benefits set forth below is sufficient by itself to warrant approval of the proposed project, and justify the unavoidable adverse environmental impacts from the project. This determination is based on the findings herein and the evidence in the record. Having balanced the unavoidable adverse environmental impacts against each of the benefits, the County of El Dorado adopts this Statement of Overriding Considerations, for the following reasons:

1. Economic Considerations and Job Creation

Project construction is projected to generate an increase in the County of El Dorado's economy over the construction-period. In addition, the construction of the project is expected to create increased employment opportunities annually over the construction period.

The project would help to reduce County operational energy costs by including net metering on the Public Safety Facility and "Virtual Net Metering" through the adjacent solar farm. Should the County receive the grant funding for the solar farm and the solar farm is built, the electricity generated by the solar farm would result in an overall positive impact related to operational GHG emissions and global climate change due to the production of renewable energy. The electricity generated by the solar farm would likely be used to fulfill the remainder of the electricity consumption for the Public Safety Facility, as well as to offset other County power costs through "Virtual Net Metering".

Furthermore, the consolidation of the many Sheriff facilities into one central facility, as part of the project, would help to lower long term operational costs to the County by eliminating expensive yearly rental costs for leased, off-site facilities.

2. Technological Benefits

A preliminary survey conducted by the Sheriff's Office in July 2011 identified numerous reasons to replace the Sheriff's Office Headquarters. Some of the critical reasons included:

- Extensive yearly rental costs for leased off-site facilities;
- Insufficient space for Sheriff's operations;
- Age of current headquarters building; much of the work spaces are operated out of condemned jail cells, and inadequate storage for equipment and ammunition;
- Lack of security for Sheriff's Office and staff vehicles;
- Operational inefficiencies;
- Cost to properly maintain existing facility is prohibitive; and
- The liability and risk associated with continued operations out of the existing facility.

The project would include development of a new Public Safety Facility in order to increase the safety of the public and employees by providing a state-of-the art public safety facility in compliance with current State and local building codes and law enforcement best practices. The technological improvements would increase efficiency and safety of the El Dorado Sheriff's Office operations.

3. Public Benefits

Recognizing the need to consolidate and improve the facilities and operations of the El Dorado County Sheriff's Office, El Dorado County commissioned Vanir Construction Management to develop a Needs Assessment for a new El Dorado County Public Safety Facility, and establish various development criteria to accommodate the space program. The *Sheriff's Operational Assessment and Facility Study* prepared by Vanir reviewed previous proposals and assessments going back to 1989. The El Dorado County Board of Supervisors approved site search criteria concurrent with the preparation of the Operational Assessment. The criteria were used to evaluate over 400 properties. A site selection team for the study consisted of: an El Dorado County Facilities Division Senior Project Manager, a local civil engineer, a development and construction specialist, a government real estate expert, and a senior representative from the Sheriff's Office. The team worked to rank the properties using the Board-approved criteria. Some of the criteria used to evaluate each property include drive time, utility and infrastructure, traffic impacts, zoning, environmental impacts, long-term costs, site size, government connectivity, public access, development costs, and other factors. The site selection team assessed each property and eventually brought a short list with numerical rankings back for Board of Supervisors review. The short list consisted of three sites, including the proposed project site, which was ultimately brought to the Board of Supervisors for review and approval. In July of 2014, the Board of Supervisors selected the proposed project site as the preferred site for a new Public Safety Facility and authorized a Purchase and Sale Agreement for acquisition of the project site.

The project would include development of a new Public Safety Facility in order to centralize and consolidate existing patrol, detective, command, dispatch, radio shop, human resources, support

services, finance, evidence, coroner, morgue, training and OES operations, thereby improving the Department's efficiency and response times. Relocating these many facilities into one headquarter facility would allow for the reuse of approximately 46,000 square feet of space – 29,000 square feet of this space is within County buildings, and the other 17,000 is in the private sector.

The project has been designed to avoid and substantially minimize environmental impacts. The project site is not designated prime farmland, unique farmland, or farmland of statewide importance, and the project site is not identified as "choice agricultural land" in the County's General Plan. The project includes a detention basin at the southwest corner to mitigate flows to pre-project levels at that location. The project improvements and drainage crossings are designed to accomplish total avoidance of on-site "other waters of the U.S." In addition, the currently proposed site plan would impact approximately 7.4 percent (0.07-acre) of oak canopy, and retain 92.6 percent (0.91-acre), which satisfies the policy requirement set forth in General Plan Policy 7.4.4.4. Furthermore, under Policy 7.4.2.8, the project is required to provide on-site mitigation for the impacted canopy based on the County's formula of 200 one-gallon oak trees per acre of impact. To comply with the County's requirement, 15 one-gallon oak trees are proposed to be planted as part of the project's landscaping as mitigation for the loss of 0.07-acre of impacted oak canopy. The mitigation would be included in an Oak Woodland Habitat Mitigation Plan, which would be developed in tandem with refinement of the project site plan and design.

4. Policy Benefits

The proposed project implements and furthers important plans and policies adopted and endorsed by the County. By constructing the Public Safety Facility at the project site, the proposed project is compatible with the site search criteria set forth in the *Sheriff's Operational Assessment and Facility Study*. The aforementioned study was commissioned by the County Sheriff's Office, prepared by Vanir Construction Management, and the site search criteria was approved by the El Dorado County Board of Supervisors. As noted previously, the Board of Supervisors ultimately selected the proposed project site as the preferred site for a new Public Safety Facility and authorized a Purchase and Sale Agreement for acquisition of the project site.

As determined by the El Dorado Planning Commission on November 12, 2015, acquisition of the Public Safety Facility property is consistent with the General Plan because it is consistent with the following goals, objectives, and policies of the General Plan:

- Policy 2.2.1.2 – The Industrial land use category is to provide for a full range of light and heavy industrial uses. Types of uses that would be permitted include manufacturing, processing, distribution, and storage.
- Policy 2.2.5.21 – Requires development projects to be located and designed in a manner that avoids incompatibility with adjoining land uses that are permitted by the policies in effect at the time the development project is proposed.
- Policy 5.1.2.2 – Provision of public services to new discretionary development shall not result in a reduction of service below minimum established standards to current users,

pursuant to Table 5-1. Table 5-1, Minimum Level of Service, indicates that the County Sheriff shall maintain an 8-minute response time to 80 percent of the population within community regions.

- Policy 5.1.3.1 – Growth and development and public facility expenditures shall be primarily directed to Community Regions and Rural Centers.
- Goal 5.7 – Adequate and comprehensive emergency services, including fire protection, law enforcement, and emergency medical services.
- Objective 5.7.3 – An adequate, comprehensive, coordinated law enforcement system consistent with the needs of the community.
- Policy 5.7.3.1 – Prior to approval of new development, the Sheriff's Department shall be requested to review all applications to determine the ability of the department to provide protection services. The ability to provide protection to existing development shall not be reduced below acceptable levels as a consequence of new development. Recommendations such as the need for additional equipment, facilities, and adequate access may be incorporated as conditions of approval.

On balance, the County finds that there are specific considerations associated with the project that serve to override and outweigh the project's temporary significant unavoidable effect. Therefore, pursuant to *CEQA Guidelines* Section 15093(b), the adverse effect is considered acceptable.

