

**ATTACHMENT 1**

**Revisions to RFP ATTACHMENT E**

**ARTICLE XVIII – INDEMNITY**

Where the services to be provided by CONSULTANT under this Agreement are design professional services, as that term is defined under Civil Code Section 2782.8, CONSULTANT agrees to indemnify, defend and hold harmless, the CITY, its officers, officials, employees and volunteers from any and all claims, demands, costs or liability that actually or allegedly arise out of, or pertain to, or relate to the negligence, recklessness or willful misconduct of CONSULTANT and its agents in the performance of services under this contract, but this indemnity does not apply to liability for damages for bodily injury, property damage or other loss, arising from the sole negligence, active negligence or willful misconduct by the CITY, its officers, official employees, and volunteers. If it is finally adjudicated that liability is caused by the comparative active negligence or willful misconduct of the CITY, then CONSULTANT's indemnification and defense obligations shall be reduced in proportion to the established comparative liability of the CITY and shall not exceed the CONSULTANT's proportionate percentage of fault.

As respects all acts or omissions which do not arise directly out of the performance of design professional services, including but not limited to those acts or omissions normally covered by general and automobile liability insurance, CONSULTANT agrees to indemnify, defend and hold harmless the CITY, its officers officials, employees and volunteers for an against any claim, demands, losses, liability of any kind or nature arising out of or in connection with the CONSULTANT's performance or failure to perform under the terms of this contract, excepting those which arise out of the active negligence, sole negligence or willful misconduct of the CITY, its officers, officials, employees and volunteers.

# Placerville Drive Development and Implementation Plan

Final Preferred Vision Plan

Adopted on March 9, 2009

FINAL REPORT

June 30, 2009

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## Placerville Drive Development and Implementation Plan Final Preferred Vision Plan

### Executive Summary

The Placerville Drive Development and Implementation Plan was prepared in cooperation with the City, the community, and El Dorado County Transportation Commission, under funding from a Sacramento Area Council of Governments Civic Engagement (SACOG) grant. This final report outlines the objectives and vision for future development of the Placerville Drive corridor and environs, and is the product of a year long public outreach process. As a result of these public meetings, the community's overarching goal is to establish the Placerville Drive area as an attractive destination with its own sense of place, and less of a thoroughfare. The plan discusses the purpose of the Preferred Vision Plan, the development program for future uses, the streetscape design elements and circulation changes, the character of new development, and the implementation measures and action strategies to achieve the vision within a 10-year phasing horizon, including an outline of possible funding sources for new public improvements.

The purpose of the Preferred Vision Plan is to provide a community-based and endorsed document by which the City of Placerville and the community can endeavor to revitalize the corridor and its adjacent lands using a common foundation. The Preferred Vision Plan is closely related to and reflects the SACOG Blueprint principles.

The Preferred Vision Plan, which was adopted unanimously by the Placerville City Council on March 9, 2009, proposes an intensification and mix of land uses in order to attract more businesses and patrons to the area. By providing greater opportunities for retail shops, restaurants, professional offices and services, residential over retail uses, as well as overnight lodging and entertainment uses throughout the Placerville Drive area, the stage has been set for the revitalization of the corridor. Also included are more public open spaces, new lane configurations for Placerville Drive, continuous sidewalks and bike lanes, as well as a multi-modal transportation facility. To provide a more holistic vision, other urban design components and land use changes have also been recommended for the lands adjacent to the corridor. The principal elements of the plan as reflects in the Vision Poster on page 3 of this document are as follows:

- A Central Village Core
- New Mixed Use Development
- An Entertainment District
- More Commercial Uses
- Enhancement of the El Dorado County Fairgrounds
- A Variety of Open Spaces
- A Multi-modal Transportation Center

The changes proposed to the corridor and adjacent lands will likely occur gradually over time depending on the willingness and ability of property owners to renovate or build, and on the availability of funding mechanisms used to implement the public right-of-way improvements as presented in the plan.

This report also describes the streetscape beautification program to enhance the attractiveness and safety of the corridor for pedestrians, bikes and vehicles alike. The three aspects of the streetscape discussed are:

- the broader future circulation changes;

- future travel lane configuration changes; and,
- the character and amenities to be provided such as landscaping and furnishings.

These changes represent the community's vision and concepts and will require further design development before they can be implemented. As the built environment of the corridor transforms in the future with renovation of existing buildings or with new development projects, it is the community's goal to create a special and unique architectural character for Placerville Drive. General objectives or guidelines are provided for site planning, landscaping, and architecture.

Finally, In order to implement the Preferred Vision Plan there are a series of recommended actions that will need to be taken by the City and the Placerville Drive Business Association over time. The implementation section discusses the general implications of the key elements of the plan as well as the strategies of implementation including action steps, phasing of those actions, and possible funding sources.

The important next steps toward implementing the Placerville Drive Development Plan include property negotiations for revised rights of ways, streetscape design development, additional studies to substantiate the preferred land use types, revisions to the capital improvement program, and updating the City's planning documents. The suggested action items are phased over the next ten years.

The City of Placerville will need to use a variety of funding mechanisms in implementing the vision for the corridor. These would include the formation of a Landscape and Lighting District, development impact fees, the formation of Business Improvement District, generating parking revenues, pursuing a Pacific Gas and Electric Rule 20A utility undergrounding program, and obtaining as much potential grant funding as possible.





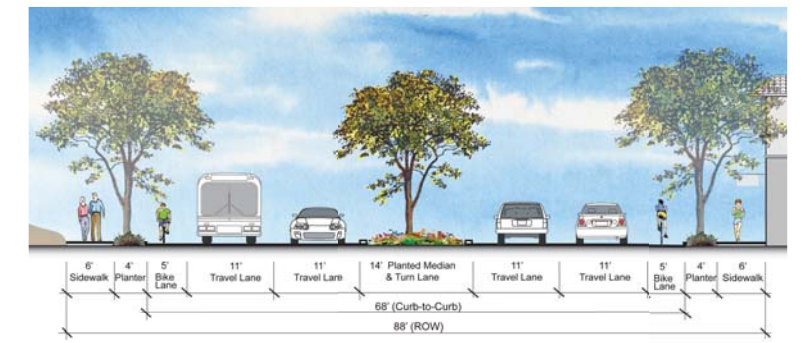
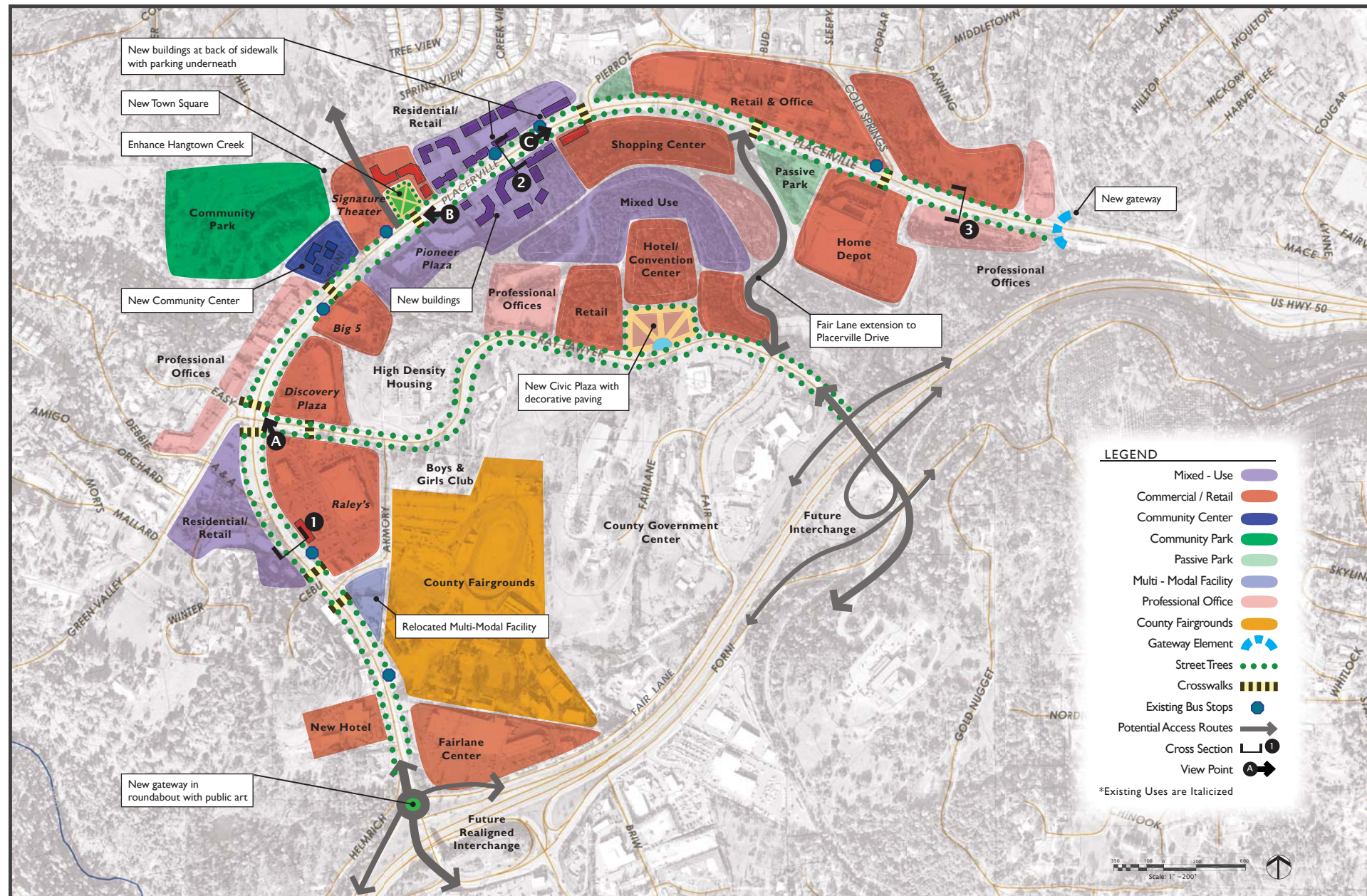
**A** Enhanced pedestrian-oriented streetscape and building orientation



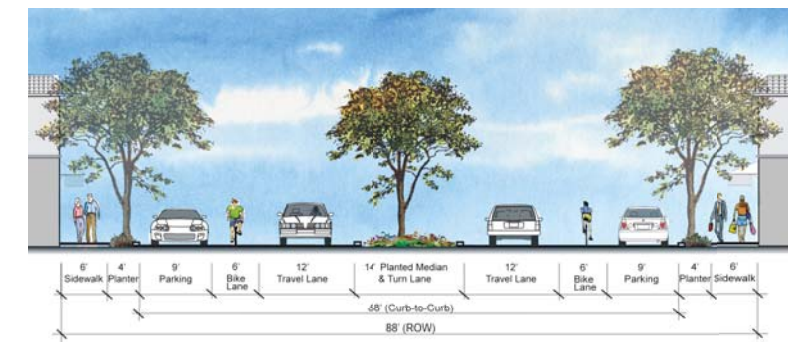
**B** Potential aesthetic quality of new Town Square and Signature Theater



