

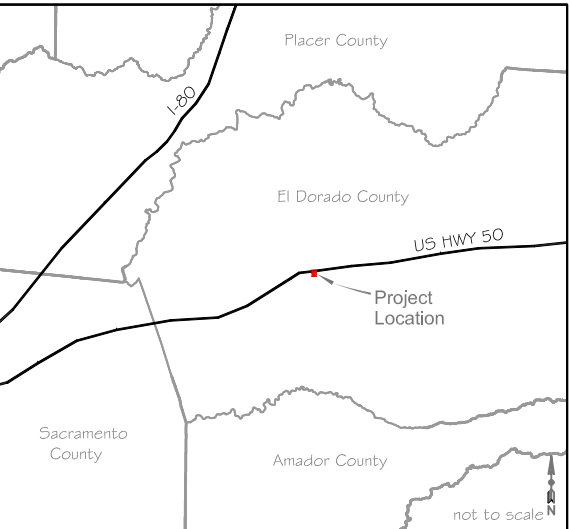
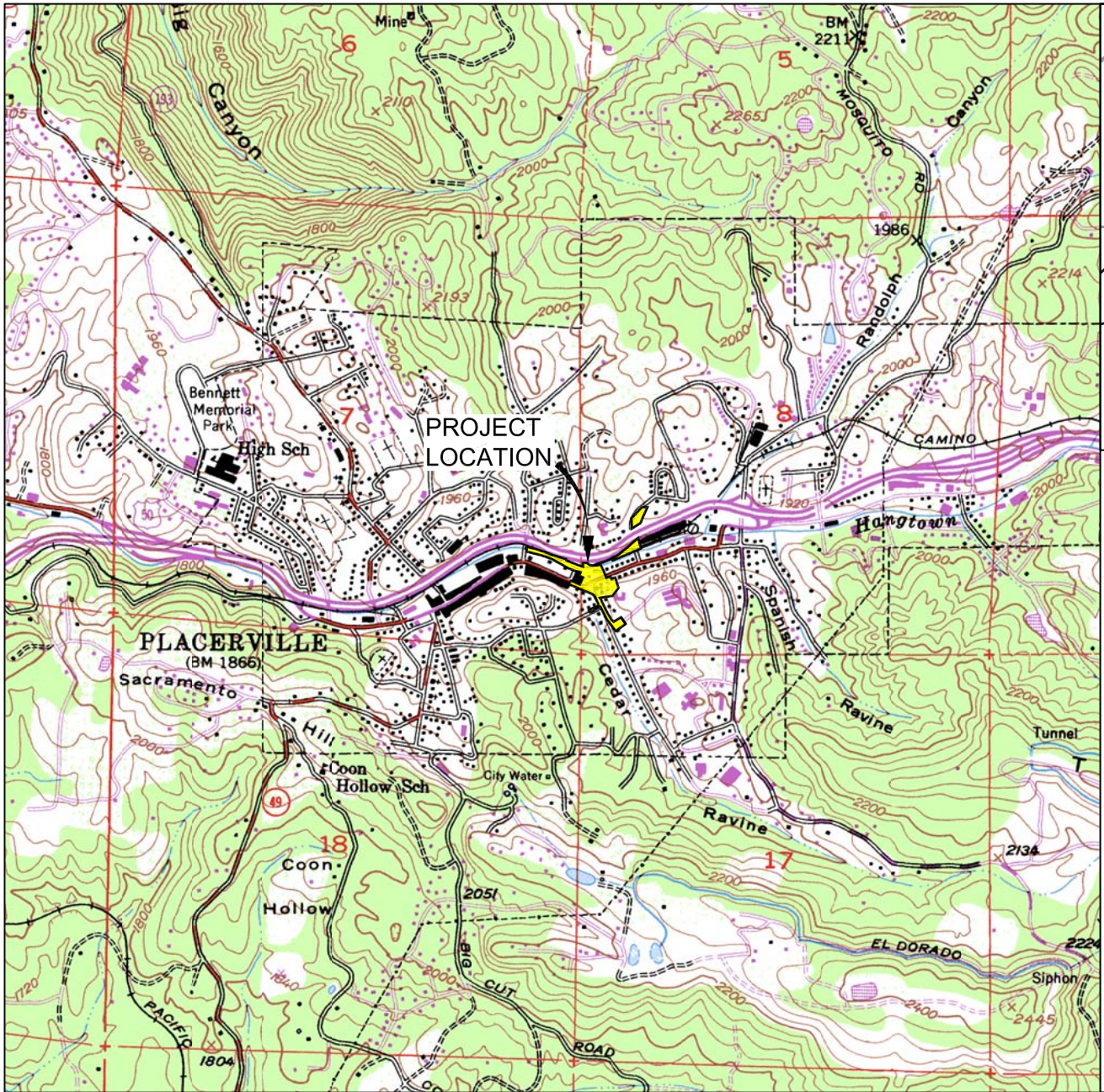
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

1. **Project Title:** Clay Street at Main Street/ Cedar Ravine Realignment and Clay Street Bridge (25C-0117) at Hangtown Creek Replacement Project
2. **Lead Agency Name and Address:** City of Placerville
3101 Center Street
Placerville, CA 95667
3. **Randy Pesses, Director of Public Works. Phone Number: 530/ 642-5250**
4. **Project Location:** The project is centered on the Main Street/ Clay Street and Main Street/ Cedar Ravine Road intersections in the City of Placerville, CA (Figure 1). The project is located on the Placerville quadrangle (T10N, R11E, sections 7 and 8). The project area includes the two intersections, the Clay Street Bridge at Hangtown Creek, the area adjacent to Hangtown Creek between Clay Street and Bedford Avenue, a section of Cedar Ravine Road south of the Main Street intersection, and the eastern portion of Pacific Street. The project area also includes two noncontiguous areas: a triangle-shaped lot south of U.S. 50, north of the El Dorado Trail and west of Locust Avenue; and a section of Locust Avenue north of U.S. 50. The project area includes public right-of-way, state-owned land, and privately owned parcels.
5. **Project Sponsor's Name and Address:** City of Placerville (same as lead agency)
6. **General Plan Designation:** City of Placerville
7. **Zoning:** Business-Professional (BP); Commercial (C); Central Business District (CBD); Single Family Residential, 6,000 sq. ft. minimum (R1-6000); Multi-Family Residential (R3); Public Right of Way (ROW)
8. **Description of Project:**

The City of Placerville proposes to redesign the Main Street/ Clay Street and Main Street/ Cedar Ravine Road intersections, replace the existing Clay Street Bridge at Hangtown Creek, and construct an extension to the multi-use El Dorado Trail. The project area, including the bridge replacement, intersection reconstruction, El Dorado Trail extension, and replacement parking areas is 7.332 acres.

A No-Project Alternative and two intersection design alternatives were evaluated for the Project. Alternative 1 incorporates Cedar Ravine and both legs of Main Street into a three-leg roundabout configuration. Clay Street is maintained at its existing location, intersecting Main Street approximately 120 ft west of Cedar Ravine. Alternative 2 realigns Clay Street to bring it into a roundabout configuration along with Cedar Ravine and both legs of Main Street. The City identified Alternative 2, the 4-legged roundabout, as the preferred alternative. Except for the No-Project alternative, both alternatives include replacement of the Clay Street Bridge, constructing a roundabout, and a loss of parking spaces at the Ivy House Parking Lot.

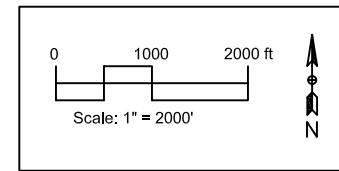
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Clay Street Realignment and Bridge
 (25C-0117) Replacement Project
 City of Placerville, CA
 7 September 2010

Figure 1. Project Location Map

 = Project Location



Basemap: Placerville USGS 7.5 Minute Quadrangle,
 Teale Data Center DRG, photorevised 1973

A traffic analysis was performed for the Cedar Ravine Road/ Main Street intersection that evaluated the roundabout alternatives and a conventional signalized intersection. The analysis considered a new 4-legged intersection where Clay Street and Cedar Ravine would be in alignment as well as keeping the two existing 3-legged intersections of Clay Street and Cedar Ravine at Main Street. The signalized intersection did not perform as well as the roundabout; the 4-legged signalized intersection would reach LOS E by 2025.

Under the No-Project Alternative, the Clay Street Bridge would remain in its current condition and the two three-legged intersections at Cedar Ravine Road/ Main Street and Clay Street/ Main Street would remain as they are today. No repairs or improvements would be made. The No-Project Alternative does not meet the City's need for replacement of a functionally obsolete bridge, nor would it alleviate traffic congestion at these intersections. Future traffic projections show that the Cedar Ravine Road/ Main Street intersection would attain a LOS C during AM hours and a LOS F during PM hours. The Clay Street/ Main Street intersection would attain a LOS F during both AM and PM hours. The delays at this intersection would exceed 50 seconds to make a left turn onto eastbound Main Street.