Exhibit B

Mitigation Monitoring and Reporting Program



4

MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Public Safety Facility Project. The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.2 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Public Safety Facility Project prepared by El Dorado County. The MMRP is intended to be used by County staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR that was prepared for the proposed project.

Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by El Dorado County. The table attached to this report identifies the mitigation measure, the

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.1 Aesthetics					
4.1-2	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	<p>4.1-2 <i>Prior to the issuance of a building permit, the project applicant shall submit a lighting plan to the El Dorado County Community Development Agency for review and approval. The project applicant shall implement the approved lighting plan. The lighting plan shall comply with the El Dorado County Ordinance Code for lighting, including, but not limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Lighting plans shall contain, at a minimum, the location and height of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.</i> • <i>All outdoor lighting shall be hooded or screened as to direct the source of light downward and focus onto the property from which it originates and shall not negatively impact adjacent properties or directly reflect upon any adjacent residential property.</i> • <i>Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads.</i> 	El Dorado County Community Development Agency	Prior to the issuance of a building permit	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> • <i>Upward lighting shall be minimized to the greatest extent possible.</i> • <i>External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated.</i> 			
4.3 Biological Resources					
4.3-2	Have a substantial adverse effect, either directly or through habitat modifications, on any wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.	4.3-2 <i>Prior to issuance of a grading permit for development, a pre-construction nesting bird survey shall be conducted on-site within 14 days prior to site clearing if site clearing associated with the project would commence between March 1st and August 15th (“the nesting season in northern California”). If disturbance associated with the project would occur outside of the nesting season, no surveys shall be required. The written results of the pre-construction survey shall be submitted to the County Development Services Division. If migratory birds are identified as nesting on the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. If raptors are identified as nesting on the project site, a non-disturbance buffer of 500 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be</i>	El Dorado County Development Services Division	Prior to issuance of a grading permit for development if site clearing is to occur between March 1 st and August 15 th	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be postponed until a qualified ornithologist has determined that the young have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.</i>	-----		
4.3-5	Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	<p>4.3-5(a) <i>Prior to the issuance of a grading permit, the applicant shall submit an Oak Woodland Habitat Mitigation Plan for review and approval by the County Development Services Division. The Oak Woodland Habitat Mitigation Plan shall provide on-site mitigation for the canopy impacted by the proposed project, based on the County's formula of 200 one-gallon oak trees per acre of impact. In compliance with the County's requirement, 15 one-gallon oak trees shall be planted as part of the project's landscaping as mitigation for the loss of 0.07-acre of impacted oak canopy.</i></p> <p>4.3-5(b) <i>Prior to Grading Plan approval, the plans shall include a list of tree protection methods, for review and approval by the County Community Development Agency. The list of tree protection methods shall be implemented during construction of the project. The list of tree protection methods shall include, but not necessarily limited to, the following:</i></p>	<p>El Dorado County Development Services Division</p> <p>El Dorado County Community Development Agency</p>	<p>Prior to the issuance of a grading permit</p> <p>Prior to Grading Plan approval</p>	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> • <i>The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans.</i> • <i>The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches DBH (or 10 inches DBH aggregate for multi-trunked trees). The fencing shall delineate an area that is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being</i> 	_____		



County of El Dorado

Board of Supervisors
Department
330 Fair Lane, Building A
Placerville, California
530-621-5390
FAX 530-622-3645
www.edcgov.us/bos

Minutes - Final Board of Supervisors

Michael Ranalli, Chair, District IV
Sue Novasel, Vice Chair, District V
Brian K. Veerkamp, Second Vice Chair, District III
John Hidahl, District I
Shiva Frentzen, District II

James S. Mitrising, Clerk of the Board of Supervisors
Don Ashton, Chief Administrative Officer
Michael J. Ciccozzi, County Counsel

Tuesday, October 16, 2018

9:00 AM

330 Fair Lane, Placerville, CA

ADDENDUM

Items 31 and 32 are hereby added to the Consent Calendar.

Item 33 is hereby added to Closed Session.

Vision Statement

**Safe, healthy and vibrant communities, respecting our natural resources
and historical heritage**

This institution is an equal opportunity provider and employer.

Live Web Streaming and archiving of most Board of Supervisors meeting videos, all meeting agendas, supplemental materials and meeting minutes are available on the internet at:
<http://eldorado.legistar.com/Calendar.aspx>

To listen to open session portions of the meeting in real time, dial (530) 621-7603. This specialized dial in number is programmed for listening only and is operable when the audio system inside the meeting room is activated. Please be advised that callers will experience silence anytime the Board is not actively meeting, such as during Closed Session or break periods.

The County of El Dorado is committed to ensuring that persons with disabilities are provided the resources to participate in its public meetings. Please contact the office of the Clerk of the Board if you require accommodation at 530-621-5390 or via email, edc.cob@edcgov.us.

The Board of Supervisors is concerned that written information submitted to the Board the day of the Board meeting may not receive the attention it deserves. The Board Clerk cannot guarantee that any FAX, email, or mail received the day of the meeting will be delivered to the Board prior to action on the subject matter.

The Board meets simultaneously as the Board of Supervisors and the Board of Directors of the Air Quality Management District, In-Home Supportive Services, Public Housing Authority, Redevelopment Agency and other Special Districts.

For Purposes of the Brown Act § 54954.2 (a), the numbered items on this Agenda give a brief description of each item of business to be transacted or discussed. Recommendations of the staff, as shown, do not prevent the Board from taking other action.

Materials related to an item on this Agenda submitted to the Board of Supervisors after distribution of the agenda packet are available for inspection during normal business hours in the public viewing packet located in Building A, 330 Fair Lane, Placerville or in the Board Clerk's Office located at the same address. Such documents are also available on the Board of Supervisors' Meeting Agenda webpage subject to staff's ability to post the documents before the meeting.

PROTOCOLS FOR PUBLIC COMMENT

Public comment will be received at designated periods as called by the Board Chair.

Public comment on items scheduled for Closed Session will be received before the Board recesses to Closed Session.

Except with the consent of the Board, individuals shall be allowed to speak to an item only once.

On December 5, 2017 the Board adopted the following protocol relative to public comment periods:

Time for public input will be provided at every Board of Supervisors meeting. Individuals will have three minutes to address the Board. Individuals authorized by organizations will have three minutes to present organizational positions and perspectives and may request additional time, up to five minutes. At the discretion of the Board, time to speak by any individual may be modified.

A total of 20 minutes will be allocated for public comment during Open Forum and for each agenda item to be discussed. Public comment on certain agenda items designated and approved by the Board may be treated differently with specific time limits per speaker or a limit on the total amount of time designated for public comment. It is the intent of the Board that quasi-judicial matters have additional flexibility depending upon the nature of the issue.

Individual Board members may ask clarifying questions but will not engage in substantive dialogue with persons providing input to the Board.

If a person providing input to the Board creates a disruption by refusing to follow Board guidelines, the Chair of the Board may take the following actions.

Step 1. Request the person adhere to Board guidelines. If the person refuses, the Chair may ask the Clerk to turn off the speaker's microphone.

Step 2. If the disruption continues, the Chair may order a recess of the Board meeting.

Step 3. If the disruption continues, the Chair may order the removal of the person from the Board meeting.