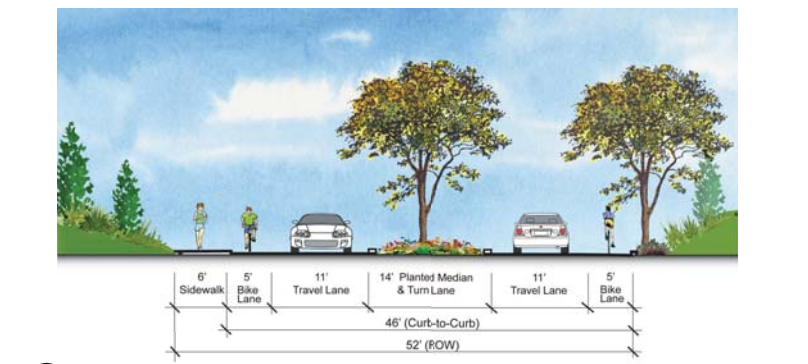
**C** Streetscape/median improvements along Placerville corridor



**1** Cross-Section from Western Highway 50 Interchange to Ray Lawyer Drive



**2** Cross-Section of Ray Lawyer Drive to Cold Springs Drive



**3** Cross-Section of Cold Springs Drive to the Eastern Highway 50 Interchange



## I. Introduction

The Placerville Drive Development and Implementation Plan (the Plan) as set forth in this report will guide the future development of the Placerville Drive corridor including new land uses and streetscape improvements. The urban design or “Preferred Vision Plan” was developed as a basis to revitalize the corridor. The vision plan is based on the issues and ideas that were the focus of two public workshops, meetings with key stakeholders in the corridor and the Placerville Drive Business Association, and coordination with the El Dorado County Transportation Commission (EDCTC) mobility study for the corridor.



Looking north on Placerville Drive

During these meetings, community members repeatedly expressed the following goal: ***“To enhance the Placerville Drive area as an attractive destination and less of a thoroughfare.”***

## II. Purpose of the Development and Implementation Plan

The purpose of the Plan is to provide a community -based and supported foundational document which the City of Placerville, the Placerville Drive Business Association, and the local community can use to revitalize the corridor and its adjacent lands with a common vision. The changes proposed to the corridor and adjacent lands will likely occur gradually over time and are dependent on private sector market forces, public and private investment and the willingness and ability of property owners to renovate or build. The public right-of-way streetscape improvements will be implemented as public funding mechanisms become available.

The vision is directly related to the Sacramento Area Council of Governments (SACOG) Blueprint principles by :

- Treating the corridor as a unique destination, and capitalize on its past,
- Providing for more compact development and more pedestrian accessibility ,
- Incorporating a mix of land uses
- Assuring safe pedestrian, bike, and vehicular circulation,
- Providing access for, and to, multiple modes of transportation, and
- Providing opportunities for appropriate economic development, through infill and transformation of underutilized parcels.



### III. The Preferred Vision Plan Program

The Goal:

***“To intensify and introduce a new mix of uses in order to create more visitor attractions and patrons to the Placerville Drive area.”***

The Preferred Vision Plan was created by combining the preferred features of the “Eastern Village” and “Central Village” alternatives that were crafted and endorsed during the community outreach process. The Preferred Vision Plan proposes an intensification and mix of uses in order to attract more patrons to the area, by providing more opportunities for retail shops, restaurants, professional offices and services, residential over retail, as well as overnight lodging and entertainment uses throughout the Placerville Drive area. Also included are more public open spaces and new lane configurations, continuous sidewalks and bike lanes, as well as a multimodal transportation facility. To provide a more holistic vision, other urban design components and land use changes have also been recommended for the lands adjacent to the corridor. The principal elements of the plan are as follows:



The Central Village Core



The Oetting Property Project Site



Retail and office uses near Cold Springs

#### A. Central Village Core

Comprised of a mix of retail and residential uses that are centrally located to the Placerville Drive area from Pierroz Road to the theater area, adjacent to Hangtown creek and flanking both sides of Placerville Drive. Considered a catalyst site, the focus of the village core would be a public town square.

#### B. Mixed Use

Development including residential and retail in the Village Core, and in other locations along the corridor, including the Oetting parcel catalyst site adjacent to Placerville Drive.

#### C. An Entertainment District

To provide more nighttime uses for families and visitors, in vicinity of the Regal Theater and in combination with other retail uses.

**D. More Commercial Uses**

To include good quality restaurants, overnight lodging (ie near Hwy 50 interchange and on the Oetting property), and office professional and personal services. The existing formula business development and highway oriented commercial uses will remain.

**E. Enhance the El Dorado County Fairgrounds**

With more modern facilities to serve the county and the city on a day-to-day basis. New facilities could include; an indoor/outdoor theater, park and active recreation uses, modernized kitchen facilities and large event meeting halls. Convenient access to the multi-modal center. In order to make this happen, the city should explore enhanced liaison activities with multiple jurisdictional entities such as El Dorado County and the Fair Board.

**F. A Multi-modal Center**

At Vets Hall parcel on Placerville Drive and/or at current location back of Raley's market. Convenient for users of the fairgrounds amenities year-round. This effort is part of the EDCTC planning effort

**G. A Variety of Open Spaces**

Of differing sizes and passive or active uses, to include:

- A Town green in Village Core
- A Town plaza on Oetting property fronting on Ray Lawyer Drive
- A Community Park and center on Vicini property including Hangtown Creek
- A Pocket park at Pierroz and Placerville Drive
- A Passive park west of Home Depot along the creek
- Potential enhancement of Hangtown Creek as an open space amenity.

It should be noted that this is a preliminary mix of uses being proposed. To assure economic success a market study is recommended to assess the proposed uses and/or recommend other viable uses for the corridor area. This is particularly important since a community goal is to protect against competing with the downtown uses in order to protect its viability, and to offer uses that are different to those found in the Missouri Flat area just down the road.

**IV. Circulation**

The Goal:

***"To improve circulation on Placerville Drive by balancing the needs of all users of the corridor."***

This includes provision of; good, safe vehicle traffic flow and turning movements, traffic calming techniques to reduce speeds, safer pedestrian and bike access and crossings, and maintain good access to the existing and new businesses. Since the majority of these objectives have been addressed by the EDCTC Multimodal Study, this section focuses on other issues associated with the recommended road improvements.

The City has allowed some of the property owners and businesses along Placerville Drive to use the excess rights-of-way for on-street parking to serve them, As the properties are renovated the City will work with those property owners to arrange for other parking arrangements or alternative means of transportation to formally secure the necessary legal rights-of-way to accommodate the streetscape design project.

In order to manifest some of the land use changes envisioned for the corridor, external traffic demands will need to be alleviated by providing alternative routes in vicinity of Placerville Drive area. The city is exploring other connections and routes which would address this issue, which may have the positive result of reducing the projected traffic demand as described in the General Plans EIR. Therefore, proposed changes to circulation should include:



Example of a continuous driveway

- A future direct extension of Ray Lawyer Drive across Placerville Drive to provide an alternative route from Highway 50 to Cold Springs Road. This is one of many alternatives being considered by EDCTC relating to the Highway 49 Corridor Realignment Study that is underway at the time of this writing.
- Connect Fair Lane to Placerville Drive as part of the Oetting property development.
- Create gateway elements at intersections with Hwy 50 to announce arrival to Placerville, including the roundabout at the western interchange.
- Provide Class II Bike Lane and continuous sidewalks.
- Facilitate driveway consolidations to reduce vehicle turning movements and pedestrian conflicts.
- Provide landscaped medians with turn lanes for; traffic calming, regulating turn movements, and increasing corridor beautification.

There are some important right-of-way challenges to be addressed and resolved before the road improvements can be designed or installed, and these are discussed further in Section VIII. Implementation.

The opportunity to fund the widening of Hangtown Bridge will only come once and as such it will need to be structurally wide enough to accommodate four 11' travel lanes should future traffic demand warrant it. Since the widening project has not yet been designed an alternative interim treatment is being suggested. The widened bridge could include two 11' travel lanes, a 12' decorative median, two 16' multiuse paths (pedestrian and one way bike lane) on each side. For added safety an additional 1' wide barrier in the form of a low decorative wall or curb, or alternatively a landscape buffer should be provided between the multiuse path and the travel lanes.

The appropriate future road configuration for Placerville Drive was largely determined by a separate transportation study conducted by the EDCTC. However, the transportation study and land use visioning efforts were conducted simultaneously, so that there would be harmony between the proposed land uses and circulation changes. The EDCTC study process included input from an advisory committee and two public workshops. After much deliberation, three road configurations were selected for the entire corridor to fit within the existing rights of way where feasible.

The road segments were designed to accommodate the different land use subareas envisioned for the corridor. A wider four-lane configuration is more appropriate for the highway-oriented uses in the vicinity of Highway 50 from the interchange to Ray Lawyer Drive. A two lane with center median and turn pockets is more suitable for the creation of a pedestrian oriented village core. The three road segments are described in further detail below.