Alternative 1 would replace the Clay Street Bridge and incorporate Cedar Ravine Road and both legs of Main Street into a 3-legged roundabout. Clay Street would be maintained at its existing location, intersecting Main Street approximately 120 ft west of Cedar Ravine Road. Alternative 1 would result in a loss of approximately 36 parking spaces at the Ivy House Lot, with 36 spaces remaining. The Cedar Ravine Road/ Main Street roundabout intersection would attain a LOS B during AM hours and a LOS D during PM hours. The Clay Street/ Main Street intersection would attain a LOS F during both AM and PM hours. The delays at this intersection would exceed 50 seconds to make a left turn onto eastbound Main Street.

Alternative 2 is the preferred design. It would replace the Clay Street Bridge and realign Clay Street with Cedar Ravine Road to make a 4-legged roundabout with both legs of Main Street. The 4-legged roundabout would attain a LOS B during AM hours and a LOS C during PM hours. Project components are described below. All project impacts evaluated in this Initial Study (IS) are for the Alternative 2 design.

Clay Street Realignment and Bridge Replacement

The existing Clay Street Bridge over Hangtown Creek would be replaced with a wider, two-lane bridge immediately east of the existing bridge. The replacement bridge would be a single-span concrete bridge supported by abutments on anchored footings. It would accommodate two lanes of traffic with curb and sidewalk on both sides of the bridge. The new bridge would be designed to pass the 100-year flow of Hangtown Creek. Cedar Ravine drainage empties into Hangtown Creek via a culvert in the south abutment of the existing bridge. The Cedar Ravine drainage culvert outlet would be incorporated into the project design.

The southern end of Clay Street would be realigned to the Cedar Ravine Road/ Main Street intersection where a 4-legged roundabout would be constructed. The new alignment would cross through the Ivy House parking lot, resulting in a loss of parking at this location. The new alignment would also reduce or eliminate a handicapped accessible landscaped area overlooking Hangtown Creek at the north edge of the Ivy House parking lot.

Roadway improvements are expected to extend on Main Street from the crosswalk at Clay Street (west leg) to the drainage inlet along the south edge of Main Street just east of an auto parts store (east leg). Roadway design would include roadside drainages that tie into the existing drainage system and curb ramps for sidewalk access.

Utility piping attached to the bridge, a large water supply line, and above ground and underground public and private utilities are located within the project area. The existing utility infrastructure within the project area would be relocated to accommodate the new Clay Street road alignment, the 4-legged roundabout, and the widened bridge over Hangtown Creek.

Roundabout

The roundabout design was evaluated to control vehicle speeds and to maximize safety while limiting impacts to parking and local businesses. Geometric design considerations of the roundabout included the diameter of the roundabout and the entry and exit angle. The minimum design vehicle selected was a bus/ fire truck. The range of diameters that were considered for design ranged from 90 ft to 150 ft. The preferred roundabout design has an inscribed diameter of 116 ft.

The Druid Monument is a 15-ft tall statue on a granite foundation currently located in the middle of Cedar Ravine Road, near the Main Street intersection. A commemorative plaque is located on the pedestal of the monument. The monument would be relocated to the center of the roundabout and will be inaccessible to pedestrians. New signage will be provided in a safe location outside the roundabout for pedestrians to view.

El Dorado Trail Extension between Clay Street and Bedford Avenue

Currently, the multi-use El Dorado Trail ends on the east side of Clay Street, north of Hangtown Creek. The proposed trail corridor between Clay Street and Bedford Avenue has already been cleared and leveled for use as a staging area for the U.S. Highway 50 Operational Improvements Project (Hwy 50 Ops) currently under construction. An extension of the paved El Dorado Trail would be constructed in this leveled area. This new El Dorado Trail segment would provide handicapped accessible viewing opportunities of the creek corridor to help offset the loss of the handicapped accessible overlook at the north edge of the Ivy House parking lot. Extension of the El Dorado Trail in this area would contribute to the long-term goal of establishing a continuous trail corridor stretching from the western end of the County to the eastern end.

Ivy House Parking Lot

The Ivy House parking lot is a public lot located northeast of the Clay Street/ Main Street intersection. This lot currently provides 72 parking spaces, approximately half of which are designated to lease parking and half of which are available for public parking. The realignment of Clay Street would cross through the Ivy House parking lot, eliminating approximately 15-20 of these parking spaces. The remainder of the lot will be redesigned to provide approximately 35 parking spaces east of the new Clay Street alignment and approximately 22 parking spaces west of the new Clay Street alignment.

Sewer Line

The project will realign an existing sewer line under the Ivy House Parking Lot and reconnect the line to an existing sewer line on the south side of Hangtown Creek.

Pacific Street Restriping

Pacific Street will be restriped to add a left-turn lane at the Pacific Street/ Cedar Ravine Road intersection. Addition of the left-turn lane will displace existing on-street parking on Pacific Street. An equivalent number of new on-street parking spaces will be striped on Pacific Street west of the turn lane.

Replacement Parking

Construction of the roundabout and realignment of Clay Street would result in the loss of off-street parking capacity at the Ivy House parking lot. Mitigation for the lost parking capacity is being considered at several locations. Each site has varying degrees of right-of-way, design, and

construction work needed. The amount of leased parking versus public parking will be determined based upon discussions with surrounding property owners, business owners, and leased-space holders. Replacement parking options under consideration are listed below.

Locust Avenue (South of Hwy 50)

Three contiguous, commercially-zoned parcels along the west side of Locust Avenue just south of Hwy 50, about 800 ft east of the Ivy House parking lot, would allow for approximately 44 parking spaces. This site would essentially mitigate the loss of parking at the Ivy House lot. A portion of this area is currently used by Thompson's auto service center. This site is about 800 feet from the existing lot. The northern parcel is City of Placerville right-of-way. Parcel 002-132-008 is owned by the State of California (Caltrans). Parcel 002-132-005 is the privately owned parcel.

Locust Avenue (North of Hwy 50)

Locust Avenue just north of Hwy 50 could provide eight or more parking spaces. This proposed parking location is owned by the City of Placerville. This site is over 1,100 feet from the existing lot.