9:01 A.M. - CALLED TO ORDER

Present: 5 - Supervisor Veerkamp, Supervisor Frentzen, Supervisor Ranalli, Supervisor Novasel and Supervisor Hidahl

INVOCATION AND PLEDGE OF ALLEGIANCE TO THE FLAG

Chaplain Lloyd Ogen of the Sierra Chaplaincy gave the Invocation.
Supervisor Hidahl led the Pledge of Allegiance to the Flag.

ADOPTION OF THE AGENDA AND APPROVAL OF CONSENT CALENDAR

A motion was made by Supervisor Frentzen, seconded by Supervisor Veerkamp to Adopt the Agenda and Approve the Consent Calendar with the following change:
Pull item 32 for discussion.

Yes: 5 - Veerkamp, Frentzen, Ranalli, Novasel and Hidahl

The Board may make any necessary additions, deletions or corrections to the agenda including moving items to or from the Consent Calendar and adopt the agenda and the Consent Calendar with one single vote. A Board member may request an item be removed from the Consent Calendar for discussion and separate Board action. At the appropriate time as called by the Board Chair, members of the public may make a comment on matters on the Consent Calendar prior to Board action.

OPEN FORUM

Public Comment: K. Kniffen, M. Lane

[18-1663](#) OPEN FORUM (See Attachment)

Open Forum is an opportunity for members of the public to address the Board of Supervisors on subject matter that is not on their meeting agenda and within their jurisdiction. Public comments during Open Forum are limited to three minutes per person. Individuals authorized by organizations will have three minutes to present organizational positions and perspectives and may request additional time, up to five minutes. The total amount of time reserved for Open Forum is 20 Minutes.

CONSENT CALENDAR

- 1. [18-1599](#) Clerk of the Board recommending the Board approve the Minutes from the regular meeting of the Board on October 9, 2018.

This matter was Approved on the Consent Calendar.

GENERAL GOVERNMENT - CONSENT ITEMS

- 2. [18-1596](#) Auditor-Controller recommending the Board consider the following:
 - 1) Authorize the Auditor-Controller to negotiate and execute all necessary contracts related to the proposed public services community facilities district formation and financing requested by Lennar Homes of California and Lennar Winncrest, LLC (the "Developer") for certain subdivisions in the recently formed "Bass Lake Hills " facilities CFD after each agreement has been approved by County Counsel and Risk Management; specifically, Jones Hall (CFD Special Counsel), and NBS Government Finance Group (NBS/GFG) (Special Tax Consultant); and other consultants, as needed;
 - 2) Authorize the Auditor-Controller to execute the Deposit and Reimbursement Agreement between El Dorado County and the Developer upon final approval by County Counsel and Risk Management; and
 - 3) Authorize the Auditor-Controller to work with the Assessment & Community Facilities District Screening Committee members and contracted consultants to consider the Developer's request to begin the proceedings of forming and financing a new Mello Roos District to pay for public services (no bonds).

FUNDING: Initial funding from the developer, to be reimbursed by special tax collections.

This matter was Approved on the Consent Calendar.

3. [18-1493](#) Chief Administrative Office, Facilities Division and Department of Transportation recommending the Board take the following actions related to the Certified Final Environmental Impact Report for the Public Safety Facility Project:
- 1) Approve the Addendum, which focuses on roadway improvements and signalization planned for the intersections of Missouri Flat Road/Industrial Drive and Missouri Flat Road/Enterprise Drive, to the Certified Environmental Impact Report adopted by the Board of Supervisors on March 8, 2016 for the Public Safety Facility Project; and
 - 2) Approve the Public Safety Facility Project as revised in the Addendum to the Certified Environmental Impact Report.

FUNDING: Roadway Improvements: Tribe Funds (46%), General Fund/Discretionary - Contribution from the Sheriff's Department (27%), Accumulative Capital Outlay Fund (16%), and Traffic Impact Mitigation Fees - Zones 1-7 (11%). (Local Funds)

This matter was Approved on the Consent Calendar.

4. [18-1573](#) Department of Human Resources recommending the Board order the Auditor-Controller to disburse \$48,363.82, which includes an assignment fee of \$1,400.00, from the Risk Management Fund to Structured Assignments, Inc., on behalf of employee E. K., in settlement of a grievance regarding future retirement benefits.

FUNDING: Risk Management General Liability Fund.

This matter was Approved on the Consent Calendar.

5. [16-0305](#) Supervisor Ranalli recommending the Board find that a state of emergency continues to exist in El Dorado County as a result of unprecedented tree mortality due to drought conditions and related bark beetle infestations. (Cont. 10/09/18, Item 9)

This matter was Approved on the Consent Calendar.

HEALTH AND HUMAN SERVICES - CONSENT ITEMS

6. [18-1522](#) Health and Human Services Agency recommending the Board:
- 1) Adopt and authorize the Chair to sign Resolution **221-2018**, which delegates authority to the Director of the Health and Human Services Agency to execute any agreement, amendment or other document resulting from the California Emergency Solutions and Housing Program Notice of Funding Availability application;
 - 2) Designate the Health and Human Services Agency as the Administrative Entity for purposes of this grant opportunity; and
 - 3) Delegate authority to the HHSA Chief Fiscal Officer and Assistant Director of Administration and Finance to execute any financial or programmatic documents, as needed.

FUNDING: State and Federal Funding, specifically the California Emergency Solutions and Housing Program.

This matter was Approved and Resolution 221-2018 was Adopted upon Approval of the Consent Calendar.

LAND USE AND DEVELOPMENT - CONSENT ITEMS

7. [18-1107](#) Community Development Services, Environmental Management Department, recommending the Board consider the following:
- 1) Accept a grant award funded through the State of California, Department of Resources Recycling and Recovery, Household Hazardous Waste Grant Program, Fiscal Year 2018-19, in the amount of \$34,771, for the term of upon award and acceptance of funds through September 30, 2021; and
 - 2) Delegate authority to the Environmental Management Department Director, or designee, to execute the Grant Agreement and all grant related documents, including, but not limited to, amendments, requests for payment, reports, and all associated documents necessary to secure and expend the funds for the purpose of implementing the Household Hazardous Waste Grant Program if the documents do not affect the amount or term.

FUNDING: Non-General Fund / State of California, Department of Resources Recycling and Recovery, Household Hazardous Waste Discretionary Grant, Fiscal Year 2018-19 funds.

This matter was Approved on the Consent Calendar.

8. [18-1155](#) Community Development Services, Department of Transportation, recommending the Board:
- 1) Approve and authorize the Chair to sign Agreement for Services 3167 with Nichols Consulting Engineers, Chtd., in the not-to-exceed amount of \$215,496.98 to provide environmental and geotechnical support services for the San Bernardino Class 1 Bike Path Project, CIP 95117, for a term commencing upon execution by both parties and expiring upon completion of the design phase of the project; and
 - 2) Make findings in accordance with Section 3.13.030 of the County Ordinance that it is more economical and feasible to engage an independent contractor for environmental and geotechnical support services.

FUNDING: Tahoe Regional Planning Agency Air Quality Mitigation Funds (6%), Congestion Mitigation and Air Quality Program (25%), Surface Transportation Block Grant (69%). (Local and Federal Funds)

This matter was Approved on the Consent Calendar.