V. Travel Lanes

The Goal;  
*“To provide safe, attractive, and well defined travel lanes, and crosswalks, as well as continuous sidewalks and bike lanes.”*

The following section describes the road cross sections and their locations. With the inclusion of planter strips and sidewalks, the proposed new road sections would be improved as follows:



Desired Streetscape character in some areas

- Highway 50 west to Ray Lawyer Drive. This 88’ right-of-way is to include: four 11’ wide travel lanes, a 14’ center median with turn pockets, two 5’ bike lanes (66’ curb-to-curb) and no on-street parking, and a 4’ planter strip at the street edge of a 6’ sidewalk. (see Figure 1)

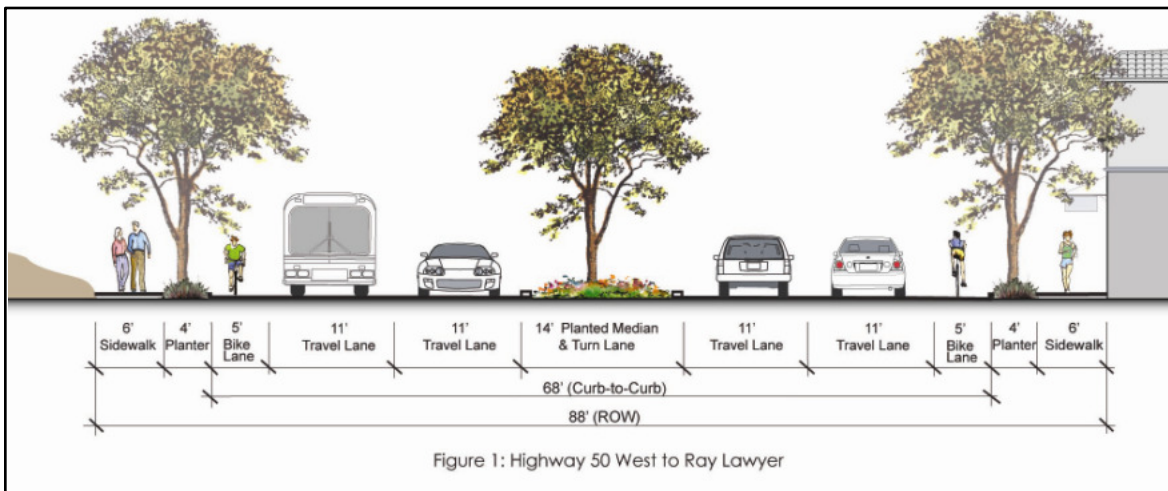
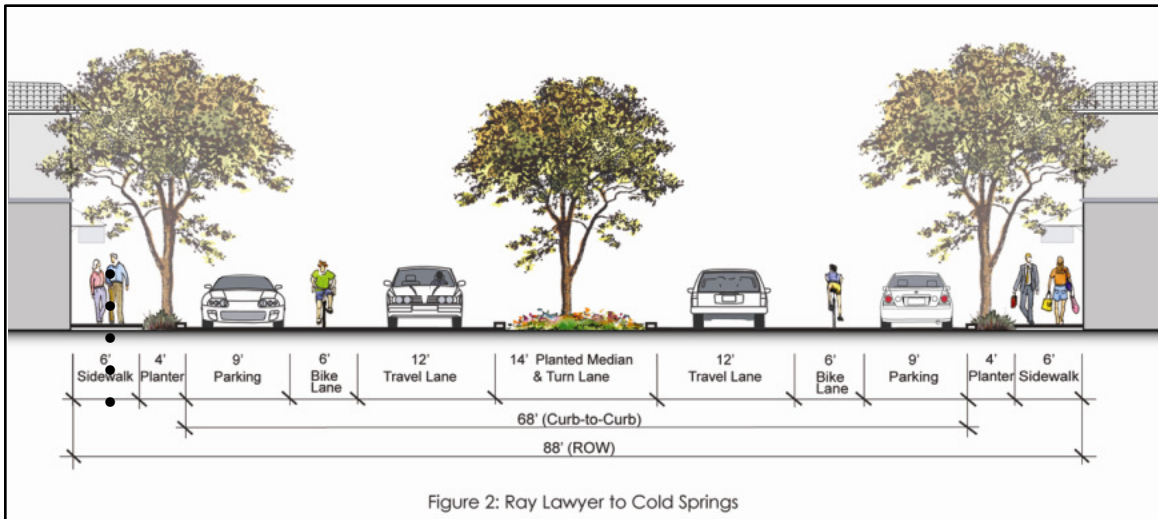


Figure 1: Highway 50 West to Ray Lawyer

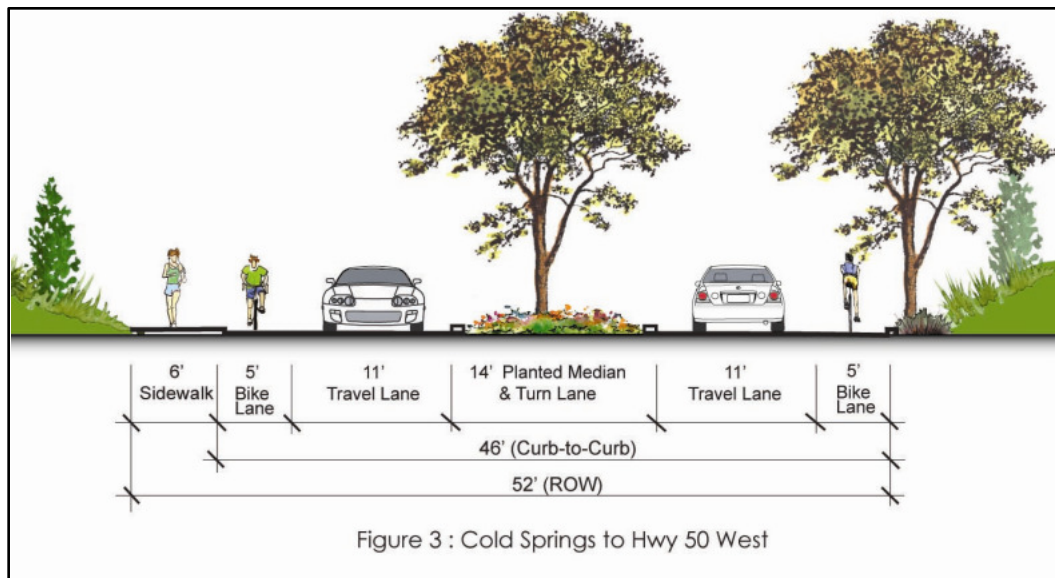
- Ray Lawyer Drive to Cold Springs Road. An 88’ ROW to include: two 12’ travel lanes, a 14’ center median with turn pockets, two 6’ bike lanes, and two 9’ parallel parking lanes. A 4’ planter strip at the street edge of a 6’ sidewalk. (see Figure 2)

The bike lanes and parking lanes are wider than normal standards along this stretch of Placerville Drive to be “convertible” should the future traffic demand in the corridor increase beyond the capacity of a three lane road. In the future the lane widths for the ROW between Ray Lawyer and Cold Springs may be reduced to 11’, the parking lanes can be re-stripped as 11’ travel lanes, and the bike lanes can be narrowed to 5’. Therefore, the lane configurations would still fit within the curb-to-curb right of way as built, and not require reconstruction.





- Cold Springs Road to Hwy 50 East interchange. A 52' ROW to include: two 11' travel lanes, one 14' median with turn pockets where feasible, two 5' bike lanes, one 6' sidewalk/pedestrian path on the south side only. (see Figure 3). Or alternatively, the bike and pedestrians could share a 12' multi-use path on the south side. If feasible, the multiuse path could be aligned on the south side of the creek east of the Home Depot parcel, if private property owners were willing to accommodate it.



There are some critical challenges to achieving the new road improvements. For example, there are reaches of Placerville Drive where the right-of-way narrows to 80'. Those areas will require some form of public access agreement to accommodate the sidewalks, such as access easements or property acquisition. In addition, some properties use the road right-of-way as a continuous pull-in driveway and parking.



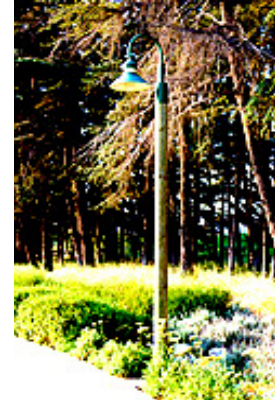
## VI. Streetscape Improvements

The Goal:

*“To create an attractive streetscape while increasing pedestrian and bike safety and comfort along the corridor.”*

The character of the streetscape plays a large role in the attractiveness of a place to visit and patronize, for pedestrians, bikes and vehicles alike. Some fine examples of attractive landscaping exist in the corridor but it is spatially inconsistent along the corridor and the community desires a streetscape beautification program. Pedestrian comfort is also considered since seasonal climate changes can be extreme in the Sierra foothills.

The new amenities of the streetscape to be provided include street furniture, lighting and landscaping. These changes represent the community’s vision or concept and will require further design development and plant specification before they can be implemented.

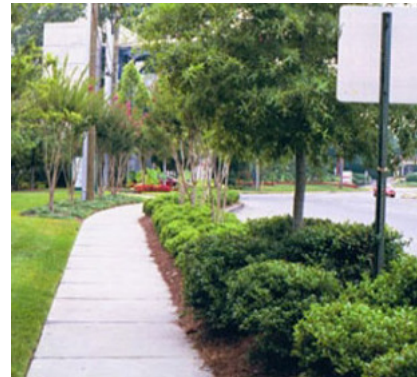


Pedestrian Scale Lighting

### A. Amenities

The desired streetscape improvements include:

- Provide more street trees and landscaping throughout, including on developed parcels.
- Strategically place planted medians on Placerville Drive.
- Provide planter strips with street trees as a buffer between the sidewalk and travel lanes.
- Incorporate street furniture such as pedestrian scale light poles, benches and trash receptacles with a unique “rustic” mountain character.
- Provide special climate compatible paving at crosswalks that complements the mountain character.
- Provide landscaped bulb-outs at crossings when feasible to shorten walking distances.
- To further contribute to a unique sense of place install public art along the corridor including the potential use of objects from the Historical Museum. These could be installed in medians and at the Hwy 50 round-about with landscaping as part of a gateway statement.



Planted Buffer Strip



Rustic Mountain Style Bench

- Consider a multiuse trail in the corridor. There are two opportunities in the study area; within the Hangtown Creek corridor, and adjacent to Placerville Drive on the eastern reach from Cold Springs Road to the Hwy 50 interchange.

## VII. New Development Character

The Goal:

***“To create a special and unique architectural character for new development adjacent to Placerville Drive.”***

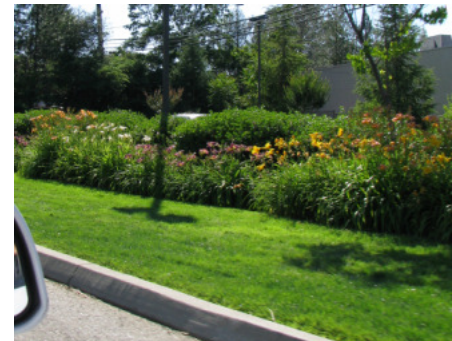
As the built environment of the corridor transforms in the future, with renovation of existing buildings or with new development projects, the following general objectives should be implemented at a minimum:

### A. Site Planning

- Provide a variety of building locations in relationship to the street, some at the back of sidewalk, some setback from the sidewalk.
- Provide separated landscaped walkways within large parking lots.
- Parking lots should be located to the rear of buildings that front onto Placerville Drive when feasible, or provide smaller lots between buildings.
- Encourage reciprocal parking arrangements to reduce driveway cuts and turn movements.
- Utilize below street grade areas (i.e. the MORE site) for parking or carports under new buildings. This will also allow more buildings to locate at back of sidewalk and activate the street.

### B. Landscaping

- Provide generous landscape setbacks at parking lot frontages.
- Provide more shade trees and landscaping in parking lots
- When feasible provide a landscaped setback between building and sidewalk.



Good landscape character

### C. Architectural Character

- Allow up to four stories, especially in new mixed use developments.
- In formula business development use a variety of façade heights and setbacks instead of one large rectangle.
- Architecture should be designed either as rustic or contemporary “mountain” styles, not ultra modern. Use a mix of wood, stone and stucco.
- Corporate chain architecture should use the same materials unique to the mountain character.