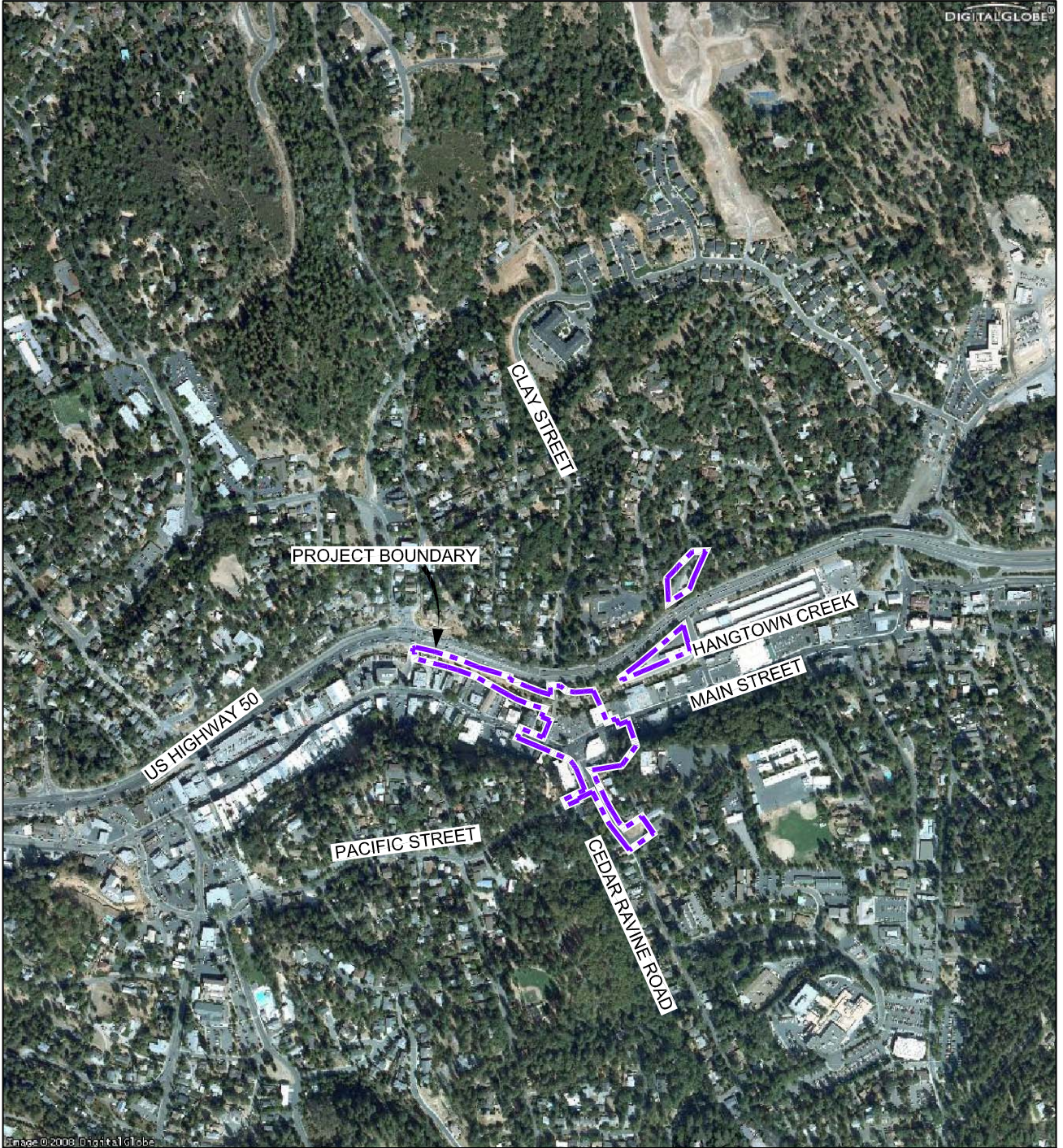
Main Street

Along Main Street just east of C&H Auto Parts is an area that could provide approximately 30 parking spaces. It would require extensive excavation through rock of varying degrees of hardness and possibly retaining walls.

Construction-related Emissions of Air Pollutants

Due to its small scope, the project will not require a large number of construction vehicles to be operational simultaneously. Fuel usage will be kept below the El Dorado County Air Quality Management District's fuel-usage screening threshold for reactive organic gas (ROG) and nitrous oxide (NO_x) emissions. Daily average fuel usage will be less than 337 gal/day for equipment older than 1996 and 402 gal/day for equipment newer than 1995. See Section V, Air Quality, of the IS checklist below for details.

- 9. Surrounding Land Uses and Setting:** The project is located in an urban area in the City of Placerville. U.S. Highway 50 occurs to the north, small businesses occur along Main Street to the east and west, and small businesses and residential housing occur to the south (Figure 2). Paved surfaces including Clay Street, Main Street, Cedar Ravine Road, Pacific Street, Locust Avenue, the Ivy House parking lot, and the El Dorado Trail are the main physical features in the project area (Figure 3). Hangtown Creek flows in a westerly direction through the project area; The Cedar Ravine drainage flows north-northwest and joins Hangtown Creek at the Clay Street Bridge. The Cedar Ravine drainage is in an underground culvert in the project area. Elevation in the project area ranges from approximately 1,850 to 1,925 ft above sea level.



Clay Street Realignment Project
 Clay Street Bridge (25C-0117)
 at Hangtown Creek
 City of Placerville, CA
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 = Project Boundary

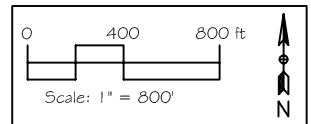


Figure 2.

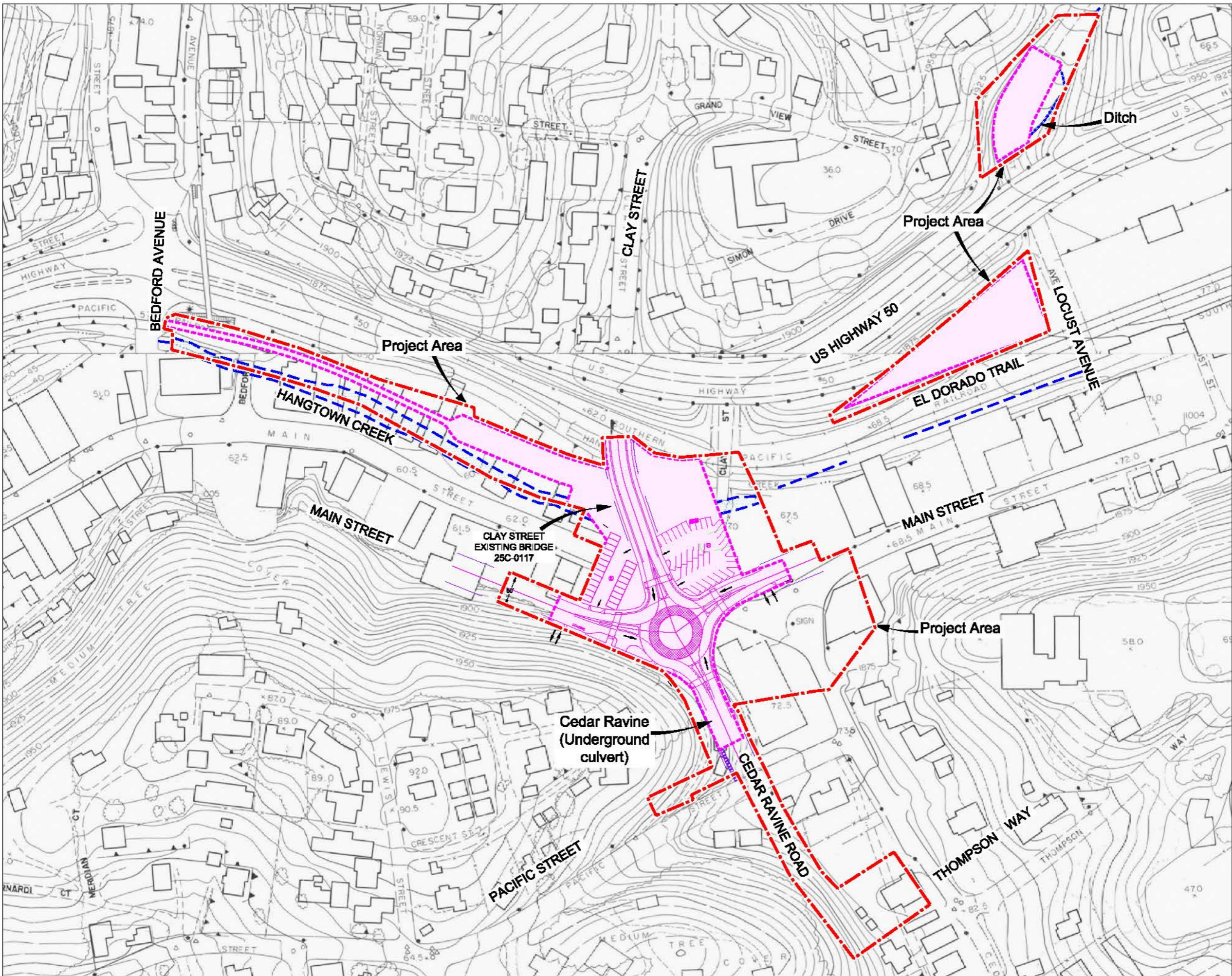
Aerial Photograph

Basemap:
 1 September 2009 Image
 GlobeXplorer and Partners.
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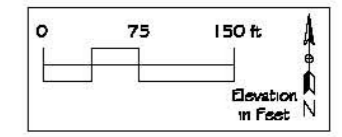
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Clay Street Realignment and Bridge (25C-0117)
Replacement Project
City of Placerville, CA

Figure 3. Proposed Project



Note:
1. Roundabout, new bridge, and other road improvements shown in magenta.



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10. Other agencies whose approval is required:

Agency	Identified Permits / Recommendations / Approvals
Federal	
Federal Highway Administration	Highway Bridge Program funding approval
Army Corps of Engineers	Section 404 CWA Nationwide Permit
State	
Department of Fish and Game	1602 Streambed Alteration Agreement
Department of Transportation (Caltrans)	Project approval, encroachment permit
State Water Resources Control Board	General Construction Activity Storm Water Permit
Regional Water Quality Control Board	National Pollutant Discharge Elimination System permit
	Section 401 CWA Water Quality Certification

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

A brief explanation is provided for all answers. In the parentheses following each question of this Initial Study is/are Source Citations that support the explanation.

DETERMINATION

On the basis of this initial evaluation:

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 the mitigation measures described on an attached sheet have been added to the project. A **Mitigated Negative Declaration** will be prepared.

Randy Pesses
Signature
Randy Pesses
Printed Name

8-24-10
Date
City of Placerville
For

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. LAND USE AND PLANNING. Would the Proposal:				
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The majority of the project is in existing public rights-of-way. Right-of-way will be acquired from privately owned parcels in the project area. As a public infrastructure project, the project will not conflict with general plan designation or zoning.
- b) The project would not conflict with any environmental plans or policies. The City of Placerville adopted the Main Street Streetscape Design Development Plan (Hyden 2005) which calls for 4-legged roundabout as the preferred intersection for Main Street/Clay Street/Cedar Ravine.
- c) The infrastructure improvement project is compatible with existing land uses in the vicinity.
- d) The project is located in an urban area and will not affect agricultural resources.
- e) The project will improve surface transportation on Clay Street, Main Street, and Cedar Ravine Road. The project will not disrupt or divide a community.