9. [18-1511](#) Community Development Services, Department of Transportation, recommending the Board approve the following:
- 1) Award Bid 19-745-016 for the purchase of Plant Mix Asphalt Concrete for the East Slope to the low qualified bidders, Tahoe Asphalt of South Lake Tahoe, CA as the primary supplier and Bing Materials of Minden , NV as the secondary supplier;
 - 2) Authorize the Purchasing Agent to issue two purchase contracts in the total amount of \$675,000.00, one to Tahoe Asphalt in the amount of \$495,000.00 as the primary supplier, and one to Bing Materials in the amount of \$180,000.00 for a thirty-six month (36-month) award period following Board approval; and
 - 3) Authorize the Purchasing Agent to increase the purchase contract on an "as needed" basis during the awarded period as long as funding is available within the requesting department's budget.

FUNDING: Non-General Funding and Road Fund Discretionary Funds. (Tribe Funds)

This matter was Approved on the Consent Calendar.

10. [18-1548](#) Community Development Services, Department of Transportation, recommending the Board authorize the Department of Transportation to enter into negotiations with the owner(s), or their designated representative, of APNs 327-270-43, 327-270-46, 327-270-50, 051-250-51, and 051-250-54 located in Diamond Springs, acquisitions are necessary for the Diamond Springs Parkway - Phase 1B Project, and appoint Kyle Lassner, Right of Way Supervisor, as the real estate negotiator on behalf of the County.

FUNDING: Local Tribe Funds (18%), Utility Agencies (13%), Traffic Impact Mitigation Fees (36%), Master Circulation and Funding Plan (32%), and Road Fund (<1%). (Local Funds)

This matter was Approved on the Consent Calendar.

11. [18-1503](#) Community Development Services, Department of Transportation, recommending the Board approve the following:
- 1) Award Bid 19-288-010 for the purchase of High Performance Cold Patch Mix for the West Slope of El Dorado County to the sole qualified bidder, Syar Industries of Napa, CA;
 - 2) Authorize the Purchasing Agent to issue a contract purchase order in the amount of \$150,000 for a thirty-six month (36-month) period following Board approval; and
 - 3) Authorize the Purchasing Agent to increase the contract purchase order on an "as needed" basis during the awarded period as long as funding is available within the requesting department's budget.

FUNDING: Road Fund Discretionary.

This matter was Approved on the Consent Calendar.

12. [18-1516](#) Surveyor's Office recommending the Board adopt and authorize the Chair to sign Resolution **219-2018** for Abandonment of Easement 18-011 to abandon a portion of the Public Utility Easements established on Lots 156, 157 and 158 of "The Summit Unit No. 2", recorded at Book H of Subdivisions at Page 26, and reflected on Parcel 2 recorded in Book 46 of Parcel Maps at page 44 and further identified as Assessor's Parcel 110-312-31.

Resolution 219-2018 was Adopted upon Approval of the Consent Calendar.

13. [18-1517](#) Surveyor's Office recommending the Board adopt and authorize the Chair to sign Resolution **220-2018** for Abandonment of Easement SV18-0001 to abandon a Public Utility Easement on Lot 283 of "Stonegate Village Unit No. 4", recorded at Book G of Subdivisions at Page 50, identified as Assessor's Parcel 125-383-16.

Resolution 220-2018 was Adopted upon Approval of the Consent Calendar.

LAW AND JUSTICE - CONSENT ITEMS**14. [18-0900](#)**

District Attorney recommending the Board consider the following:

- 1) Approve and authorize the acceptance of a grant award in the amount of \$270,060 from the California's Governor's Office of Emergency Services for the Violence Against Women Vertical Prosecution Program for the period of July 1, 2018 - June 30, 2019;
- 2) Approve and authorize the Chair to sign the Certification of Assurance of Compliance Violence Against Women Act;
- 3) Authorize the District Attorney to execute the Grant Award Agreement and required documents, including any extensions or amendments thereof which do not increase the net county costs;
- 4) Approve and authorize the Chair to sign a budget transfer increasing revenue and expense appropriations;
- 5) Adopt and authorize the Chair to sign Personnel Allocation Resolution **222-2018**, thereby amending the current authorized personnel allocation to increase the Deputy District Attorney allocation by 1.0 Limited-Term full time equivalent for the period of October 16, 2018 - June 30, 2021, or as long as the funding lasts; and
- 6) Approve and authorize the Purchasing Agent to execute Agreement 3370, in the amount of \$73,200 annually, with the Center for Violence Free Relationships to provide one full-time Victim Advocate to the grant program.

FUNDING: California Governor's Office of Emergency Services
Violence Against Women Act Services*Training*Officers*Prosecutors
Formula Grant Program Funds.

This matter was Approved and Resolution 222-2018 was Adopted upon Approval of the Consent Calendar.

15. [18-1189](#)

District Attorney recommending the Board consider the following:

- 1) Adopt and authorize the Chair to sign Resolution **223-2018** authorizing the District Attorney to execute a Grant Award Agreement with the California Department of Insurance for the Automobile Insurance Fraud Program for Fiscal Year 2018-19 in the amount of \$231,870 including any extensions or amendments thereof which would not increase net county costs;
- 2) Adopt and authorize the Chair to sign Resolution **224-2018** authorizing the District Attorney to execute a Grant Award Agreement with the California Department of Insurance for the Workers' Compensation Insurance Fraud Program for Fiscal Year 2018-19 in the amount of \$353,173 including any extensions or amendments thereof which would not increase net county costs;
- 3) Approve and authorize the Chair to sign a budget transfer increasing revenue and expense appropriations for the Automobile Insurance Fraud Program by \$110,103 for salary and benefits;
- 4) Adopt and authorize the Chair to sign Personnel Allocation Resolution **225-2018** thereby amending the current authorized personnel allocation to increase the Deputy District Attorney allocation by 1.0 Limited-Term full time equivalent for the Automobile Insurance Fraud Program for the period of October 16, 2018 - October 15, 2019, or as long as the additional funding lasts;
- 5) Approve and authorize the Chair to sign a budget transfer increasing revenue appropriations for the Workers' Compensation Insurance Fraud Program by \$49,763 for salary and benefits, expert witness services and a replacement vehicle equipped with law enforcement equipment; and
- 6) Approve the addition of a vehicle to the District Attorney's Fiscal Year 2018-19 Fixed Asset List.

FUNDING: California Department of Insurance.

This matter was Approved and Resolutions 223-2018, 224-2018 and 225-2018 were Adopted upon Approval of the Consent Calendar.

16. [18-1533](#) Probation Department recommending the Board consider the following:
- 1) Make findings in accordance with Chapter 3.13, Section 3.13.030 County Ordinance, that it is more economical and feasible to continue to contract out to provide for the mental health needs of minors (wards) of the Probation Department as previously contracted through New Morning Youth & Family Services, Inc. Agreement 295;
 - 2) Approve and authorize the Chair to sign Agreement 3249 with New Morning Youth & Family Services, Inc. for the provision of therapeutic counseling services. This agreement is for a three (3) year term beginning November 1, 2018, for a not to exceed amount of \$287,400; and
 - 3) Authorize the Purchasing Agent, or designee, to execute further documents relating to Agreement for Services 3249, including amendments which do not increase the maximum dollar amount or term of the Agreement, and contingent upon approval by County Counsel and Risk Management.

FUNDING: General Fund.

This matter was Approved on the Consent Calendar.