Mountain architectural character example

**VIII. Implementing the Preferred Vision Plan**

In order to implement the vision for the Development Plan there are a series of actions to be taken by the city and the business association over time. The following is a discussion of the general implications for the key elements of the plan as described in section III. above and the strategies of implementation including action steps, phasing of those actions, and possible funding sources.

**A. Implications**

The chart below summarizes the major features of the Vision Plan and their implications for possible future development.

	Features	Implications
1.	Central Village Core	<ul style="list-style-type: none"> <li>• Central location is walkable for area residents and visitors alike</li> <li>• Creates a pedestrian oriented destination</li> <li>• Includes parcels by Pioneer Plaza</li> <li>• Close to future Community Center and park</li> <li>• Close to entertainment facilities</li> <li>• Some challenging elevation changes can be used to provide understory parking</li> </ul>
2.	Community Center	At Vicini Property : <ul style="list-style-type: none"> <li>• Centrally located to the corridor area</li> <li>• Combines with a larger community park</li> <li>• Adjacent to Hangtown Creek</li> <li>• Requires property acquisition</li> </ul>
3.	Town Green/Square	In Village Core <ul style="list-style-type: none"> <li>• May require public acquisition</li> <li>• Centrally located to mix of retail and residential uses</li> <li>• Level ground at the creek and on Placerville Drive</li> </ul> On Oetting Parcel <ul style="list-style-type: none"> <li>• Centrally located to Civic uses and project</li> <li>• Entry statement and visibility to Conference Center</li> <li>• Loss of commercial uses on Oetting project</li> </ul>
4.	Parks	<ul style="list-style-type: none"> <li>• Shallow parcels east of Home Depot difficult to develop commercially, good open space opportunity</li> <li>• Requires public acquisition and/or relocation of exiting use</li> <li>• Good creek frontages</li> <li>• City owns triangle parcel at Pierroz &amp; creek</li> </ul>
5.	El Dorado County Fairgrounds	<ul style="list-style-type: none"> <li>• In need of renovations and new buildings</li> <li>• Retains existing year round uses</li> <li>• Needs a Master Plan to describe future improvements</li> <li>• Incorporates the Transit Center</li> <li>• Needs City to engage Fair Board and El Dorado County</li> </ul>

6.	Transit Center	Existing location behind Raley's: <ul style="list-style-type: none"> <li>• Not conveniently accessible from Placerville Drive.</li> <li>• Difficult topography</li> <li>• Good parking space available</li> </ul> At Vets Hall parcel: <ul style="list-style-type: none"> <li>• Vets Hall may be moving</li> <li>• Good access at Placerville Drive</li> <li>• Easy bus access from "frontage" road and egress to Placerville Drive</li> <li>• Could park in existing lot</li> </ul>
7	Road Segments:	<ul style="list-style-type: none"> <li>• Generally works in existing ROW</li> <li>• Keeps traffic flowing, but reduces speeds</li> <li>• Safer turn movements by limiting turn areas</li> <li>• Planted median provides heat relief, narrows road appearance, traffic calming</li> <li>• Consolidates or better defines driveways</li> <li>• Hangtown Creek bridge widening funding requires 4 lane capacity</li> </ul>

## B. Strategies for Implementation

This section describes the important next steps toward implementing the Placerville Drive Development Plan. This includes property owner negotiations for City rights of ways if needed, streetscape design development, additional studies, and capital improvement updates. Section 2 covers updating the City's planning documents, and section 3 discusses maintenance implications.

### 1. Actions Items

The next steps of action are provided in descending order of importance. However, some steps will need to be executed simultaneously and are described as such.

#### ***Step 1: Approval of the Placerville Drive Development Plan***

The first step to implementing the Development Plan is for the City Council to approve the Development Plan document for planning purposes. Once approved, the City and agencies will have a foundational document to utilize in applying for and obtaining funding and grants to help implement the Development Plan.

#### ***Step 2: Appoint Implementation Committee***

The City should form an Implementation Committee comprised of key stakeholders in the Placerville Drive Area that would work with the City and other entities to oversee implementation of the Preferred Vision Plan.

#### ***Step 3: Placerville Drive Existing Conditions and Record Survey***

In order to prepare the streetscape design development document the City is in the process of preparing a record survey of the right-of-way, the extent of the roadway, utilities, and the existing improvements.

***Step 4: Develop a Funding Strategy (simultaneous with Step 4)***

Developing a funding strategy requires identification of the funds that would be appropriate for the improvements for the corridor, and to assign or hire a grant administrator to oversee the process as described below;

**a. Determine which funds to pursue**

The City and the Placerville Drive Business Association should target appropriate funding streams for the capital improvements and maintenance of streetscape improvements. Earmarking funds today will establish a base of matching funds for grants in the near future. (refer to section D. Funding Mechanisms below)

**b. Appoint a Grant Administrator**

The City will need to appoint or hire a person or team to begin to actively pursue public grant monies. This may include the EDCTC. A grant administrator will need to act on the City's behalf to oversee the application process and to make sure the terms of any grants awarded are fulfilled. The grant team will need to identify specific funding opportunities, coordinate specific grants with the appropriate portions of the project and complete grant applications within the required time frame.

***Step 5: Prepare the Streetscape Design Plan Document Package***

Upon obtaining grant funding, proceed with hiring an engineering and landscape architecture firm, and commence with producing engineered construction drawings and specifications for the Streetscape Design Plan. This assumes the City or County have the right of way surveyed, which will allow public/private negotiations to go forward (establishing ownership and feasibility). If a survey is required this will need to be completed before a streetscape design can commence.

***Step 6: Environmental Review and Permitting (same time as Step 5)***

Any publicly-funded project is required by law to comply with the terms of the California Environmental Quality Act (CEQA), another potentially lengthy process, before construction can begin. The City should begin applying for permits and undergoing environmental review during the design and engineering phase as soon as a definite scope of improvements has been determined. This will allow a resiliency in both processes: the review will consider all of the potential impacts, and improvement designs will be revised based on Initial Study review. Costs associated with environmental review vary based on the scope of work and permits required.

***Step 7: Private Property Owners Negotiations***

As soon as the Development Plan has been approved, negotiations with property owners should begin right away for any necessary public access and right-of-way negotiations, and to facilitate any shared parking agreements (as a result of driveway consolidations)

**a. Right-of-way Acquisition Plan**

The City, working closely with property owners and the Placerville Drive Business Association, will need to develop a plan of action that identifies the exact limits of proposed public improvements and targeted



properties where public and private cooperation are necessary for access driveways (and their consolidations) and public walkways, and alternative parking arrangements.

**b. Right-of-way Agent**

With this information in hand, a professional right-of-way agent from outside the community would probably be the most efficient negotiator between public and private entities, especially if there seem to be major conflicts. A small group of members of the business association would be a potentially effective second best negotiation team. The agent will need to follow the uniform State protocols for State (CalTrans) and federal funding sources.

**c. Driveway Consolidation & Reciprocal Agreements**

The City will need to work closely with the individual property owners who are selected in item a. above, to discuss possible driveway consolidations and encourage the sharing of internal driveways in order to reduce the amount of curb cuts and access and egress points. Reciprocal Agreements should be drawn up as legal arrangements for access and maintenance responsibilities.

***Step 8: Apply for Grants to Fund the Streetscape Design Concepts Documents***

The City should apply for grants from Caltrans and other agencies to fund preparation of design development and construction documents for the Streetscape Design Plan for Placerville Drive (refer to section D below). This includes the preparation of engineered road and streetscape improvement drawings and specifications in order to construct the new road improvements as delineated in the Streetscape Design Concepts.

The proposed road improvements near the State Route 50 interchange improvements may be able to piggy back onto the CEQA process for the interchange, if the timing coincides with the Placerville Drive schedule.

***Step 9: Additional Studies***

During the outreach process the community expressed concern with the traffic impacts of the proposed land uses and with the economic feasibility of those uses. It was not clear that the traffic forecasts associated with EIR for the city's 2020 General Plan had anticipated the types of uses suggested in the Placerville Vision Plan. Therefore the following additional studies are recommended.

**a. Placerville Drive Area Traffic Study**

The purpose of this study would be to assess the traffic impacts of the proposed Land Uses in this Development Plan.

**b. Placerville Drive Economic Study**

The purpose of this study would be to assess the viability of the proposed land use mix and to make recommendations for adjustments.

***Step 10: Establish a Maintenance Plan***

Before construction for the streetscape begins establish a plan for the maintenance of the public improvements. It should include landscaping,

lighting, furniture and walkway maintenance. The City will need to examine the alternative methods available and decide on the most affordable and feasible one for the Placerville Drive corridor. Alternatives may include; City Public Works Department as lead agency, create a Landscape & Lighting District, or create a Business Improvements District. (See also section 3 below)

***Step 11: Streetscape Construction***

Once construction documents are completed and approved and construction funding is in place the construction documents will be put out to bid and installation of public improvements can begin. Part of this process will require a construction manager to oversee the phasing of installations and coordinate the improvements with PGE's undergrounding project.

**2. Amend City Planning Documents**

Amending the following City documents may happen concurrently .

**a. General Plan Update**

The City should commence amending the General Plan to include the proposed land uses for the Placerville Drive area once the plan document has been approved by City Council. This includes formulation and adoption of a new mixed use land use designation and zone with special standards for shared use parking associated with such development.

**b. Zoning Ordinance**

The zoning ordinance will need to be amended to include provisions for Mixed Use development at the same time the General Plan is being amended.

**c. Circulation Element/Transportation Plan Updates**

In coordination with the EDCTC the city should update the Transportation Plan to include future road realignments and extensions in the vicinity of Placerville Drive. Amend the Circulation Element of the General Plan to reflect the new lane and median road sections for Placerville Drive from the Highway 50 interchange to Ray Lawyer Drive and from Ray Lawyer Drive to Cold Springs Road.

**d. Capital Improvements Program**

As part of its annual Capital Improvements Program, the City should consider making a regular appropriation for public improvements to the Placerville Drive corridor over the next ten (10) years. This includes the streetscape improvements and park acquisitions, designs or improvements.

**3. Maintenance Implications**

A significant commitment from the City will be required to maintain the street, landscaping, gateway elements, and community center recommended in this Report.

Given the challenging State and local budgets of recent years, the City is probably not in a position to simply assume financial responsibility for maintaining all of these facilities without recapturing some of the costs associated with those maintenance activities.

The City's Public Works Department, which is responsible for street maintenance, should develop an estimate for the recurring costs associated with the maintenance for these elements. With that information the City will need to consider whether to:

- form a Landscape and Lighting District for the corridor, or
- form a new Placerville Drive Property Owner Business Improvement District,

**C. Phasing Plan of Actions**

In implementing the Placerville Drive Vision Plan, it is recommended that the city of Placerville take the following phased actions as outlined below.