References

Hyden, C. G. July 2005. City of Placerville Main Street streetscape design development plan. Prepared for the City of Placerville.

II. POPULATION AND HOUSING. Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cumulatively exceed official regional or local population projections? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area of extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a & b) The project is located in a developed urban area, will not extend public infrastructure into an undeveloped area, and is not growth inducing.

c) The project will not displace existing housing.

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

a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Seismic shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Subsidence of the land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-c) No earthquake fault zones are mapped in El Dorado County on the Alquist-Priolo Earthquake Fault Zones Map (Bryant and Hart 2007). The project is not in a mapped Seismic Hazard Zone (California Department of Conservation 2009). Part of the Rescue Lineament–Bear Mountains fault zone is located approximately 8.0 mi west of the project area and is classified as potentially active (El Dorado County 2003, Taber 2007). An inactive north-south fault line is mapped in a corridor near Bedford Avenue (El Dorado County 2005). Based on a review of potential seismically induced ground movement within the project area, Taber Consultants found that the soils along Clay Street may, under seismic shaking, be susceptible to densification or liquefaction during periods of high water. The overall potential for seismically induced hazards, such as soils liquefaction, lateral spreading, and densification is low and such conditions are not expected to pose a substantial concern for structures supported by foundations bearing in bedrock (Taber 2007). Intact, scour-resistant bedrock is present along Hangtown Creek in the vicinity of the Clay Street Bridge.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Topography in the project area is generally flat. The project will not result in or expose people to landslides or mudflows.				
e) The project would temporarily disturb soils during the construction period. The project requires the preparation of a construction-related Storm Water Pollution Prevention Plan (SWPPP), consistent with section 402 of the Clean Water Act, and construction activities will include implementation of stormwater runoff best management practices (BMPs) identified in the SWPPP. Application of these requirements and measures would prevent substantial erosion or topsoil loss. Following construction, all disturbed areas not paved or covered in rock slope protection would be revegetated to ensure long-term stabilization.				
f) Topography in the project area is generally flat. The project will not result in or expose people to subsidence.				
g) Soils in the project area have been disturbed by more than 100 years of urban development. The road and parking lot improvements are underlain with engineered soils and/or rock base. The project would not expose people or structures to expansive soils.				
h) No unique geologic or physical features occur within the project area.				

References

Bryant, W. A. and E. W. Hart. Interim revision 2007. Fault-rupture hazard zones in California: Alquist-Priolo earthquake fault zoning act with index to earthquake fault zone maps. Special publication 42. California Department of Conservation, California Geological Survey, Sacramento, CA.

California Department of Conservation. Accessed 18 November 2009. Natural hazards disclosure - Seismic Hazards Zones. http://www.consrv.ca.gov/CGS/shzp/Pages/SHMPrealdis.aspx#act_work

El Dorado County. May 2003. Draft environmental impact report for the El Dorado County General Plan, Volume 2, Section 5.9: Geology, soils, and mineral resources.

El Dorado County. 2005. Asbestos review areas, western slope, County of El Dorado, State of California. < <http://www.co.el-dorado.ca.us/emd/apcd/PDF/Map.pdf>>

Taber Consultants. 3 October 2007. Preliminary foundation report, Clay Street Bridge at Hangtown Creek, Placerville, California.

IV. WATER. Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people or property to water related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface				

Mitigation Monitoring and Sign-off footnotes:

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

EIR**NEGATIVE DECLARATION**

Issues (and Supporting Information Sources)	NEGATIVE DECLARATION			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Realignment of the Clay Street Bridge and redesign of the Clay Street/ Main Street/ Cedar Ravine Road intersection will result in minor realignment of the site's drainage. Pre- and post-project surface runoff rates would be the same.
- b) The project will not expose people or property to water-related hazards. The current Clay Street Bridge at Hangtown Creek does not pass 100-year flows. Based on a hydraulic analysis of the proposed design, the proposed bridge deck will surpass the Caltrans 50-year and 100-year flood clearance requirements (Domenichelli & Associates 2009). The hydraulic models showed no difference in post-project water surface elevations downstream from the proposed bridge. The models showed that the upstream water surface elevations would decrease with the new bridge, and water velocities would also slow down through the new bridge. The new bridge will have no negative impacts to the Hangtown Creek floodplain and would not expose people or property to water-related hazards such as flooding.
- c) The bridge replacement will not violate water quality or waste discharge requirements. Water quality objectives will be met through adherence to construction provisions, precautions, and stipulations as described in the National Pollution Discharge Elimination System (NPDES) permit, Section 404 CWA permit, Section 401 CWA Water Quality Certification, and 1602 Streambed Alteration Agreement. Coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) will be obtained. The City will require the contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce or minimize discharge of pollutants from construction activities.
- d) The project would not result in changes to the amount of surface water in Hangtown Creek.
- e) The project would not change the currents, course, or direction of water movements in Hangtown Creek.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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f-i) The project will have no effect on groundwater.

References

Domenichelli & Associates. 14 July 2009. Hydrology/hydraulics report, Clay Street Bridge replacement, El Dorado County, California.

V. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) Air quality management plans are based on land use and growth assumptions evaluated in the regional and community planning documents. The project is listed in the Sacramento Area Council of Government’s 2009/12 Metropolitan Transportation Improvement Program (MTIP; SACOG 2008). All projects included in the MTIP are consistent with the long-term Metropolitan Transportation Plan. Because it was evaluated for, and included in, the MTIP, the project would not conflict with or obstruct implementation of the Plan.

El Dorado County is currently in nonattainment status for the 8-hour ozone national ambient air quality standard (NAAQS). The County is also in nonattainment status for the ozone and PM10 California ambient air quality standards (CAAQS). The El Dorado County Air Quality Management District (AQMD) administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following District rules apply to the project:

- Rule 223 Fugitive Dust – General Requirements
- Rule 223-1 Fugitive Dust – Construction Requirements
- Rule 223-2 Fugitive Dust – Asbestos Hazard Mitigation
- Rule 224 – Cutback and Emulsified Asphalt

These rules regulate fugitive dust (including that potentially containing naturally occurring asbestos, described in more detail below under Item b) generated by construction activities and require appropriate avoidance measures to reduce air quality impacts. Rule 224 relates to asphalt cement that has been liquefied by blending with petroleum solvents.

The AQMD’s Guide to Air Quality Assessment (2002) specifies daily emissions thresholds that can be used to determine the significance of project emissions. Thresholds of significance for specific pollutants of concern are as follows:

- ROG: 82 lbs/day
- NOx: 82 lbs/day
- PM10: AAQS

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project will not generate additional traffic on Clay Street, Main Street, or Cedar Ravine Road. No operational emissions will result from replacement of the Clay Street Bridge or reconfiguration of the Clay Street/ Main Street/ Cedar Ravine Road intersection. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings. Project construction would create short-term increases in ROG, NO_x, PM10, and PM2.5 emissions from vehicle and equipment operation.

The AQMD has established a fuel-use screening threshold for construction emissions of ROG and NO_x. Projects that have an average daily fuel use per quarter of less than 337 gal/day, for equipment older than 1996 model year, or 402 gal/day, for equipment newer than 1995 model year, are determined by AQMD to have less than significant construction emissions of ROG and NO_x (AQMD 2002, Table 4.1). As described in the project description, the project will not exceed the fuel-usage threshold and would therefore result in less than significant construction-related emissions of ROG and NO_x.

Because the project’s construction emissions of ROG and NO_x would fall below the AQMD’s screening threshold, AQMD considers the project’s construction emissions of air pollutants, such as CO, PM10, and PM2.5, to also be less than significant (AQMD 2002, Chapter 4).

- b) Adjacent businesses and residences have the potential to be exposed to PM10, CO, ROG, and NO_x during construction. Exposure of the public to construction-related air pollutants is considered less than significant due to the limited nature of the project and the short-term construction period.

Toxic air contaminants (TAC) are pollutants that pose a present or potential hazard to human health. The California Air Resources Board (CARB) identified asbestos, including naturally occurring asbestiforms, as a carcinogenic TAC in 1986. The majority of the project is mapped by the County as within a quarter-mile buffer for areas more likely to contain asbestos (El Dorado County 2005). The western portion of the project, near Bedford Avenue, is mapped as within an area more likely to contain asbestos or fault line. An inactive north-south fault line is mapped along the same corridor near Bedford Avenue (El Dorado County 2005).

Projects located within designated naturally occurring asbestos review areas on the current El Dorado County Naturally Occurring Asbestos Review Area Map are required to comply with AQMD Rule 223-2: Fugitive Dust – Asbestos Hazard Mitigation. Rule 223-2 requires the City to submit a report prepared by a California-registered geologist that documents the presence or absence of NOA within the project area. If NOA is detected on-site, then the City must prepare an Asbestos Dust Mitigation Plan (ADMP) that describes the measures that will be implemented to limit the potential health risks to a less than significant level. Alternatively, the City may assume that NOA is present on the site and prepare an ADMP without first completing a site survey. ADMPs typically include BMPs for implementing the asbestos dust control measures identified in the El Dorado County Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan. Adherence to the provisions of AQMD Rule 223-2 would reduce human exposure to TACs to a less-than-significant level.