17. [18-1521](#) Probation Department recommending the Board consider the following:
- 1) Make findings in accordance with Chapter 3.13, Section 3.13.030 County Ordinance, that it is more economical and feasible to continue to contract out to provide access to proprietary cloud-based software and as-needed specialized training services to the Probation Department as previously contracted through Noble Software Group, LLC Agreement 92;
 - 2) Approve and authorize the Chair to sign Agreement 3408 with Noble Software Group, LLC to provide training, access and use license of a proprietary cloud-based assessment service. This agreement is for a three (3) year term beginning October 28, 2018, for a not to exceed amount of \$117,607; and
 - 3) Authorize the Purchasing Agent, or designee, to execute further documents relating to Agreement for Services 3408, including amendments which do not increase the maximum dollar amount or term of the Agreement, and contingent upon approval by County Counsel and Risk Management.

FUNDING: General Fund.

This matter was Approved on the Consent Calendar.

END CONSENT CALENDAR

DEPARTMENT MATTERS (Items in this category may be called at any time)

18. [18-1590](#) Recorder-Clerk recommending the Board:
1) Recognize and acknowledge Jane Kohlstedt, Assistant County Recorder, on her retirement from the County of El Dorado after 29 years of dedicated service; and
2) Approve and authorize the Board to sign a Proclamation recognizing Jane Kohlstedt's dedication to public service and to congratulate her on her retirement on October 31, 2018. (Est. Time: 10 Min.)

Bill Schultz, Recorder-Clerk, read the Proclamation.

A motion was made by Supervisor Ranalli, seconded by Supervisor Novasel to Approve this matter.

Yes: 5 - Veerkamp, Frentzen, Ranalli, Novasel and Hidahl

19. [18-1377](#) HEARING - Sheriff's Office recommending the Board adopt and authorize the Chair to sign Resolution **204-2018** to establish an Emergency Alarm System fee schedule to become effective 30 days from the adoption of the amendment of Title 5, Chapter 5.44 Emergency Alarm Systems El Dorado County Code of Ordinances. (Est. Time: 15 Min.)

FUNDING: General Fund Revenue.

Supervisor Ranalli opened the hearing and upon conclusion of the public comment period, closed the hearing.

A motion was made by Supervisor Hidahl, seconded by Supervisor Frentzen to Adopt Resolution 204-2018.

Yes: 5 - Veerkamp, Frentzen, Ranalli, Novasel and Hidahl

20. [18-1496](#)

District Attorney recommending the Board consider the following:

- 1) Approve and authorize the acceptance of a grant award in the amount of \$272,667 from the California's Governor's Office of Emergency Services for the Sexual Assault Law Enforcement Specialized Units Program for the period of October 1, 2018 - September 30, 2019;
- 2) Approve and authorize the Chair to sign the Certification of Assurance of Compliance Violence Against Women Act;
- 3) Authorize the District Attorney to execute the Grant Award Agreement and required documents, including any extensions or amendments thereof which would not increase net county costs;
- 4) Approve and authorize the Chair to sign a budget transfer increasing revenue and expense appropriations within the District Attorney's Office operating budget by \$153,375 for estimated grant revenue to be received in Fiscal Year 2018-19;
- 5) Approve the use of Supplemental Local Law Enforcement funds for Front-line law enforcement personnel and the equipment necessary to operate the Sexual Assault Law Enforcement Specialized Units Program, which will also serve as the County's cash match, and approve and authorize the Chair to sign a budget transfer increasing revenue and expense appropriations within the District Attorney's Office operating budget by \$23,816; and
- 6) Adopt and Authorize the Chair to sign Personnel Allocation Resolution **226-2018**, thereby amending the current authorized personnel allocation to increase the District Attorney Investigator allocation by 1.0 full time, regular equivalent.

FUNDING: California Governor's Office of Emergency Services Violence Against Women Act Services*Training*Officers*Prosecutors Formula Grant Program Funds and Supplemental Law Enforcement Services Fund. (Est. Time: 15 Min.)

Public Comment: M. Lane, H. Brzezinski

A motion was made by Supervisor Frentzen, seconded by Supervisor Ranalli to Approve this matter and Adopt Resolution 226-2018.

Direction was given to the District Attorney to:

- 1) **Return to the Board with a plan to fund the additional allocation after the grant funding has been exhausted with no increase from General Fund support; and**
- 2) **Provide reports to the Board which measure the success and efficiency of the program.**

Yes: 5 - Veerkamp, Frentzen, Ranalli, Novasel and Hidahl

11:00 A.M. - TIME ALLOCATION

21. [18-1557](#)

Supervisor Ranalli recommending Board:

1) Receive and file presentation provided by Henry Brzezinski, Chief El Dorado County Animal Services, Community Services Division, Health and Human Services Agency, recognizing the community volunteers who dedicate their time and knowledge to support Animal Services and the Shelter; and

2) Approve and authorize the signatures of all five Board members on Proclamations recognizing these volunteers for their service. (Est. Time: 30 Min)

Public Comment: E. Jacoski, D. Webster, K. Heard, M. Allen

Supervisor Ranalli read the Proclamation.

A motion was made by Supervisor Ranalli, seconded by Supervisor Novasel to Approve this matter.

Yes: 5 - Veerkamp, Frentzen, Ranalli, Novasel and Hidahl

22. [18-1589](#)

Chief Administrative Office recommending the Board receive a presentation from Kathleen Dodge of the El Dorado County Chamber of Commerce - Film Commission on activities completed for Fiscal Year 2017-18. (Est. Time: 20 Min.)

FUNDING: N/A

Received and Filed.

2:00 P.M. - TIME ALLOCATION

23. [18-1567](#) Chief Administrative Office recommending the Board receive and file a presentation by representatives from PG&E providing information on PG&E's Community Wildfire Safety Program. (Est. Time: 30 Min.)
- Public Comment: J. Davies, S. Beaver, L. Brent-Bumb, P. Ferrett, T. Lukini, B. Delaney, J. Rasmusum, J. Longo, K. Payne, Trish, K. Colgen, K. Holland, B. Steel*
- Received and Filed.**
24. [18-1608](#) Supervisor Ranalli recommending the Board receive and file presentation by Alan Ehrgott, Executive Director of the American River Conservancy, providing information on "WakamatsuFest150" a sesquicentennial festival to be hosted on June 6-9, 2019, at Wakamatsu Farm in Placerville to honor the 150th Anniversary of the first Japanese colonists' arrival in America to establish the Wakamatsu Tea and Silk Farm on June 8, 1869, and to celebrate 150 years of Japanese-American heritage, arts and cuisine. (Est. Time: 30 Min.)
- Received and Filed.**
25. [18-1561](#) Supervisor Ranalli recommending the Board receive a presentation by Janet Sambucetti, President of the El Dorado County Chapter of People to People and the youth delegates who participated in this year's People to People Youth Summit in Warabi, Japan, that provides details on the delegates' experiences as guests of the City of Warabi, Japan. (Est. Time: 20 Min.)
- Received and Filed.**

ITEMS TO/FROM SUPERVISORS

Supervisor Frentzen reported on the following:

- Walk to School Day.
- Water Agency meeting.
- Pioneer Elementary School presentation.
- El Dorado Hills park tour.
- Fire Advisory Board meeting.
- Human Rights Commission.
- El Dorado Hills business blender.

Supervisor Veerkamp reported on the following:

- Water Agency meeting.
- Apple Farm pilot project meeting debrief.
- Fire Advisory Board meeting.