**Phase One: 1 to 3 years**

1. Have the Placerville City Council adopt the Placerville Drive Development and Implementation Study and appoint an Implementation Committee.
2. Amend the city's General Plan and zoning ordinance to embrace the land use concepts contained in this study.
3. Prepare an existing conditions and record survey of the Placerville Drive corridor.
4. Prepare design plans for the Hangtown Creek bridge reconstruction.
5. Obtain state and/or federal funding to assist constructing Hangtown Creek Bridge. (see section D. Funding Mechanisms)
6. Oetting Property Project- Encourage the owners/prospective developers to prepare a precise plan, General Plan Amendments and rezonings associated with that precise plan for the Oetting property, and encourage those owners and investors to move forward with their project in a manner consistent with the recommendations of this study.
7. Request the Fair Board of the El Dorado County Fairgrounds develop a Master Plan. Also have the city consider whether it would be willing to provide some funding to match other funding that might be raised by the Fair Board to pay for such an effort and explore potential viability of a possible joint powers agreement between the El Dorado County Fairgrounds Board and the City of Placerville.
8. Apply for any available grants with the appropriate state and federal agencies to obtain funding for preparing the detailed design plan for the Placerville Drive Corridor including the streetscape improvements for the entire corridor.

**Phase Two: 3 – Year 5**

1. Apply for a CalTrans or other agency grants to prepare a streetscape design plan for the entirety of the Placerville Drive Corridor.
2. Prepare a detailed design plan for the full improvement of the Placerville Drive corridor between its interchanges on Highway 50, including grading and drainage recommendations.
3. Upon approval of the design plan, proceed with the development of construction documents, making phased improvements to the Placerville Drive Corridor streetscape.
4. Obtain local match to State and/or Federal funding necessary to build the improvements at the Hangtown Bridge.
5. As part of the development applications review and approval for the Oetting property, require the following as conditions of any approval:
  - require the installation of a road connecting Fair Lane Drive through the Oetting property to the Placerville Drive Corridor to the north
  - require frontage improvements along the southern edge of the Placerville Drive frontage of the Oetting property project.
6. Work with the County Fair board in creating a Master Plan for the fairgrounds property.
7. Explore acquisition of potential creekside park properties on Hangtown Creek.
8. Explore acquisition of the site designated for a town square on the north side of Placerville Drive near the theater complex.
9. Apply for Proposition 84 funding to develop plans for the creekside parks.
10. Develop conceptual designs for the creekside parks.
11. Develop conceptual design for the Town Square on Placerville Drive.

**Phase Three: 5 – Year 10**

1. Install phased improvements to the Placerville Drive corridor as public funding allows.
2. Require new developments along the Placerville Drive corridor to install streetscape frontage improvements per the streetscape design plan.
3. Facilitate the development of the Oetting property per an approved planned development application.
4. Facilitate the mixed use village development in the Central Village Core by incentivizing such development through assistance in infrastructure development, accelerating the processing of entitlements, and parking incentives recognizing mixed used developments.

5. Consider forming a Landscape and Lighting District on properties fronting Placerville Drive.
6. Consider formation of a Property Business Improvement District (PBID) to assist in marketing, promoting, and improving the Placerville Drive Corridor businesses.
7. Facilitate improvements to the El Dorado County Fairgrounds per the Master Plan developed conjunctively between the city and the Fair Board.

#### **D. Funding Mechanisms**

The City of Placerville will need to use a variety of funding mechanisms in implementing the Development Plan. These would include the formation of a Landscape and Lighting District, development impact fees, the formation of Business Improvement Districts, parking revenues, Pacific Gas and Electric Rule 20A utility undergrounding funds, and potential grant funding as available. Each of these implementation tools is discussed in this section of the report.

There are several important points to be kept in mind with regard to all of these funding sources:

- Except where indicated, most of these sources can be used for implementation and construction activities.
- Many sources require that a specific number of jobs be created at certain levels of funding and many funding sources are specifically aimed at existing businesses.
- Some sources may require a matching contribution from the recipient or from the private sector.
- All of these programs are very competitive and generally receive between 5 and 10 applications per grant award.

Applications for most grant programs would need to be submitted by the City, or a non-profit corporation. Applications that demonstrate a partnership between agencies are viewed favorably. Utilizing any of the financing vehicles for local funding would require working through the City to set up the financing vehicle, particularly for long-term maintenance. In most cases additional planning would be required to establish assessment district boundaries or conduct a nexus analysis to impose fees to cover ongoing maintenance expenses.

##### **1. Federal Programs**

- a) SAFETEA Funding (expires 9/2009)  
The State and County is able to apply on an annual basis for Federal SAFETEA funding through the El Dorado County Transportation Commission to obtain capital improvements and design funding for projects that benefit a mix of automobile, bicycle, and pedestrian circulation. Because the design of public improvements on Placerville Drive will dramatically enhance the pedestrian experience while simultaneously reducing traffic speeds along the corridor, the Development Plan has an excellent chance of obtaining significant funding to assist in the construction and design of the project.

Administering Agency: EDCTC



Project Type: Design & Construction  
Eligible Projects: Varies  
Application Deadline:  
Web Link: [www.edctc.org/rtp.htm](http://www.edctc.org/rtp.htm)

b) Transportation Enhancement (TE) Program

TE is a Federal funding source that provides for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. TE projects must fall within twelve specific categories, including the provision of facilities for pedestrians and bicycles, the provision of safety and educational activities for pedestrians and bicyclists, and preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails). The TE program is authorized by the Federal government in 6-year cycles under the federal surface transportation bill.

Administering Agency: Caltrans / EDCTC  
Project Type: Construction  
Eligible Projects: Varies  
Application Deadline: Not Applicable  
Web Link: <http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>  
[www.edctc.org/rtp.htm](http://www.edctc.org/rtp.htm)

## 2. State Programs

a) Sustainable Communities Grant and Loan Program (SCGL)

This program is sponsored by the State Treasurer's Office in their role as the California Pollution Control financing authority. The grants are intended to encourage sustainable development which includes infill development, proximity to transportation, promotion of economic development in low income areas, support alternative transportation and so forth. The funds can be used for planning or implementation. The maximum grant amount is \$350,000. Total annual amount statewide is \$2.5 million. Counties and cities are eligible. Counties can submit one application per round. Application solicitation is currently awaiting funding authorization but is expected by the end of the year.

b) Community Development Block Grants (CDBG)

The CDBG program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant Grantees may "use CDBG funds for activities that include (but are not limited to): acquisition of property for public purposes; construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works; demolition; rehabilitation of public and private buildings; public services;

planning activities; assistance to nonprofit entities for community development activities; and assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).”

Administering Agency: CA Dept. of Housing and Urban  
Development  
Project Type: Construction  
Eligible Projects: Various Public Works Improvements  
Application Deadline: On-going  
Web Link: <http://www.hcd.ca.gov/fa/cdbg/about.html>

c) CDBG Planning & Technical Assistance

These Planning and Technical Assistance grants offer up to \$35,000 each. Each county is eligible for two grants per year, one for General Allocation projects (housing and infrastructure) and one for Economic Development projects.

- d) State Department of Water Resources Proposition 84 Funding  
Proposition 84 funding is focused on increasing the water quality of the states streams and rivers by assisting in stream restoration projects that also increase the publics appreciation and access to those water bodies. These funds may be used for the park projects adjacent to Hangtown Creek which include creek restoration in their plans.

### 3. El Dorado County Programs

a) STIP Funds

STIP – Bicycle & Pedestrian Program. State Transportation Improvement Program (STIP) funding can be used toward bicycle and pedestrian projects. The County vehicle is the Metropolitan Transportation Improvement Program (MTIP) through a local, competitive process. Future cycles of the Bicycle & Pedestrian Program represent an outstanding opportunity to implement improvements identified in the Plan. This fund is administered through EDCTC. [www.edctc.org/rtp.htm](http://www.edctc.org/rtp.htm)

b) RSTP Funds

Currently the share of these funds is passed through to the County and cities on a formula basis. However, in the future some of these funds (up to \$100,000 per year) may be reserved by EDCTC for special projects.

d) Transportation Development Act (TDA) Article 3 Funds

Transportation Development Act (TDA) Article 3 funds are generated from State gasoline sales taxes and are returned to the source counties from which they originate to fund transportation projects. Article 3 funds provide a 2 percent set aside of the County TDA funds for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition; planning, design and engineering; support programs; and construction of bicycle and pedestrian infrastructure, including retrofitting to meet ADA requirements,

and related facilities. SACOG awards funds on an annual basis from TDA funds to bike and pedestrian projects. These funds can be used as matching fund requirements for state and federal grants.

Administering Agency: SACOG/EDCTC  
Project Type: Construction, Planning, Maintenance, Education Programs  
Eligible Projects: Bicycle, Pedestrian  
Application Deadline: Varies, Contact EDCTC  
[www.edctc.org/rtp.htm](http://www.edctc.org/rtp.htm)

#### 4. CALTRANS Programs

a) Transportation for Livable Communities (TLC)

These CALTRAN grants are for the purpose of making communities more livable through enhanced connectivity and opportunities to walk and ride bikes, as well as increased pedestrian access to public transit. These funds can be used for preparation of the streetscape design plans for Placerville Drive

*Regional TE*

These funds are awarded by SACOG. All of the recent round of funding has been awarded. The next round of funding is not expected until 2010.

c) Caltrans-Safe Routes to School (SR2S)

Established in 1999, Caltrans, in consultation with the California Highway Patrol (CHP), makes grants available to local governmental agencies under the program based upon the results of a statewide competition. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging additional students to walk and bike increases. Funds awarded annually. Applications solicited in October.

Administering Agency: Caltrans  
Project Type: Construction & Non-Infrastructure  
Eligible Projects: Bicycle and Pedestrian  
Application Deadline: Varies by cycle  
Web Link:  
<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

d) Caltrans-Bicycle Transportation Account-BTA

The Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. The BTA provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for Bicycle Transportation Account (BTA) funds, a city or county must

prepare and adopt a Bicycle Transportation Plan (BTP) that addresses items a – k in Streets and Highways Code Section 891.2. BTP adoption establishes eligibility for five consecutive BTA funding cycles. Funding is available through a statewide competition. \$7.2 million was available for FY 2009/10. Applications for 2009/10 BTA funds are due to Caltrans Districts by December 1, 2009.

Administering Agency: Caltrans  
Project Type: Construction  
Eligible Projects: Commuter Bicycle Projects  
Application Deadline: December  
Web Link:  
<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

e) Caltrans Transportation Planning Grants

Caltrans Transportation Planning Grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. These planning grants (Environmental Justice: Context-Sensitive Planning, Community-Based Transportation Planning, Partnership Planning, and Transit Planning) support closer placement of jobs and housing, efficient movement of goods, community involvement in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives.