- c) Assembly Bill 32, adopted in 2006, established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gases (GHGs) to 1990 levels by 2020. Senate Bill 97, adopted in 2007, requires the Governor’s Office of Planning and Research (OPR) to develop draft CEQA guidelines “for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions.” The Resources Agency certified and adopted the updated guidelines on December 31, 2009.

GHGs are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (OPR 2008). The primary anthropogenic sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

GHG emissions from the project would be produced from the materials used in the new bridge, road, and intersection construction, as well as construction-related equipment emissions. The project would not result in the generation of additional vehicle trips after construction is complete. GHG emissions resulting from construction activity are short-term in

Mitigation Monitoring and Sign-off footnotes:

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- (A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
nature and limited in scope. Once the reconfigured intersection is operational, the project would reduce GHG emissions due to improvements in vehicular wait times. Thus, over the long term, the project would result in a net reduction of GHG emissions.				
d) Construction activities would involve the use of construction equipment and asphalt paving, which have distinctive odors. Odors are considered less than significant because of the limited number of the public affected and the short-term nature of the emissions.				

References

El Dorado County. 2005. Asbestos review areas, western slope, County of El Dorado, State of California. <<http://www.co.el-dorado.ca.us/emd/apcd/PDF/Map.pdf>>

El Dorado County Air Quality Management District. February 2002. Guide to air quality assessment: Determining the significance of air quality impacts under the California Environmental Quality Act (1st ed.).

Governor’s Office of Planning and Research (OPR). 19 June 2008. Technical advisory: CEQA and climate change: Addressing climate change through California Environmental Quality Act (CEQA) Review. Sacramento, CA. <<http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>>

Sacramento Area Council of Governments (SACOG). 21 August 2008. Metropolitan Transportation Improvement Program 2009/12. SACOG-08-015. <<http://www.sacog.org/mtip/documents/pdf/2008/09/25/Final%2009-12%20MTIP%209-25-08.pdf>>

VI. TRANSPORTATION/CIRCULATION.

Would the proposal result in:

a) Increased vehicle trips, traffic congestion, or level of service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>
g) Rail or air traffic impacts?				

Mitigation Monitoring and Sign-off footnotes:

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

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

Discussion

- a) The Clay Street/ Main Street intersection currently operates at level of service (LOS) F during the PM peak hour. A traffic analysis of projected conditions in the year 2025 revealed that the Clay Street/ Main Street intersection would further deteriorate to LOS F in the AM peak hour, and the Main Street/ Cedar Ravine Road intersection would deteriorate to LOS F in the PM peak hour if the intersections are not improved (Fehr & Peers 2009). Reconfiguration of the existing Clay Street/ Main Street and Main Street/ Cedar Ravine Road intersections into a single 4-way roundabout will reduce traffic congestion and improve level of service. The projected 2025 analysis of the proposed 4-way roundabout indicates that the project would improve the intersection to LOS B in the AM peak hour and LOS C in the PM peak hour (Fehr & Peers 2009), a substantial improvement over existing conditions. The project will not result in an increase in vehicle trips or traffic congestion, or a decrease in level of service.
- b) The project will construct a 4-way roundabout at the Clay Street/ Main Street/ Cedar Ravine Road intersection. Numerous studies have demonstrated that roundabouts are safer than conventional stop-controlled and signalized intersections (Nambisan & Parimi 2007). The project will not present a hazard to safety from design features or incompatible uses.
- c) The 4-way roundabout design accommodates the largest emergency response vehicle likely to pass through the study area. Large emergency vehicles would mount the truck apron adjacent to the central island to complete some turning movements at the roundabout. Emergency response times are not expected to be significantly reduced when compared to No Project conditions. Emergency response circulation may improve through the study area commensurate with the expected reduction in overall intersection delay.
- d) The Ivy House parking lot is a public lot located northeast of the Clay Street/ Main Street intersection. This lot currently provides 72 parking spaces, approximately half of which are designated to lease parking and half of which are available for public parking. The realignment of Clay Street would cross through the Ivy House parking lot, eliminating approximately 15-20 of these parking spaces. The remainder of the lot will be redesigned to provide approximately 35 parking spaces east of the new Clay Street alignment and approximately 22 parking spaces west of the new Clay Street alignment.

The loss of off-street public parking capacity would be a significant impact created by the realignment of Clay Street. With the implementation of the following mitigation measure, the project will not result in a net loss of parking in the downtown area.

Additional parking spaces will be constructed within the downtown area to compensate for the loss of parking at the Ivy House parking lot. Several locations are being considered for replacement parking, including a lot along the west side of Locust Avenue just south of Hwy 50 (approximately 800 ft east of the Ivy House parking lot), along Locust Avenue just north of Hwy 50, and along Main Street just east of C&H Auto Parts.

Mitigation Measure 6.1

MM 6.1 To mitigate for the loss of off-street parking capacity, the City will replace the lost parking capacity at one, or a combination of sites, at the locations discussed in the project description.

- e) Widening of the Clay Street Bridge at Hangtown Creek will improve safety for bicyclists and pedestrians. The 4-way roundabout will have marked crosswalks at all four entrance/exit points, with islands for pedestrian safety and to allow for staged crossing.
- f) In 2005, the City of Placerville adopted the City of Placerville Non-Motorized Transportation Plan (NMTP). The NMTP provides a blueprint for the development of a bikeway system throughout the City, as well as providing for compliance with Caltrans Streets and Highways Code, enabling the City to be eligible to apply for Bicycle Transportation Account funds.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Map 4 of the NMTP shows the locations of the plan’s proposed Class I, Class II, and Class III bike routes in the City of Placerville core. Within the project area, Clay Street, Cedar Ravine Road, and Main Street west of Cedar Ravine Road are proposed as Class III bike routes; Pacific Street and Thompson Way are proposed as Class II bike lanes; and an area within the Hwy 50 corridor between Clay Street and Bedford Avenue is proposed as a Class I bike path.

The project would construct a Class I bike path between Clay Street and Bedford Avenue. This path would be an extension to the mixed-use El Dorado Trail, which currently ends to the east of Clay Street. Portions of Clay Street, Main Street, and/or Cedar Ravine Road will eventually be designated as Class III bike routes. While the routes may not be officially designated as part of the project, the project would not preclude these designations in the future. The project is compatible with the proposed bike route improvements in the NMTP and would not conflict with the plan.

In 2007, the City of Placerville adopted the City of Placerville Pedestrian Circulation Plan (Ped Plan). The Ped Plan expanded the sidewalk inventory of the NMTP to include all areas of the City of Placerville. Additionally, the Ped Plan provides prioritized project proposals and options for funding a subsequent Pedestrian Circulation Improvement Program for the ultimate construction and maintenance of an extensive sidewalk network throughout the City.

Area 6 (Cedar Ravine, Washington) of the Ped Plan shows the locations of the plan’s proposed sidewalk improvements. Within the project area, the Ped Plan proposes a new sidewalk on the east side of Cedar Ravine Road between Main Street and Thompson Way. The Ped Plan also proposes a new sidewalk on the south side of Thompson Way between Main Street to Sierra Elementary School (to the east of the project). The project does not propose to construct either of the sidewalks proposed by the Ped Plan. Along Cedar Ravine Road, project improvements are confined to the northern terminus at Main Street. The project does not preclude the sidewalks identified in the Ped Plan from being constructed in the future. The project is compatible with the goals of the Ped Plan.

g) The project is a road improvement project in an existing urban setting. The project would not affect rail or air traffic.

References

Fehr & Peers Transportation Consultants. 24 November 2009. Final Clay Street realignment project traffic study. Prepared for City of Placerville.

Nambisan, Shashi, S., & V. Parimi. 2007. A comparative evaluation of the safety performance of roundabouts and traditional intersection controls. Institute of Transportation Engineers. ITE Journal.

VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Locally designated natural communities (e.g. oak forest, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Wetland habitat (e.g. marsh, riparian and vernal pool)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion

Discussions of potential impacts to biological and wetlands resources were evaluated in the “Natural Environment Study and Jurisdictional Delineation Report (NES) for the Clay Street at Main Street/ Cedar Ravine Realignment and Clay Street Bridge (25C-0117) at Hangtown Creek Replacement Project” (Sycamore Environmental 2009).

a) Aquatic Amphibians and Reptiles

California Red-Legged Frog (CRLF; *Rana draytonii*)

CRLF is listed as Threatened by the federal Endangered Species Act. Based on the biological studies which include documentation of protocol California red-legged frog surveys conducted in the project area and several miles up- and downstream of the project, a U.S. Fish and Wildlife Service biologist concurred during a field review with Caltrans, that the project is not likely to adversely affect CRLF.