Supervisor Novasel reported on the following:

- California Tahoe Conservancy tour.
- Tahoe Transit.
- Homecoming for South Tahoe High School.
- Senior dinner.
- Welcome speaker for the Soroptimist.
- Human Rights Commission.
- Lake Tahoe marathon.

Supervisor Hidahl reported on the following:

- Walk to School Day.
- Stepping Up Initiative.
- El Dorado Hills business blender.
- El Dorado Hills APAC meeting.
- Cal ID Ran meeting.

Supervisor Ranalli reported on the following:

- Walk to School Day.
- Juvenile Hall lunch.
- Annual leadership dinner.
- Greenwood fund raiser this weekend.

CAO UPDATE

Don Ashton, Chief Administrative Officer, reported on the following:

- Gas sharing meeting with El Dorado County Office of Education.
- City of South Lake Tahoe meeting.

ADJOURNED AT 5:15 P.M.

CLOSED SESSION

26. [18-1604](#) **Conference with Legal Counsel - Existing Litigation** pursuant to Government Code Section 54956.9(d)(1). Title: Courtside Manor Homeowners Association v. County of El Dorado; El Dorado County Board of Supervisors; and Does 1 to 20; Sergei Oleshko and CoreCare Foundation, Real Parties in Interest (El Dorado County Superior Court Case No. PC20180494). Number of potential cases: (1). (Est. Time: 5 Min.)
- By a unanimous 5-0 vote, the Board authorized the defense of the litigation titled Courtside Manor Homeowners Association v County of El Dorado; El Dorado County Board of Supervisors and several Does. The defense will be conducted by County Counsel's office. The Board authorized County Counsel to tender the defense to the developer and real party in interest and also if appropriate to enter into a joint defense agreement in this matter.**
27. [18-1611](#) **Conference with Legal Counsel - Existing Litigation** pursuant to Government Code Section 54956.9(d)(1). Title: Thomas Austin and Helen Austin v. the County of El Dorado, and Does 1 through 50, El Dorado County Superior Court Case PC20150633; Number of potential cases: (1). (Est. Time: 5 Min.)
- No Action Reported. All five Supervisors participated.**
28. [18-1606](#) **Pursuant to Government Code Section 54956.8 - Conference with Real Property Negotiator:** This body will hold a closed session to give instructions to its negotiator for the Diamond Springs Parkway - Phase 1B Project regarding the real properties located in Diamond Springs with APNs 327-270-43 and 327-270-46, owned by James E. Teter and Elizabeth Ann Teter, Trustees under The Teter 1991 Revocable Living Trust dated July 22, 1991, and 327-270-50, owned by James E. Teter and Elizabeth Ann Teter, as Trustees under "The Teter Family Trust", Declaration of Trust dated April 4, 1978.
- Instructions to El Dorado County's negotiator will concern price and terms of payment. Kyle Lassner, Right-of-Way Supervisor, will be the negotiator on behalf of El Dorado County. The parties with whom El Dorado County's negotiator may negotiate are those parties identified above and their agents and successors. (Est. Time: 5 Min.)
- No Action Reported. All five Supervisors participated.**

29. [18-1607](#)

Pursuant to Government Code Section 54956.8 - Conference with Real Property Negotiator: This body will hold a closed session to give instructions to its negotiator for the Diamond Springs Parkway - Phase 1B Project regarding the real properties located in Diamond Springs with APNs 051-250-51 and 051-250-54, owned by Michael D. Lindeman and Lorraine D. Lindeman, Trustees of the Lindeman Family 2005 Trust dated October 17, 2005.

Instructions to El Dorado County’s negotiator will concern price and terms of payment and agreement. Kyle Lassner, Right-of-Way Supervisor, will be the negotiator on behalf of El Dorado County. The parties with whom El Dorado County’s negotiator may negotiate are those parties identified above and their agents and successors. (Est. Time: 5 Min.)

No Action Reported. All five Supervisors participated.

30. [18-1577](#)

Conference with Legal Counsel - Initiation of Litigation pursuant to Government Code Section 54956.9(d)(4). Number of potential cases: (1). (Est. Time: 10 Min.)

By a unanimous 5-0 vote, the Board Continued this matter off Calendar.

ADDENDUM

GENERAL GOVERNMENT - CONSENT ITEMS

- 31. [18-1632](#) Chief Administrative Office recommending the Board approve the use of the Design-Build construction project delivery method for the El Dorado County Adult Local Criminal Justice Facility project funded with SB 844 Adult Local Criminal Justice Facilities - 2016 Financing Program.

FUNDING: SB 844.

This matter was Approved on the Consent Calendar.

- 32. [18-1615](#) Director of Human Resources recommending the Board approve and authorize the Chair to sign the Memorandum of Agreement appointing Tiffany Schmid to the position of Director of Planning and Building, effective October 27, 2018 at step 4 of the salary range (annual salary of \$168,688).

FUNDING: General Fund.

A motion was made by Supervisor Veerkamp, seconded by Supervisor Hidahl to Approve this matter.

Yes: 5 - Veerkamp, Frentzen, Ranalli, Novasel and Hidahl

CLOSED SESSION

- 33. [18-1620](#) **Conference with Legal Counsel - Significant Exposure to Litigation** pursuant to Government Code Section 54956.9(d)(2). Number of potential cases: (1). (Est. Time: 10 Min.)

No Action Reported. All five Supervisors participated.

Attachment 5e

BOS Approval Minutes (5)

Attachment 5f

NOD Filed



Contact Us
Setting:

- Default
- High Contrast
- Reset
- Increase Font Size
- Decrease Font Size



About

Contact Us

Search

Advanced Search

Home
 Search
 SCH Number 2015062046
 Public Safety Facility Project

Public Safety Facility Project

5 Documents in Project

Summary

SCH Number
2015062046

Lead Agency
El Dorado County

Document Title
Public Safety Facility Project

Document Type
NOD - Notice of Determination

Received
3/14/2016

Posted
3/14/2016

Present Land Use

The 30.34 acre project site has historically been used for industrial operations and is currently vacant. The project site is designated Industrial according to the El Dorado County General Plan. The site zoned as Industrial as well.

Document Description

The proposed project would include the County's purchase of the property and subsequent development of a multi-building Public Safety Facility on approximately 11 acres of the 30.73-acre site for the El Dorado County Sheriff's Office, with a max development potential totaling approximately 106,331 sf. The proposed Public Safety Facility would centralize and consolidate the Sheriff's Office function currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the 30.73 acre site located north of Industrial Drive is not proposed for development as part of this project.