Administering Agency: Caltrans  
Project Type: Planning  
Eligible Projects: Bicycle, Pedestrian, Transit  
Application Deadline: January  
Web Link:  
<http://www.dot.ca.gov/hq/tpp/grants.html>

**5. Local Programs**

These are programs the City will oversee, initiate or implement.

a) Landscape and Lighting Districts

Formation of a Landscape and Lighting Districts will cover the maintenance costs associated with major new improvement projects. Local property owners will benefit from the level of public investment shown in the Final Vision Plan. To gain support from the property owners, it would be helpful for the City to retain a qualified economist to evaluate the plan and demonstrate an economic rationale as to how implementation of the plan would benefit private property owners.

b) Development Impact Fees

The City typically collects development impact fees at the time of recording final subdivision maps or obtaining building permits associated with new development within the City's boundaries. Again, because the City is attempting to create incentives for the revitalization of the Placerville Drive corridor, it may be necessary to create a more favorable fee structure for infill development. Reduced development fees, for example, could help to

encourage private investment in the desired improvements and uses. Increased development fees, on the other hand, could discourage private investment.

c) Business Improvement Districts

The State law allows the formation of a business improvement district through a vote of those affected by such districts. There are two types of districts that can be formed:

i. A Business Improvement District (BID)

A BID is typically formed through a vote of merchants to increase their business license fees for the purpose of covering the expenses associated with marketing and promotion of the business area, special events, and other organizational activities. An increase in business license fees will financially affect only the merchants and tenants involved in this type of district.

ii. A Property Business Improvement District (PBID)

A PBID involves an assessment on actual properties and financially affects the landowners of those properties. PBIDs are often used to assist in defraying costs associated with property improvements and maintenance of those improvements. For truly successful business districts, often both types of districts are formed so that both the property owners and the merchants are vested in the successful revitalization of an urban area.

The City should reach out to business owners in the corridor about forming its own BID, to assess fees on business licenses in the District for the purpose of promoting the corridor as a distinct economic unit within the City of Placerville.

d) Parking Provisions

The underlying goal of the Development Plan is to spur mixed use urban infill along the corridor. Besides the many benefits associated with mixed use infill, including creating a dynamic sense of "place", there is also usually a benefit in reducing the amount of parking actually required, relative to conventional zoning standards. Some possible ways to provide incentives and revenue are:

i. Revise Parking Standards

With mixed use infill development on the rise as a part of desired public policy, communities have committed to creating incentives for mixed use by reducing parking requirements anywhere from 25-50%. This is due to the different peak period demands associated with residential, office and commercial uses. An added bonus of reducing the amount of land required for parking, it frees up additional land for infill development, and further spurs the vitality of a mixed use district.

It is recommended that the City amend its parking standards to reduce on-site parking requirements associated with mixed use development up to a 50% where appropriate based on the mix of uses proposed.

iii. Parking Meters

Many communities use parking meters to help generate revenues for street improvements. It may be worth considering the option of introducing this tool for the purpose of funding and maintaining street frontage and landscaping improvements.

iv. Parking Permits

Creating parking permits for employees within the district implies that the City would need to acquire land for public parking lots and incur the additional administrative responsibility associated with handling and enforcement of permit parking programs.

e) **Development Mitigations/Exactions**

Mitigations can be imposed whenever a development requires approval by a local entity. Mitigations are imposed as a condition on a tentative map for private development projects. These conditions reflect on and off site mitigations that must be completed in order to be able to develop. Development agreements are another form of mitigation. Mitigations can include providing adequate pedestrian access, setbacks, parking requirements, lighting, signage, sidewalks, landscaping and so forth. (Note that development standards and design guidelines often can be used to accomplish the same objectives.)

**6. PG&E Rule 20A Utility Undergrounding**

The City should coordinate with Pacific Gas and Electric Company to establish a power line undergrounding program that is funded through PG&E Rule 20A. However, the funds within that budget are extremely limited so the City will need work with PG&E to secure appropriate funding to cover the costs associated with undergrounding utilities along Placerville Drive between Ray Lawyer Drive and Cold Springs road or beyond.



# Appendix A

## Public Workshop Results

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## Placerville Drive Development & Implementation Plan Public Workshop #1: Issue Identification, Priority Setting, and Visual Preference Survey

June 18, 2008

### Summary of Results

#### I. Introduction

On Wednesday, June 11, the first public workshop was held in the M.O.R.E building on Placerville Drive in Placerville. The purpose of this initial workshop was to obtain input on issues and ideas to be addressed in crafting a future development vision and implementation plan for the Placerville Drive corridor. During the first section of the workshop participants shared ideas, and then prioritized those ideas as most or least important. The second section of the workshop involved an interactive Visual Preference Survey, indicating which design elements and characters were more appropriate along Placerville Drive. Approximately 13 people attended the workshop.

This report summarizes the outcome of the Issue Identification and Priority Setting exercise, and secondly the outcome of the Visual Preference Survey noting areas of commonalities and divergence, and those items requiring further discussion.

#### II. Issue Identification and Priority Setting Exercise

A total of seven (7) topic banners were placed on the walls within the room. The topics to be addressed in the alternative vision plans and the implementation plan were as follows:

- Walkability
- Future Development Character
- Landscape
- Places of Opportunity
- Future Types of Uses
- Parking Locations
- Other

Participant comments were written on the appropriate banners. Upon completion of all of the banners, participants were then given tape dots to prioritize the issues by indicating their support or lack of support for the ideas. Those tape dots were distributed as follows:

- Two (2) large green tape dots indicating the *strongest support* on a topic area or statement under one of those topics.
- Twelve (12) small green dots indicating *support* for any of the statements.
- One (1) large red dot indicating *strongest opposition* to an idea or concept listed under the topic banners.
- Six (6) small red dots also indicating *lack of support* for a statement made under the banners.

The topic banners garnering the most voter activity were; “Future Type of Uses” with a total of 47 votes, followed by “Walkability” with 43 votes, and “Parking Locations” received a total of 31 votes. These results indicate many of the attendees who participated in the exercise felt strongly about what type of uses are desirable in the corridor, how people are going to walk along the Drive, and what parking choices there would be if they drive.

The following is a summary of statements, descending from most active to least active, with votes expressed as percentages of the total votes on that topic banner. The first column states Supporters. The second column states Opposition for that statement. The actual tallies of the tape dot exercise are attached at the back of this report.

**Future Types of Uses (47 total dots)** Topic with most voter activity.

<b>Greatest Support (GS) Support</b>	<b>Great Opposition (GO) Opposed</b>
Mixed Use (15% GS, 2%)	
Shuttle/ Trolley to Downtown (11%)	
Restaurants (11%)	
Community Square (11%)	
Open Space, Viewsheds, and Greenbelts (9%)	
Lodging, overnight (9%)	
Multi-Modal Facility (7%)	
Entertainment (7%)	
Parking Garage (4%)	
Retail (2%)	
Public safety facilities (2%)	
Park (2%)	
MU > Retail/ professional (2%)	
MU > Residential/ professional	2% GO
Residential (0%)	
Commercial (0%)	
Business Professional (0%)	
Business Activities during the Day, restaurants for night (0%)	
Bring back bowling	2%

**Walkability (43 total dots)** 6 votes -Most Important topic

<b>Greatest Support (GS), Support</b>	<b>Great Opposition (GO) Opposed</b>
Walking Trail along Creek (3% GS, 9%)	
Make more inviting (14%)	
Safe Crosswalks (14%)	
Shaded Sidewalks (14%)	
Public Restrooms (3%)	5% GO, 10%
Streetlights (Similar to Downtown) (7%)	
Dedicated Transit stops (5%)	
Pedestrian path from Mobile Home park (5%)	
Provide pedestrian refuge islands (5%)	
Walking continuity (5%)	
Add sidewalks (3%)	



**Parking Locations (31 total dots).**

<b>Greatest Support (GS) Support</b>	<b>Great Opposition (GO) Opposed</b>
Bicycle parking (10%)	
Parking Structure	16%
Raley's Parking Structure	23%
Diagonal on-street (3%)	16%
Parallel on-street	7%
Structure near Regal Center	7%
Park once and walk (7%)	
More parking east of Pierroz (3%)	
Retail and Parking structures (3%)	
Cost effective parking (0%)	
More smaller parking facility	3%
Parking Structure central to core (0%)	
Reduce Surface parking for structures (0%)	
Shared parking opportunities (0%)	

**Landscape (28 total dots)**

<b>Greatest Support (GS) Support</b>	<b>Great Opposition (GO) Opposed</b>
Pedestrian oriented landscaping (4% GS, 7%)	
Passive park/picnic area at Pierroz (18%)	
Street Trees (14%)	
Use for traffic calming (14%)	
Develop own theme from list (11%)	
Keep creek corridor natural (11%)	
Landscaped median (7%)	
Shade trees in parking lots (7%)	
Drought tolerant plants (4%)	
Shade trees (4%)	
Encourage private landscaping (0%)	
Garden planting strips? (0%)	
Irrigation (0%)	
Lots of it (0%)	
Native landscaping (0%)	
Revisit parking landscape standards (0%)	
Use as buffer along creek (0%)	
Use plants on City's list (0%)	

**Other (5 total dots)**

<b>Greatest Support (GS) Support</b>	<b>Great Opposition (GO) Opposed</b>
Need Design Guidelines (20% GS, 20%)	
How sign ordinances relate to Placerville Drive (40%)	20%
Connect gov't center to P.D. (0%)	
Consolidate driveways (0%)	

The following summarizes the support and opposition of the ideas obtained at the workshop.

**1) Strong Support**

- Mixed Use development
- Walking Trail along Creek
- Take maximum advantage of creek, restaurants on the street
- Make walking more inviting, shaded sidewalks
- Safe crosswalks
- Entertainment uses
- Pedestrian oriented landscaping
- Passive park/picnic area at Pierroz
- Use landscaping for traffic calming
- Add street trees, shade sidewalk
- Gateway elements
- Traffic calming
- Need for Design Guidelines

**2) Support**

- Mountain Modern development character
- Shuttle/ Trolley
- Create a destination
- Restaurants
- Open space, Viewshed Community Square
- Overnight lodging
- Bicycle Parking
- Park once and walk
- Build to Street
- Restaurants on creek
- Entertainment District
- Use distinct street trees here
- Keep creek natural
- Multi-modal facility

**3) Nearly Equal Support and Opposition**

- Use the Vicini building as development character
- Use the corner of Pierroz and Placerville Drive as a place for opportunity
- How sign ordinances relate to Placerville Drive
- Parking Garage (as a Future Type of Use)
- Place more parking east of Pierroz

**4) Strong Opposition**

- Public restrooms
- Moving the Fairgrounds
- Build street to buildings
- Parking Structure
- Raley's Parking Structure
- Historic Development Character
- Diagonal On-street parking



### Opposition

- Structure near Regal Center
- Eclectic/contemporary development character
- Gateway to the Sierras-Reflective of the Sierras
- Rail/Trail corridor
- Use the Vicini Property along the creek
- Bring back bowling
- Parallel on-street parking

**Controversial Issues-** Parallel on-street parking will require further discussion:

### III. Visual Preference Survey Results

The Preference Survey generally explored the character of new development and streetscape along Placerville Drive. Images of building massing, overall character, and materials were shown, as well as streetscape elements including sidewalk treatments and parking locations. A total of 27 questions were presented to the 13 participants to choose their preference. The raw data and images are attached to this summary.