Foothill Yellow-Legged Frog (FYLF; *Rana boylei*)

FYLF is a State species of special concern. This species occurs in woodland and forest areas near streams and rivers, especially near riffles where there are rocks (Stebbins 2003). FYLF require permanent streams in which to reside (Verner and Boss 1980). FYLF were not observed in the project area during the reconnaissance surveys, general biological survey, the delineation fieldwork, or during the protocol California red-legged frog surveys conducted in the project area and within a 2.5 mi radius of the project.

Northwestern Pond Turtle (NWPT; *Actinemys marmorata marmorata*)

NWPT is a State species special of concern. NWPT are associated with permanent or nearly permanent water in a wide variety of habitat types, which include ponds, lakes, streams, irrigation ditches or permanent pools along intermittent streams (Zeiner et al. 1988). NWPT was not observed in the project area during surveys at Hangtown Creek. Hangtown Creek provides potential habitat for NWPT. Cedar Ravine culvert in the BSA is unsuitable habitat.

To avoid potential impacts to aquatic amphibians and reptiles, the project will implement the following avoidance and minimization measures:

- A preconstruction survey for aquatic amphibians and reptiles will be conducted within 48 hours prior to the start of construction activities within the riparian and aquatic habitat in the project area. A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat in the project area. If aquatic amphibians and reptiles are observed in the construction area, construction will cease until a qualified biologist determines that aquatic amphibians and reptiles are not in the construction zone.
- Temporary construction barrier fencing (including sedimentation fencing in some cases) will be installed along Hangtown Creek within the project area. The fencing shall be removed once the construction is completed or by October 15 of the construction year, whichever comes first.
- Environmental awareness training will be conducted prior to onset of project work for construction personnel to brief them on how to recognize aquatic amphibians including CRLF, FYLF, and NWPT.
- If CRLF is encountered in the work area, construction should stop and the U.S. Fish and Wildlife Service contacted for guidance.
- The City of Placerville will implement best management practices to protect water quality and control erosion. A spill prevention and clean-up plan will be prepared.
- Water diversion and stream crossing structures should be based on the California Stormwater Quality Association's Construction Handbook (2003, as amended) which identifies Best Management Practices. Water diversion and stream crossing structures may include the use of clean removable materials, such as, sand bags, Port-a-dams, water bladder dams, K-rails, driven sheet metal coffer dams and trestles. Temporary culvert(s) and/or temporary bridge(s) must be sized to handle reasonably anticipated flows from unanticipated storm events. All water diversion structures shall be removed from the stream zone by October 15, or in a time frame consistent with the Streambed Alteration Agreement.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> Dewatering activities should be based on the California Stormwater Quality Association's Construction Handbook (2003, as amended) which identifies Best Management Practices. Riparian vegetation will be avoided to the maximum extent practicable. Native trees 5 inches dbh or greater that are removed will be replaced in the project area (see Mitigation Measure 7.2 below). 				

Migratory Birds and Birds of Prey

Fish and Game Code 3503.5 protects all birds in the orders Falconiformes and Strigiformes (collectively known as birds of prey). Birds of prey include raptors, falcons, and owls. Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. The MBTA applies to construction activities and construction-related disturbance. Foraging and nesting habitat occurs in the project area for birds of prey and migratory birds. Although no nests were observed during surveys, a nest could become established in or near the project area before construction begins.

If construction begins outside the February 1 to August 31 breeding season, there will be no need to conduct a preconstruction survey for active nests. If a nest becomes active after construction has started, then the bird is considered adapted to construction disturbance. An active nest is one with eggs or unfledged young.

Swallows arrive in mid February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. To prevent establishment of swallow nests on the existing bridge structure prior to construction, the project will implement the following avoidance and minimization measures:

- The contractor can visit the site weekly during the nesting season and remove partially completed nests using either hand tools or high pressure water; or
- Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until bridge demolition occurs.

To prevent potential impacts to migratory birds and birds of prey, the project will implement the following avoidance and minimization measures:

- If construction is scheduled to begin between February 1 and August 31 a qualified biologist shall conduct a preconstruction survey for active nests in the project area and within a 250-ft radius of the project area from publicly accessible areas within 30 days prior to construction. If no active nest of a bird of prey or MBTA bird is found, then no further action is necessary.
- If an active nest of a bird of prey or MBTA bird is found, then the biologist shall determine the size of an Environmentally Sensitive Area (ESA) around the nest. The ESA size shall be subject to City approval. The size of suitable nest buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other situation specific conditions.
- No construction activity shall be allowed in the ESA until the biologist determines that the nest is no longer active.

Special-Status Plants:

Pleasant Valley Mariposa-Lily (*Calochortus clavatus* var. *avius*)

Red Hills Soaproot (*Chlorogalum grandiflorum*)

Brandegee's Clarkia (*Clarkia biloba* ssp. *brandegeae*)

Pleasant Valley mariposa-lily, Red Hills soaproot, and Brandegee's clarkia are on CNPS List 1B.2. Due to the high level of disturbance in the BSA, the only place where these plants could occur is on the hillside behind the auto part store. Although these species were not observed in the project area during the biological surveys, the surveys were conducted at a time when these species may not have been evident and identifiable.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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To prevent potential impacts to special-status plant species, the project will implement the following avoidance and minimization measure:

- If the project requires work on the hillside behind the auto part store, a survey for these plant species will be conducted by a qualified botanist during the evident and identifiable period prior to construction. If the species are not found, no further efforts are necessary. If individuals of these species are found in an area that can be avoided by the project construction footprint, construction fencing will be used to demarcate the area.

If it is determined that any individuals of these species will be affected by construction, the project will implement the following mitigation measure to ensure that potential impacts to special-status plant species are reduced to a less than significant level.

Mitigation Measure 7.1

MM 7.1 The City will propagate individuals of these special-status plant species that will be affected by project construction to a suitable location.

- b) Sensitive natural communities in the project area include riparian forest, montane hardwood-conifer forest, and Hangtown Creek. Impacts to Hangtown Creek are discussed under item c below.

Riparian Forest

Approximately 0.191 ac of riparian forest occur in a narrow corridor along the northern bank of Hangtown Creek in the project area. This community has been disturbed as part of the Hwy 50 Operational Improvements (Ops) Project, which is currently under construction. Trees and shrubs have been removed and rock slope protection has been placed along portions of the banks as part of the sewer line relocation component of the Hwy 50 Ops project.

The trees in the riparian forest occur along the northern bank of Hangtown Creek because retaining walls along the south bank eliminates much of the bank habitat. White alder (*Alnus rhombifolia*) and arroyo willow (*Salix lasiolepis*) are the dominant tree species in this community. Other trees present in lesser abundance are incense cedar (*Calocedrus decurrens*), the nonnative invasive tree-of-heaven (*Ailanthus altissima*), and Lombardy poplar (*Populus nigra*). The shrub layer, where present, is dominated by nonnative, invasive Himalayan blackberry (*Rubus discolor*).

The project would result in the permanent loss of approximately 0.007 ac of riparian woodland in the project area due to the new bridge and rock slope protection on the creek banks. Temporary disturbance of riparian woodland habitat from grading, the staging area, and vegetation clearing could affect up to an additional 0.053 ac.

The project could result in the removal of four white alder trees in the riparian forest. An additional nine trees, consisting of four incense cedars, three white alders, a horticultural maple, and a valley oak could be removed in the landscaped area of the Ivy House parking lot.

Montane Hardwood-Conifer Forest

Approximately 0.658 ac of montane hardwood-conifer forest occur in four disjunct areas of the project area. The montane hardwood-conifer forest community occurs as remnant patches of native vegetation within an urban matrix. Tree canopy is patchy, but California black oak (*Quercus kelloggii*) is the most common tree overall. Valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii* var. *wislizenii*), ponderosa pine (*Pinus ponderosa*), incense cedar (*Calocedrus decurrens*), California buckeye (*Aesculus californica*), Northern California black walnut (*Juglans californica* var. *hindsii*), and knobcone pine (*Pinus attenuata*) are also present. White-leaf manzanita (*Arctostaphylos viscida*) is the dominant species in the shrub layer of this community. The herbaceous layer is composed of native and non-native grasses and forbs.

A total of 0.082 ac of montane hardwood-conifer forest will be temporarily disturbed due to construction. The project will result in the permanent loss of 0.077 ac of montane hardwood-conifer forest. The project will result in the removal of nine trees in the montane hardwood-conifer forest, consisting of eight valley oaks and one coast redwood.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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To prevent potential impacts to riparian forest and montane hardwood-conifer forest outside the active construction area, the project will implement the following avoidance and minimization measure:

- The limits of construction will be marked with temporary fencing to avoid and minimize impacts to riparian forest and montane hardwood-conifer forest that will be retained.

Implementation of the following mitigation measure will ensure that potential impacts to riparian forest and montane hardwood-conifer forest are reduced to a less-than-significant level.