Contact Information

Russ Fackrell
El Dorado County
3000 Fairlane Court, Suite One
Placerville, CA 95667
Phone : (530) 621-7596

Location

Coordinates

38°41'54.7"N 120°49'48.7"W

Cities

Diamond Springs

Counties

El Dorado

Cross Streets

Industrial Drive and Merchandise Way

Zip

95619

Total Acres

30.34

Parcel #

329-240-55, 329-391-10

State Highways

SR-49

Railways

Sac-Placer Joint

Schools

Various

Township

10N

Range

10E

Section

24

Base

MDBM

Notice of Determination

Approving Agency

El Dorado County

Approving Agency Role

Lead Agency

Approved On

3/8/2016

Final EIR Available Location

3000 Fairlane Court, Suite One, Placerville, CA 95667

Determinations

(1) The project will have a significant impact on the environment

Yes

(2a) An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA

Yes

(2b) A Negative Declaration was prepared for this project pursuant to the provisions of CEQA

No

(3) Mitigated measures were made a condition of the approval of the project

Yes

(4) A Statement of Overriding Considerations was adopted for this project

Yes

(5) Findings were made pursuant to the provisions of CEQA

Yes

[Download CSV](#) [New Search](#)

- [Back to Top](#)
- [Conditions of Use](#)
- [Privacy Policy](#)
- [Accessibility](#)
- [Contact Us](#)
- [Browse Documents](#)

Copyright © 2019 State of California

Attachment 5g

Public Safety Facility EIR Addendum NOD

Notice of Determination

To: Office of Planning and Research
U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

From: Public Agency: El Dorado County
Address: 3000 Fairlane Court, Suite One Placerville, CA 95667
Contact: Russ Fackrell
Phone: 530-621-7596

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

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2015062046

Project Title: Public Safety Facility
Project Applicant: El Dorado County
Project Location (include county): El Dorado County
Project Description:

The project includes development of a multi-building public safety facility on approximately 11 acres of the 30.34-acre project site for the El Dorado County Sheriff's Office with a maximum development potential totaling approximately 106,331 square feet. The project includes roadway improvements for the intersections of Missouri Flat Road/Industrial Drive, Missouri Flat Road/Enterprise Drive, and Missouri Flat Road/China Garden Road. The County has prepared a CEQA Addendum to more specifically evaluate the potential effects of the roadway improvements for the proposed project. The CEQA Addendum is to the certified Environmental Impact Report that was previously prepared.

This is to advise that the El Dorado County has approved the above
(Lead Agency or Responsible Agency)
described project on October 16, 2018 and has made the following determinations regarding the above described project.

The Addendum found that the proposed roadway improvements would not result in a new or substantial increase in the severity of impacts beyond those analyzed and addressed in the previously certified EIR prepared for the Public Safety Facility Project. Mitigation measures and the MMRP prepared for the EIR will also be applicable to the proposed project.

This is to certify that the Addendum and 2016 Final EIR with comments and responses and record of project approval, is available to the General Public at:

El Dorado County, Facilities Division, 3000 Fairlane Court, Suite One, Placerville, California 95667

Signature (Public Agency): [Signature] Title: Principal Planner

Date: 10/22/2018 Date Received for Filing at OPR: _____

FILED
OCT 22 2018

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

WILLIAM SCHULTZ, Recorder-Clerk
By [Signature]



State of California - Department of Fish and Wildlife

2018 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (Rev. 01/03/18) Previously DFG 753.5a

Print	StartOver	Finalize&Email
-------	-----------	----------------

RECEIPT NUMBER:
09 — 10/22/2018 — 0153

STATE CLEARINGHOUSE NUMBER (If applicable)
2015062046

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY El Dorado Co. Facilities Division	LEAD AGENCY EMAIL	DATE 10/22/2018
--	-------------------	--------------------

COUNTY/STATE AGENCY OF FILING El Dorado	DOCUMENT NUMBER 09-2018-153
--	--------------------------------

PROJECT TITLE
Public Safety Facility

PROJECT APPLICANT NAME Russ Fackrell	PROJECT APPLICANT EMAIL	PHONE NUMBER (530) 621-7596
---	-------------------------	--------------------------------

PROJECT APPLICANT ADDRESS 300 Fairlane Ct., Suite One	CITY Placerville	STATE Ca	ZIP CODE 95667
--	---------------------	-------------	-------------------

PROJECT APPLICANT (Check appropriate box)

Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,168.00	\$ _____	0.00
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,280.75	\$ _____	0.00
<input type="checkbox"/> Certified Regulatory Program document (CRP)	\$1,077.00	\$ _____	0.00

Exempt from fee

Notice of Exemption (attach)

CDFW No Effect Determination (attach)

Fee previously paid (attach previously issued cash receipt copy)

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$ _____	0.00
<input type="checkbox"/> County documentary handling fee		\$ _____	
<input type="checkbox"/> Other		\$ _____	

PAYMENT METHOD:

Cash Credit Check Other

TOTAL RECEIVED \$ _____ 0.00

SIGNATURE X 	AGENCY OF FILING PRINTED NAME AND TITLE El Dorado Co. Recorder Clerk - Janet Rocha - Deputy
---	--



State of California - Department of Fish and Wildlife

2018 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (Rev. 01/03/18) Previously DFG 753.5a

NOTICE

Each project applicant shall remit to the county clerk the environmental filing fee before or at the time of filing a Notice of Determination (Pub. Resources Code, § 21152; Fish & G. Code, § 711.4, subdivision (d); Cal. Code Regs., tit. 14, § 753.5). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk.

COUNTY DOCUMENTARY HANDLING FEE

The county clerk may charge a documentary handling fee of fifty dollars (\$50) per filing in addition to the environmental filing fee (Fish & G. Code, § 711.4, subd. (e); Cal. Code Regs., tit. 14, § 753.5, subd. (g)(1)). A county board of supervisors shall have the authority to increase or decrease the fee or charge, that is otherwise authorized to be levied by another provision of law, in the amount reasonably necessary to recover the cost of providing any product or service or the cost of enforcing any regulation for which the fee or charge is levied (Gov. Code, § 54985, subd. (a)).

COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS

Filing Notice of Determination (NOD):

- Collect environmental filing fee or copy of previously issued cash receipt. *(Do not collect fee if project applicant presents a No Effect Determination signed by CDFW. An additional fee is required for each separate environmental document. An addendum is not considered a separate environmental document. Checks should be made payable to the county.)*
- Issue cash receipt to project applicant.
- Attach copy of cash receipt and, if applicable, previously issued cash receipt, to NOD.

If the project applicant presents a **No Effect Determination** signed by CDFW, also:

- Attach No Effect Determination to NOD *(no environmental filing fee is due)*.

Filing Notice of Exemption (NOE) *(Statutorily or categorically exempt project (Cal. Code Regs., tit. 14, §§ 15260-15285, 15300-15333))*

- Issue cash receipt to project applicant.
- Attach copy of cash receipt to NOE *(no environmental filing fee is due)*.

Within 30 days after the end of each month in which the environmental filing fees are collected, each county shall summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer. Identify the remittance on Form No. CA25 as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

The county clerk shall mail the following documents to CDFW on a monthly basis:

- ✓ A photocopy of the monthly State of California Form No. CA25 (TC31)
- ✓ CDFW/ASB copies of all cash receipts (including all voided receipts)
- ✓ A copy of all CDFW No Effect Determinations filed in lieu of fee payment
- ✓ A copy of all NODs filed with the county during the preceding month
- ✓ A list of the name, address and telephone number of all project applicants for which an NOD has been filed. If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

DOCUMENT RETENTION

The county shall retain two copies of the cash receipt (for lead agency and county clerk) and a copy of all documents described above for at least 12 months.

RECEIPT NUMBER

- # The first two digits automatically populate by making the appropriate selection in the County/State Agency of Filing drop down menu.
- # The next eight digits automatically populate when a date is entered.
- # The last three digits correspond with the sequential order of issuance for each calendar year. For example, the first receipt number issued on January 1 should end in 001. If a county issued 252 receipts for the year ending on December 31, the last receipt number should end in 252. CDFW recommends that counties and state agencies 1) save a local copy of this form, and 2) track receipt numbers on a spreadsheet tabbed by month to ensure accuracy.

DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FEES.

Mail to:

California Department of Fish and Wildlife
Accounting Services Branch
1416 9th Street, 12th Floor, Suite 1215
Sacramento, California 95814



State of California - Department of Fish and Wildlife
2016 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (Rev. 12/15/15) Previously DFG 753.5a

RECEIPT NUMBER: 09 — 03102016 — 021
STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY EL DORADO CO CHIEF ADMIN- FACILITIES	LEAD AGENCY EMAIL	DATE 03/09/2015
COUNTY/STATE AGENCY OF FILING El Dorado	DOCUMENT NUMBER 09-2016-21	

PROJECT TITLE
PUBLIC SAFETY FACILITY PROJECT

PROJECT APPLICANT NAME RUSSELL FACKRELL	PROJECT APPLICANT EMAIL	PHONE NUMBER (530) 621-7596
PROJECT APPLICANT ADDRESS 3000 FAIRLANE CT	CITY PLACERVILLE	STATE CA
		ZIP CODE 95667

PROJECT APPLICANT (Check appropriate box)

Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

<input checked="" type="checkbox"/> Environmental Impact Report (EIR)	\$3,070.00	\$	<u>3,070.00</u>
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,210.25	\$	<u>0.00</u>
<input type="checkbox"/> Certified Regulatory Program document (CRP)	\$1,043.75	\$	<u>0.00</u>
<input type="checkbox"/> Exempt from fee			
<input type="checkbox"/> Notice of Exemption (attach)			
<input type="checkbox"/> CDFW No Effect Determination (attach)			
<input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy)			

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	<u>0.00</u>
<input checked="" type="checkbox"/> County documentary handling fee		\$	<u>50.00</u>
<input type="checkbox"/> Other		\$	<u> </u>

PAYMENT METHOD:

Cash
 Credit
 Check
 Other
 TOTAL RECEIVED
 \$ 3,120.00

SIGNATURE <i>X Linda Pinelli</i>	AGENCY OF FILING PRINTED NAME AND TITLE RECORDER/CLERK- LINDA PINELLI, DEPUTY
-------------------------------------	---



NOTICE OF DETERMINATION

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

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

From: El Dorado County Chief Administrative Office - Facilities
3000 Fairlane Court, Suite One
Placerville, CA 95667

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the Public Resources Code

State Clearinghouse Number: 2015062046

Project Title: Public Safety Facility Project

Lead Agency: El Dorado County Chief Administrative Office - Facilities

Contact Person: Russ Fackrell, Facilities Manager (530-621-7596)

Project Applicant: El Dorado County Chief Administrative Office - Facilities
3000 Fairlane Court, Suite One
Placerville, CA 95667

Project Location: The project site is located in the Diamond Springs area of unincorporated El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately three miles southwest of the City of Placerville. Access to the project site is provided from Industrial Drive via Missouri Flat Road. The site is identified as Assessor's Parcel Numbers 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary secured site access).

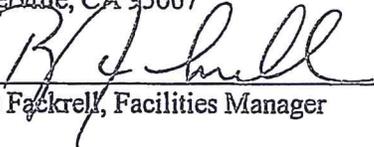
Project Description: The proposed project would include the County's purchase of the property and subsequent development of a multi-building Public Safety Facility on approximately 11 acres of the 30.73-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet. The proposed Public Safety Facility would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the 30.73-acre site located north of Industrial Drive is not proposed for development as part of this project.

This Notice of Determination is to advise that on March 8, 2016, the Board of Supervisors of El Dorado County certified the Environmental Impact Report for the Public Safety Facility Project and authorized the payment of the purchase price and close of escrow for acquisition of approximately 30.73 acres of land.

1. The project will have a significant effect on the environment;
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA;
3. Mitigation measures were made a condition of the approval of the project;
4. A Mitigation Monitoring and Reporting Program was adopted for the project;
5. Findings were made for the project, pursuant to the provisions of Section 15091 of the CEQA Guidelines; and
6. A statement of Overriding Considerations was adopted for the project.

This is to certify that the final Environmental Impact Report with comments and responses and record of project approval is available to the General Public at:

El Dorado County Clerk's Office
360 Fair Lane
Placerville, CA 95667



Russ Fackrell, Facilities Manager

3/9/16

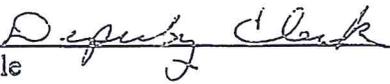
Date

AFFIDAVIT OF FILING AND POSTING

I declare that on 3-9-2016 I received and posted this notice as required by California Public Resources Code Section 21152. Said notice will remain posted for 30 days from the filing date.



Signature



Title

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

AT&T	Downey & Brand	Pioneer Community Energy
Albion Power Company	East Bay Community Energy	Praxair
Alcantar & Kahl LLP	Ellison Schneider & Harris LLP	
	Energy Management Service	
Alta Power Group, LLC	Engineers and Scientists of California	Redwood Coast Energy Authority
Anderson & Poole	Evaluation + Strategy for Social Innovation	Regulatory & Cogeneration Service, Inc.
	GenOn Energy, Inc.	SCD Energy Solutions
Atlas ReFuel	Goodin, MacBride, Squeri, Schlotz & Ritchie	
BART	Green Charge Networks	SCE
	Green Power Institute	SDG&E and SoCalGas
Barkovich & Yap, Inc.	Hanna & Morton	
P.C. CalCom Solar	ICF	SPURR
California Cotton Ginners & Growers Assn	International Power Technology	San Francisco Water Power and Sewer
California Energy Commission	Intestate Gas Services, Inc.	Seattle City Light
California Public Utilities Commission	Kelly Group	Sempra Utilities
California State Association of Counties	Ken Bohn Consulting	Southern California Edison Company
Calpine	Keyes & Fox LLP	Southern California Gas Company
	Leviton Manufacturing Co., Inc. Linde	Spark Energy
Cameron-Daniel, P.C.	Los Angeles County Integrated Waste Management Task Force	Sun Light & Power
Casner, Steve	Los Angeles Dept of Water & Power	Sunshine Design
Cenergy Power	MRW & Associates	Tecogen, Inc.
Center for Biological Diversity	Manatt Phelps Phillips	TerraVerde Renewable Partners
	Marin Energy Authority	Tiger Natural Gas, Inc.
Chevron Pipeline and Power City of Palo Alto	McKenzie & Associates	
	Modesto Irrigation District	TransCanada
City of San Jose	Morgan Stanley	Troutman Sanders LLP
Clean Power Research	NLine Energy, Inc.	Utility Cost Management
Coast Economic Consulting	NRG Solar	Utility Power Solutions
Commercial Energy		Utility Specialists
County of Tehama - Department of Public Works	Office of Ratepayer Advocates	
Crossborder Energy	OnGrid Solar	Verizon
Crown Road Energy, LLC	Pacific Gas and Electric Company	Water and Energy Consulting Wellhead Electric Company
Davis Wright Tremaine LLP	Peninsula Clean Energy	Western Manufactured Housing Communities Association (WMA)
Day Carter Murphy		Yep Energy
Dept of General Services		
Don Pickett & Associates, Inc.		
Douglass & Liddell		