***NOTE: All votes were correctly tallied in the program, even though it wasn't apparent at the workshop.***

#### Building Massing and Siting

- Vast majority preferred to require landscaped setbacks on private sites when feasible.
- Majority preferred buildings 3 stories tall, followed by both one and two stories.
- Major preference for a variety of building locations, including close to sidewalk.
- No support for buildings to be set behind a parking lot.

#### Building Character and Materials

- Major preference for the overall character to be unique, versus similar to Old Town.
- Major preference for both Rustic and Contemporary Rustic building style, with more preference for the stone and lumber look of Contemporary Rustic.
- Similar preference for both Stone and Mixed Materials on buildings.
- Major preference for wooden contemporary buildings versus metal finished buildings in strip malls.
- No support for the Chevy's contemporary building style.
- Marginal majority do not support the two story new western commercial character.
- Marginal majority do not support the 3 story new contemporary craftsman building.
- Major preference for many facades on a big box store.
- Major preference for corporate tenants to be unique.

#### Streetscape and Parking

- Equal preference for dense and open style of landscaping along the street.
- Moderate preference for a wide parkway setting, with less support for downtown style street.
- Vast majority preferred planted medians.
- Equal preference for a sidewalk with landscaped buffer and a traditional sidewalk butting up to a building.
- Major preference for special paving in crosswalks.
- Vast majority preferred landscaped bulb-outs.
- Major preference for including a multi-use trail in the corridor, followed by at appropriate locations.
- Vast majority preferred a separate walkway through large parking lots.
- Moderate preference for parallel parking, in a limited area.
- Major preference to not allow diagonal parking, yet moderate support for diagonal parking in limited areas.
- Major preference for both dense landscaping and only trees in on-site parking lots, with dense landscaping as the second most preferred method.

#### Street Furniture

- Vast majority preferred rustic themed street furniture.
- No support for historic themed furniture.
- Vast majority did not want contemporary themed street furniture.

#### Summary

Walkability, types of uses and development character are important along Placerville Drive, as well as the look of the street itself. The community seems to feel strongly that Placerville Drive area should developed with a unique identity but still have a connection to other portions of the greater town of Placerville. The vision plan and implementation plan for Placerville Drive should strive to address the following issues:

- Create a well landscaped greenway and lots of shade, with landscaped sidewalks, bulb-outs, and medians. The street furniture should reflect the mountain community with a more rustic feel.
- Create safe, walkable corridors and connections along Placerville Drive and Hangtown Creek.
- Create more open space and gathering areas, a community square or a focal point.
- Enhance and maintain Hangtown Creek as a natural element as well as create commercial and retail opportunities along the creek.
- Encourage development adjacent to Placerville Drive with a mix of uses.
- Encourage new development to have unique character with “mountain modern” architectural influences such as the Home Depot materials .
- Ensure adequate parking for businesses , but not as a parking structure. Some areas may be suitable for on-street parallel parking.
- Buildings can be up to three stories tall and may be sited adjacent to the sidewalk and road, and according to the survey, should not be placed behind a parking lot.
- In addition, the creation of design guidelines should be considered, and the local sign standards may need to be modified.

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## **Placerville Drive Development & Implementation Plan Public Workshop #2: Presenting the Alternatives August 26, 2008 Summary of Results**

### **I. Introduction**

On Wednesday, August 20, the second public workshop was held in the bingo hall building at the El Dorado County Fairgrounds in Placerville. The intent of this workshop was to present the two alternative land use vision plans for the Placerville Drive corridor and to obtain public input on them. The efforts of this workshop were combined with the transportation planning by the El Dorado County Transportation Commission and Parsons and Brinkerhoff, who had created four road section concepts for the Placerville Drive corridor.

The first section of the workshop was the presentation of the two alternative land use vision plans, their implications, and the road section concepts. After the question and answer segment of the presentation, the public broke out into the second session of the workshop to participate in the report card exercise. Residents, property owners, fairground board members, and local business owners were present to vote on the alternative they liked best and which key elements they preferred.

This report summarizes the outcome of the Report Card exercise for the Land Use Vision alternatives, noting areas of commonalities and the results of which will be used to create the Preferred Land Use Vision Plan.

### **II. Report Card Exercise**

Participants gathered around the land use plan exhibits, and a total of eleven persons filled out a report card. The transportation planners also created a report card for feedback for their concepts, but the following results are strictly for the land use vision plans. Participants we asked about their relationship to the Placerville Drive corridor, and their preferred elements shown in each plan.

Both vision plans were well received by the participants, each received 50 percent of the votes, and one participant did not vote for an overall plan.

#### **Alternative A - Eastern Village Core**

The elements that were liked included: the town green located next to Home Depot, and the walkability of the hotel across from the fairgrounds. The elements that could be improved were: widening Hangtown Creek bridge to a four-lanes, expanding the Fair parking to better serve transit, add transit stop at front gate, removing the residential/multi-use aspect, and creating financially viable land planning coinciding with an existing "business district." And would add the following from Alt. B: a larger park at mid Placerville drive, and Professional Office uses.

#### Alternative B - Central Village Core

The elements that were liked of this alternative included: locate a community park at the Vicini's yard next to Hangtown Creek, and its closer to the fairground visitors, pocket park at Pierroz, offers a greater diversity of uses such as the professional office uses, it renovates the Fairgrounds parcels with new uses, and because it seems more community friendly. One suggestion to improve the Central Village alternative was to create more emphasis on self-sufficient economics. The items to be added from Alternative A were: Multi-Modal Center at back of Raleys, and a park next to Home Depot.

The following is a summary of the features included in each of the plans and the level of support granted by each of the participants.

#### 1) Strong Support

- Village Core at Signature Theater area
- Multimodal center at Veteran's Hall
- Town Green at Village Core
- Town plaza on Oetting property
- Community Park west of Theater
- Extend Fair Lane to Placerville Drive
- Mixed Use Development in Village core
- Mixed Use throughout the corridor
- Mixed Use on the Oetting Property
- Dining & shopping next to Hangtown Creek
- Hotels where located
- Entertainment "District"

#### 2) Moderate Support

- Village Core at Pierroz & Cold Springs
- Multimodal center back of Raley's
- On-street parallel parking in Village Core only
- Fairgrounds with community center
- Entertainment throughout

#### 3) Nearly Equal Support and Opposition

- 2 lanes w/ center median in Village Core

#### 4) No Support

- Fairgrounds transformed to Commercial /Mixed Use destination
- Community Park on the Fairground

#### Controversial Issues

There seems to be no support for transforming the Fairgrounds into a commercial/mixed use development, but there are community members who like the idea of seeing the fairgrounds turn into something new. Another possible controversial

issue could be the use of planted medians along Placerville Drive, since there was an even split of support and non-support.

### **Other Discussion Items**

The following are ideas and issues discussed during the question and answer period for the powerpoint presentations on the land use and transportation concepts.

- Fairgrounds should be considered a destination as it is. Used all year round for many diverse events. Also serves as a park.
- The cost and CEQA requirements for relocation of the fairgrounds makes it unfeasible at this time.
- County General Plan calls for Fairgrounds relocation in the future(?).
- Consider reconfiguring the Fairgrounds for better utilization. Could have a theater, renovate kitchen facilities.
- Need to confer with the County when proposing changes to their properties.
- Consider speed limits for the 2 lanes vs. 4 lanes, and impacts on safe bike lanes and crossings.
- Don't limit customer access with the new road improvements.
- What is the level of service for 2 lanes vs 4 lanes?
- New interchange is for 2 lane configuration.
- How do the new road configurations fit in the existing ROW?
- Create good accessibility to the town square.

### **III. Preferred Vision Plan Elements**

Participants suggested the following be included as part of the preferred Vision Plan:

- Keep the fairgrounds at current location and viewed as a destination location.
- Highway 49 realigned in order for Ray Lawyer to help take through-traffic off of Placerville Drive, using 2 travel lanes with median and bike lanes
- General Plan revision for implementation
- Create a long term financing plan for public road and beautification improvements
- Employ energy efficient methods



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creating environments people enjoy

ATTACHMENT 3



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**FOUNDATION INVESTIGATION**

Hangtown Creek Bridge (Widen)  
on Placerville Drive  
Bridge No. 25C-0029

City of Placerville  
Owner

Quincy Engineering  
Structural Consultant

1P2/397/209  
39120-F7:395N: 221W

April 2000

**FOUNDATION INVESTIGATION**  
Hangtown Creek Bridge (Widen)  
on Placerville Drive, Br. No. 25C-0029  
Placerville, California

1P2/397/209

**INTRODUCTION**

A limited study of soils and foundation conditions has been completed at the above site in accordance with the agreement between Quincy Engineering and Taber Consultants. The purpose of this study is to provide criteria for use in design and construction of planned bridge widening at the above site. Limitations of this study are discussed in the attached "General Conditions".

This office performed a "Preliminary Geotechnical Evaluation" (1P2/397/209; dated May 8, 1998) for planning level study at this bridge site. That study was used as reference for the current study and portions have been incorporated into this report.

**PROJECT DESCRIPTION**

The proposed construction is shown on preliminary plans dated November 30, 1999 prepared by Quincy Engineering, Inc. The plan shows a 3.4±m widening using a reinforced concrete "T" beam span on the north (downstream) side of the bridge and a 4.7±m widening using a cast-in-place concrete box girder span on the south. The widened bridge will accommodate two traffic lanes, a Class II bike trail and a two-way center turn lane. All structure elements are expected to be supported on new (widened) concrete wall abutments.

About 27.3 m of retaining wall will be constructed along the east bank of the channel upstream from the southeast wingwall of the widened bridge to match with the wingwall of an existing box culvert. This retaining wall is indicated as 3.6±m high, tentatively a Type 1A retaining wall per Caltrans "Standard Plans".

A sewer line exposed along the channel bottom and an existing manhole structure are to be relocated prior to bridge construction. A fiber optic phone cable that crosses the channel just upstream (south) of the existing bridge is to be preserved in-

place. The precise location and elevation of fiber optic line are not known and it may pass below new footings and/or through new abutment walls.