Mitigation Measure 7.2

MM 7.2 Trees removed from the riparian forest, the montane hardwood-conifer forest, and the landscaped area of the parking lot next to Hangtown Creek will be replaced along the northern bank of Hangtown Creek as described in the Compensatory Mitigation and Monitoring Plan (Appendix I of the NES for this project; Sycamore Environmental 2009). Areas temporarily disturbed on the banks of Hangtown Creek not covered with rock slope protection will be hydroseeded as described in the Revegetation Planting and Erosion Control Specifications (Appendix G of the NES; Sycamore Environmental 2009).

c) **Hangtown Creek**

Hangtown Creek is a perennial stream that flows in a westerly direction through the City of Placerville, under Clay Street, and empties into Weber Creek approximately 4.5 river miles (3.8 air miles) west-northwest of the BSA. Flows in Hangtown Creek are supplemented by urban runoff and landscape irrigation. Disturbance to Hangtown Creek from human activities includes historic mining, channelization, and the installation of retaining walls, culverts, and the City sewer pipe. The City of Placerville has a DFG Streambed Alteration Agreement that allows clearing of nonnative vegetation, and trimming/thinning of native vegetation, in Hangtown Creek. The City periodically removes vegetation in Hangtown Creek in the BSA to allow better drainage during high flow events.

The proposed bridge will span Hangtown Creek. Rock slope protection will be installed on the banks of Hangtown Creek in the location of the existing bridge, after the existing bridge is removed. The replacement bridge will result in permanent impacts to 0.021 ac of Hangtown Creek immediately east of the existing bridge. A total of 0.092 ac of temporary impacts to Hangtown Creek will result from disturbance associated with construction of the new bridge.

Cedar Ravine

Cedar Ravine is an intermittent stream that is completely in an underground culvert in the project area. Flows in Cedar Ravine are supplemented by urban runoff and landscape irrigation. The culvert containing Cedar Ravine empties into Hangtown Creek at the Clay Street Bridge. The project would not result in any permanent impacts to Cedar Ravine because Cedar Ravine is already completely in an underground culvert in the project area. Segments of the culvert containing Cedar Ravine would be repaired if damage is uncovered or occurs during construction.

To prevent potential impacts to Hangtown Creek and Cedar Ravine outside the active construction area, the project will implement the following avoidance and minimization measure:

- During construction, water quality will be protected by implementation of best management practices to minimize the potential for siltation and downstream sedimentation of Hangtown Creek. Minimization efforts will include marking the limits of construction with temporary fencing to prevent affecting Hangtown Creek unnecessarily. Impacts will be minimized by conducting in-stream work between 15 April and 15 October, unless DFG provides approval of work outside that period.

Implementation of the following mitigation measure will ensure that potential impacts to Hangtown Creek and Cedar Ravine are reduced to a less-than-significant level.

Mitigation Measure 7.3

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
MM 7.3 The banks of Hangtown Creek will be revegetated with native plants via hydroseeding and tree planting. See mitigation measure 7.2 above.				

d) The project will not substantially interfere with the movement of native resident fish or wildlife. Construction of the project could temporarily disrupt movement of native fish and wildlife species that occur in the Hangtown Creek corridor. Daytime construction activities will not disrupt nocturnal wildlife movement. Completion of the project will not impede use of the project area by fish or wildlife.

References

Sycamore Environmental Consultants, Inc. December 2009. Natural environment study and jurisdictional delineation report for the Clay Street at Main Street/ Cedar Ravine realignment and Clay Street Bridge (25C-0117) at Hangtown Creek replacement project, Placerville, CA.

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-c) The project would improve traffic conveyance in downtown Placerville. The project would not conflict with an adopted energy conservation plan, use non-renewable resources in a wasteful and inefficient manner, or affect known mineral resources.

IX. HAZARDS. Would the proposal involve:

a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) The creation of any health hazard or potential health				

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	NEGATIVE DECLARATION			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing and re-striping materials). Hazardous materials would only be used during construction of the project, and any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- b) The project will improve traffic circulation within the project area and will not interfere with an emergency response plan or emergency evacuation plan. During construction, the section of Clay Street in the project area will be temporarily closed for bridge replacement and road realignment work. A detour around the closed road section will be flagged, and the City will implement a public information campaign to educate citizens about the project and the detour.
- c) The project will improve traffic conditions in downtown Placerville and will not create a health hazard or potential health hazard.
- d) Taber Consultants completed an Initial Site Assessment (ISA) of the project area, which included a reconnaissance survey, identification of past uses of the project area, and a review of local, state, and federal hazardous substances databases (Taber 2009). Taber found evidence of hazardous substances and/or petroleum products within the project area during the ISA investigation that qualify as recognized environmental conditions (RECs; Taber 2009).

The first of the two RECs identified within the project area is located at 595 Main Street, former Union gas station and current Ivy House Parking Lot. The disposition of the gasoline underground storage tanks (USTs) is unknown. During March 11, 2009 trenching activities, hydrocarbon odors were detected in a 6-foot-deep trench excavated in the south-central portion of the parking lot near where the former Union gas station was located. Based on the distance relative to the project area, the up-gradient location, and the shallow depth to groundwater, the former gasoline service station is considered a REC and anticipated to be a source likely to affect the project area.

The second of the two RECs identified within the project area also occurs on the Ivy House Parking Lot parcel. A 4-foot by 12-foot heating oil UST was observed in the northern portion of the parcel by general contractor Joe Vicini during the Ivy House retaining wall failure repair in November, 1994. It was reported that the UST was removed at that time. Taber did not observe current or historical evidence of heating oil USTs in this portion of the project area during their site visit. The site is also not listed on any public hazardous substances databases. Based on the distance relative to the project area, the up-gradient location, and the shallow depth to groundwater, the heating oil UST is considered a REC and anticipated to be a source likely to affect the project area.

Based on the presence of the two RECs within the project area identified during the ISA, Taber concluded that the potential for the proposed construction to encounter existing hazardous materials within the project area is generally moderate. To avoid exposure of people to these potential health hazards, the project will implement the following avoidance and minimization measures:

- The City will conduct a geophysical survey, including ground penetrating radar (GPR), in the former 595 Main Street service station footprint to identify the potential for USTs not removed during site demolition activities.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the geophysical survey, soil borings may be needed to determine the potential for soil and groundwater impacts to this area of the project site.

- The City will conduct soil borings to address potential soil and groundwater impacts from the reported heating oil UST identified in the vegetated area north of the Ivy House parking lot.
- Soils with non-hazardous levels of contaminants may be reused within the project limits. Soils with hazardous levels of contaminants would be disposed of at an appropriate landfill.

Soils within the project area may contain naturally occurring asbestos (NOA). NOA is discussed in Section V.b above.

- e) The project is located in an urban area and will not result in an increased risk of wild fires.

References

Taber Consultants. 2 November 2009. Initial site assessment, Clay Street Bridge replacement project, Placerville, California. Prepared for Quincy Engineering, Inc.

X. NOISE. Would the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) An increase in existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of people to severe noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) The project would not result in an increase in existing noise levels. No new traffic lanes are being constructed, and the project will not generate additional traffic.
- b) Construction of the project will involve the use of heavy equipment. The equipment could generate increases in the ambient noise level outside of the project area. However, these increases would be temporary and periodic and would occur during normal working hours.

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a-c) The project will not result in new or altered fire protection, police protection, or schools.

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) The project will not result in new or altered road maintenance activities. Clay Street, Main Street, and Cedar Ravine Road are already publicly maintained. The project would extend the multi-use El Dorado Trail and create new parking areas in the downtown area. These facilities would require infrequent, low-level maintenance.
- e) The project will not result in other new or altered governmental services.

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

a) Power?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a–g) The project will not result in a need for new utility or service systems. The project will require utility relocations within the project area to accommodate the proposed road and bridge geometry.

XIII. AESTHETICS. Would the proposal:

a) Affect on a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a demonstratable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Hwy 50 is a state-designated scenic highway in the vicinity of the project. The project occurs within an urban area and will not significantly alter the views of downtown Placerville as seen from the eastbound lane of Hwy 50. An existing row of trees occurs along the southern edge of Hwy 50, which partially obscures the view. The effect of the project on the scenic highway is less than significant.
- b) Construction of the project would result in a physical change to the visual characteristics of the immediate project area by replacing the existing bridge with a new bridge structure, reconfiguring the existing off-street parking, and reconfiguring the two existing 3-legged intersections into a single 4-legged roundabout. The design of the replacement bridge will be

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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consistent with the existing visual character of bridges in the area. The City of Placerville adopted the Main Street Streetscape Design Development Plan (Hyden 2005) which calls for 4-legged roundabout as the preferred intersection for Main Street/Clay Street/Cedar Ravine. It is visually consistent with the recommendations of the Plan.

Realignment of Clay Street would eliminate a handicapped-accessible viewing area overlooking Hangtown Creek at the north edge of the Ivy House parking lot. The landscaped creek overlook and streetside landscaping are important visual resources and are maintained by the City of Placerville Community Pride organization. Where feasible, existing landscaping will be excavated and maintained during construction. Following the intersection reconfiguration, the excavated landscape plants will be transplanted to new locations within the project area. The City will inventory and label the transplanted plants and keep the monument/recognition plaques associated with them. The replanted plant locations will be shown on the project’s landscape drawing. The new El Dorado Trail segment between Clay Street and Bedford Avenue would provide handicapped-accessible viewing opportunities of the creek corridor to offset the loss of the existing viewing area at the north edge of the Ivy House Parking Lot.

- c) Lighting in the project area will remain approximately the same as current lighting, with minor rearrangement of fixtures to accommodate the redesigned intersection and parking areas.

References

Hyden, C. G. July 2005. City of Placerville Main Street streetscape design development plan. Prepared for the City of Placerville.

XIV. CULTURAL RESOURCES. Would the proposal:

a) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect historical resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) No paleontological resources were identified within the project area (Tremaine & Associates 2010a, 2010b). The project would not likely impact paleontological features. However, there is the possibility of accidental paleontological discoveries during construction-related ground-disturbing activities. This is considered a less-than-significant impact because the project would implement County policies and CEQA statutes and guidelines to protect paleontological resources. These policies include stopping all work in the vicinity of the discovered resources and requiring that a professional paleontologist complete a determination of their significance prior to resuming any work in the area of the discovery.

b) No archeological resources were observed within the project area during the cultural resource surveys or during the trenching conducted for the Extended Phase I (XPI) cultural study (Tremaine & Associates 2010a, 2010b). The project would not likely impact archeological features. There is the possibility of unanticipated archeological discoveries during construction-related ground-disturbing activities. This is considered a less-than-significant impact because the project would implement County policies and CEQA statutes and guidelines to protect archeological resources. These policies include stopping all

Mitigation Monitoring and Sign-off footnotes:

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

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

work in the vicinity of the discovered resources and requiring that a professional archeologist complete a determination of their significance prior to resuming any work in the area of the discovery. In the event that any human remains or any associated funerary objects are encountered during construction, the El Dorado County coroner will be contacted immediately, in accordance with CEQA and Section 7050.5 of the California Health and Safety Code. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

- c) One historical resource was identified within the project area. The Druid Monument is a monument placed at the intersection of Cedar Ravine and Main Street in 1926 to commemorate the Placerville chapter of the Ancient Order of Druids (TREMACHINE & Associates 2010). Placerville’s Druid Grove (i.e., chapter) was founded in 1859 by Frederick Sieg, and was the first Druid Grove in California. The Druid Monument was designed in 1926 by architect/sculptor, J.A. Porporato. The Druid Monument was erected 66 years after the Order was instituted in California.

In 1899, the San Francisco Call, noted that Placerville had become the Druids Mecca. The monument’s placement, at the intersection of Main Street and Cedar Ravine Street, is not associated with a meeting place. The Grand Grove of the United Ancient Order of Druids (UAOD) was known to gather for their Annual Session of the Grand Grove at Placerville’s Masonic Temple. An alternative gathering place (outdoor venue) is at the gravesite of Frederick Sieg at the Union Cemetery. His grave is marked by a monument erected in 1895. The current Grand Secretary of the UAOD Grand Grove in Pinole, CA was contacted regarding the monument’s history and project activities.

The Druid monument is a stone pillar mounted on a raised rectangular base. Affixed to the Monument is the Druid emblem, consisting of a cromlech or dolmen (a large flat megalith laid across two upright megaliths) upon which rests a flaming pyre surmounted by a crossed spear and long handled sickle, oaks, mistletoe, a daffodil, and the eye of providence, power, and protection set in a triangle at the top. This emblem symbolizes the United Ancient Order of Druid’s dedication to philanthropic work, their values and contributions, valued by the generation that erected the monument. A commemorative plaque is located on the pedestal of the monument. A crosswalk is present on Cedar Ravine Road approximately 20 feet south of the monument. The City of Placerville ordinance 8-16-1 (Ord. 1519, 2-28-1995) precludes persons from accessing the monument, any portion thereof, or any structure appurtenant thereto.

The Main Street/Cedar Ravine intersection has changed noticeably since 1926. The Ivy House was demolished in 1962. A gas station and motel east of the Ivy House were demolished by the late-1950s. The Methodist Episcopal Church on the southeast corner of Main Street and Cedar Ravine was demolished. The corner is now occupied by the C&H Motor Parts store. The church hall was demolished in 1936 and replaced by a house. The lumber yard and associated buildings on the southwest corner of Main Street and Cedar Ravine was replaced with the Inter-County Title Company building in 1973.

The City of Placerville ordinance 8-16-3 (Ord. 1519, 2-28-1995), says the City “...recognizes that the primary use of the Bell Tower monument and the Druid monument is as historic monuments...” The Druid Monument is potentially eligible for listing on the National Register of Historic Places (NRHP) and the California Register of Historic Places. The monument may embody 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 that could contribute to its eligibility.

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment (CEQA Guidelines 15064.5(b)). Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource (CEQA Guidelines 15064.5(b)(3)).

Mitigation Monitoring and Sign-off footnotes:

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

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The California Register of Historical Resources, Section 4582 in the California Code of Regulations (CCR), Title 14, Chapter 11.5, defines the term “object” to include fountains, monuments, and sculptures. CCR 4852(d)(1) says:

“The Commission encourages the retention of historical resources on site... However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. An historical resource should retain its historic features and compatibility in orientation, setting, and general environment.”

The Main Street/ Cedar Ravine Road roundabout design requires the monument to be relocated approximately 35 ft to the north. The relocation will retain the historic use of the monument and preserve the historic character of the monument as it will require minimal change to its distinctive materials, features, and spatial relationships. The City of Placerville will retain a person or firm experienced with monument installation to disassemble and temporarily store it during construction. Prior to its removal and temporary storage, detailed measurements and photo-documentation of the monuments distinctive materials, features, finishes, and construction techniques will be obtained by the project contractor to aid the reassembly and installation of the monument within the roundabout. Once the roundabout is constructed, the monument will be reassembled.

In 2007 the monument was damaged as the result of a truck accident. Several repairs were made following the 2007 accident while other repairs were deferred. Deferred repairs will be undertaken during reassembly and installation of the monument and will emphasize repair of the existing feature rather than replacement. If replacement of any part of the monument is required the new replacement part will match the old in design, color, texture, and, where possible, material. Upon its reassembly and reinstallation, the City of Placerville will invite members of local Druid chapters to participate in the dedication of the monument in the new roundabout. New signage will be provided in a safe location outside the roundabout for pedestrians to view.

No other historical resources would be affected by the project. The project’s affect on historical resources would be less than significant. Implementation of the following mitigation measure will ensure that potential impacts to the Druid Monument are reduced to a less-than-significant level.

Mitigation Measure 14.1

MM 14.1 Relocate the Druid monument to the center of the new roundabout following the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

d–e) There are no unique ethnic cultural values or religious or sacred uses within the project area.

References

Tremaine & Associates, Inc. April 2010 (2010a). Draft archaeological survey report, Clay Street realignment and bridge (25C-0117) replacement project, El Dorado County, CA. Prepared for the City of Placerville.
 Tremaine & Associates, Inc. April 2010 (2010b). Draft extended Phase I report, Clay Street realignment and bridge (25C-0117) replacement project, El Dorado County, CA. Prepared for the City of Placerville.

XV. RECREATION. Would the proposal:

- a) Increase the demand for neighborhood or regional parks or other recreational facilities?

Mitigation Monitoring and Sign-off footnotes:

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

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

Discussion

- a) The project would construct an extension of the mixed-use El Dorado Trail between Clay Street and Bedford Avenue. Currently, the El Dorado Trail ends on the east side of Clay Street, north of Hangtown Creek. Extension of the El Dorado Trail in this area would contribute to the long-term goal of establishing a continuous trail corridor stretching from the western end of the County to the eastern end. Extension of the trail may also increase usage of the trail by the local and regional population.
- b) The project would eliminate a handicapped-accessible viewing area overlooking Hangtown Creek at the north edge of the Ivy House parking lot. The new El Dorado Trail segment between Clay Street and Bedford Avenue provides handicapped-accessible viewing opportunities of the creek corridor to offset the loss of the existing viewing area. Therefore, the net impact on recreational opportunities in the project area would be less than significant.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Project impacts are less than significant with incorporation of the mitigation measures described in sections I through XV.
- b) The project is intended to provide improved traffic conveyance in downtown Placerville and enhanced recreational opportunities along the El Dorado Trail and would result in beneficial effects.
- c) The project will not result in cumulatively considerable impacts.

Mitigation Monitoring and Sign-off footnotes:

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