### **EXISTING STRUCTURES**

Information regarding the existing site and bridge structure forwarded to this office by Quincy Engineering and reviewed for this study includes:

- ◆ Structure plans (circa 1930) without "As-Built" notations for the "Bridge Across Hangtown Creek near Placerville - El Dorado County" by the State of California Department of Public Works, Division of Highways.
- ◆ Bridge maintenance inspections/reports by the State Bridge Department/Caltrans (1938 through 1993).
- ◆ "Geotechnical Engineering Study for Placerville Drive Improvements" by Youngdahl & Associates, Inc. (File No. 96020.E) dated March 1996.

No foundation report or subsurface investigation is known to have been prepared for the existing bridge—which is consistent with common practice at the time of construction. For this study, elevations from the bridge plans and from the Youngdahl report have been converted from feet to meters without other adjustments (i.e. an equivalent reference datum is assumed).

No plans or soils data have been provided for the existing box culvert. A reasonable assumption is that box culvert construction is similar to that shown on Caltrans "Standard Plans".

The existing bridge was constructed in 1931 and is the subject of an initial "Bridge Report" (maintenance inspection) dated August 4, 1938. Subsequent inspections were performed on a relatively regular basis, with data in-hand through September 16, 1993. Documented issues of geotechnical significance have included:

- ◆ The upstream (south) corner of the west abutment has been exposed since 1956, or prior, but such condition has apparently never been mitigated or otherwise considered "serious".
- ◆ The channel upstream and downstream from the bridge is often full of brush.

### **FIELD REVIEW**

A review of the site and structure was made on January 7, 1998 by Gary D. Avey of this office. Field review confirms structure configuration in general conformance to details shown on structure plans as referenced above. No obvious structure distress was observed during field review, nor has any distress been reported in the maintenance reports.

The stream thread at this location is immediately adjacent to and eroding materials at the upstream (south) side of the west abutment. Bedload accumulates on the inside of the channel alignment, adjacent to the east abutment. Low channel grade was observed about 4.3±m below deck, exposing the top of the west abutment footing on the upstream side of the bridge. At this location, the exposed footing generally confirms footing at elev. 506.0 as shown on structure plans.

Existing stream banks are relatively steep and have experienced some local erosion under high stream flows. Boulders have been placed as slope protection on the upstream (south) edge of the west abutment.

Materials within the Hangtown Creek channel were observed to consist primarily of sand, gravel and cobbles. Intact bedrock is exposed in the channel bank near the southwest corner of the existing bridge and is expected to be present at relatively shallow depth across the balance of the site.

### **EXPLORATION AND TESTING**

The referenced soils report indicates that Youngdahl & Associates made four test borings (Borings-12, 13, 13.1 and 14) to maximum depth 7.8±m (elev. 503.1 m) at the bridge site in March, 1996. Those borings were located near the southwest (Boring-12) and northeast (Borings-13 and -13.1) corners of the existing structure and near the east end of the retaining wall (Boring-14). Please refer to the Youngdahl report for logs of these borings.



For this study, information on the nature and distribution of subsurface materials and conditions was obtained near abutment locations by means of two logged and sampled test borings to maximum depth  $8.4\pm$ m (lowest elev. 502.5 m). Borings were advanced into underlying rock by means of diamond core drilling.

Soil samples were recovered from the borings by means of a 50 mm OD "standard penetration" sampler advanced with standard 63.5 kg hammer and 0.76 m drop (per ASTM D1586) to provide a field estimate of soils consistency. Sampler penetration resistance was recorded and can be correlated to soils strength and bearing characteristics. Selected portions of standard penetration samples were retained in moisture-proof containers for reference. Recovered rock cores were stored in boxes for reference.

The borings were logged and earth materials field-classified by an engineer/geologist as to consistency, color, gradation and texture on the bases of penetration resistance, examination of samples and observation of drill cuttings. At two locations in Boring-2, soil consistency was assessed by driving a 41-mm diameter drill rod. Where diamond coring was used to advance the borings, the recovered cores were field-classified and logged as to percent recovery and Rock Quality Designation (RQD). Groundwater observations were made in the borings during drilling operations and after completion.

Borings were located by cloth tape, referenced to existing site features as shown on the referenced site plan; elevations were referenced to datum provided by Quincy Engineering. Locations, elevations, details of borings and results of tests are shown on the attached "Log of Test Borings" drawing. T. Alan Krause was field engineer/geologist for this project.

### **EARTH MATERIALS AND FOUNDATION CONDITIONS**

Local geology is mapped on the California Division of Mines and Geology "Geologic Map of California, Sacramento Sheet" (1:250,000; 1966) and the United

States Geological Survey "Geologic Atlas of the United States – California Placerville Quadrangle" (1893; March 1914 with corrections). Rock in the vicinity of the bridge site is mapped as 1) Upper Jurassic age marine rocks such as the Calaveras formation (slate, quartzite, limestone and mica schist), 2) Jurassic-Triassic age metavolcanic rocks such as diabase, and 3) Mesozoic age granitic rocks. Near-surface tailings, fill and/or alluvial deposits along the stream channel are not mapped on these sources.

The test borings encountered rock consistent with published mapping. In the west bank (Boring-1) the rock is identified as metavolcanic with upper surface at elev. 507.8 and the east bank (Boring-2) the rock is identified as granitic with upper surface at elev. 505.8. The Youngdahl borings indicate weathered rock (of unidentified type) at very similar levels in the respective banks. The rock exposure in the west bank just upstream from the bridge is also consistent with the rock encounter at Boring-1.

The upper 1-1.5±m of rock on both banks is described as moderately weathered and highly to intensely fractured. The RQD in these upper zones of the rock is close to zero. (RQD is defined as the percentage of total core run length recovered in pieces 100 mm long or longer.) Below the upper zones, the rock becomes less weathered and fractured, with RQD in the underlying 1.5-2±m ranging from 20% to 90% (average RQD equals 73% in the west bank and 38% in the east bank).

The available data is insufficient to define the contact between the two types of rock. The borings (and regional trends) suggest that contact is oriented northwesterly. Such features as shear zones, differential weathering and/or mineralization are common at rock contacts and their presence at the site cannot be precluded.

Intact rock is capable of supporting heavy, concentrated foundation loads. The upper part of the rock is potentially erodible where subject to concentrated surface flow; the fresher/lower part of the rock is expected to be scour/erosion resistant.

Overburden soils encountered in the borings behind bridge abutments are mostly comprised of slightly compact silty sandy gravel with cobbles and likely some boulder

size material (greater than 250 mm across). At the east bank, the bottom 2+m of this unit consists of loose to dense silty sand. These materials include abutment and/or roadway embankment fill (possible tailings?); the dense silty sand encountered in the east bank may represent a natural soil developed on decomposed rock. In general, these overburden soils are considered weak and are not appropriate for structure support.

The exposed bedload materials consist of sand, gravel and cobbles with some boulders and they likely extend to rock surface (say, as much as 2-3±m below existing ground). Bedload is highly susceptible to scour/erosion and such materials are not suitable for structure support.

Free groundwater was measured in the boring in the west bank (Boring-1) at elev. 507.4, slightly below channel water surface at time of field study (January 1999). In February 1996, a Youngdahl boring on the east bank (Boring-13.1) identified free groundwater surface at elev. 508.3±.

Free groundwater levels are expected to follow seasonal changes in channel water surface, particularly in overburden (soil) materials. Sand and gravel below channel water surface are expected to be saturated and to yield water freely to open excavations. Seepage within the rock is expected to be more restricted and may be concentrated along zones of relatively intense fracturing/weathering.

### **SITE SEISMIC CONDITIONS**

In accordance with current Caltrans Division of Structures site seismicity evaluation procedures (with reference to the Caltrans "California Seismic Hazard Detail Index Map, 1996"), "peak rock acceleration" 0.52 g is assigned the site, associated with a controlling event of 6.5 magnitude on the Gillis Mountain (GMT) fault located about 2.2 km easterly. Technical data accompanying the Caltrans "California Seismic Hazard Detail Index Map, 1996" lists the Gillis Mountain fault type as "unknown". The site is

conservatively assigned ATC-32 Soil Profile Type C owing to the depth of loose overburden and the deeply weathered condition of at least the upper part of the rock.

Current Caltrans structure design practice requires certain increases in ATC-32 response curves due to fault type and/or fault proximity. At this site, fault type is not a factor, however, the proximity of the site to the seismic source will require a staged increase in ATC-32 spectral accelerations depending upon structure period.

Based on the above information, structure design is recommended to be based upon the following ATC-32 seismic criteria:

The Gillis Mountain fault: Soil Type C; Magnitude  $6.5 \pm 0.25$ ; peak ground acceleration of 0.6 g; staged increase in ATC-32 spectral accelerations due to fault proximity, per below.

<u>Structure Period</u>	<u>Increase in Spectral Acceleration</u>
0-0.5 seconds	No Increase
0.5-1.0 seconds	0% to 20% Linear Increase
Over 1.0 seconds	20% Linear Increase

For the most part, the loose-semicompact granular soils that overlying rock appear to be above typical free groundwater levels and potential susceptibility to liquefaction is therefore limited. Structure foundations established in rock are not expected to be sensitive to seismically induced lateral distortion, densification and/or settlement of loose soils.

Should there be important structural and/or economic considerations associated with more closely defining the above values or other site-seismicity characteristics, further study would be required.

### **CONCLUSIONS AND DISCUSSION**

The bridge site is considered adequately stable with structure support available for bridge widening and retaining wall by means of spread footing foundations established in rock. The use of spread footings is conditioned on the assumption that

channel bottom is stable with respect to degradation and that footings are secure from scour.

Structure support could also be achieved by means of cast-in-drilled-hole piling, although difficult installation through soils that include cobbles and boulders and "wet" conditions would be anticipated. Driven pile foundations would not achieve sufficient penetration (without pre-drilling) to be acceptable for proposed construction.

Plans show existing footings at elev. 506.0 and it appears probable that they bear in or on weathered rock. Provided that reasonable care is taken to maintain earth support during construction, existing footings are not expected to be significantly affected by adjacent excavations for new foundations or by incremental loading from structure widening.

Maintaining security of existing footings with respect to scour/erosion is a concern, particularly in light of historic exposure of footings. The proposed construction will afford an opportunity to expose and review the embedment and bearing conditions along the toe of existing footings. If needed, mitigation of scour/erosion is visualized as accomplished with a concrete "cut-off" cast in a trench excavated along the toe of existing footing(s).

It is anticipated that excavation of overburden (including materials to "boulder" size) will be feasible with typical "heavy-duty" construction excavation equipment. Excavation of "bedrock" for bridge footings is expected to be feasible with similar equipment although the use of pneumatic chippers/hammers may be required as well. Blasting is not expected to be required and should not be allowed without specific review by this office.

Construction term excavations are expected to be stable to slopes on order of 1:1 to 1v:1.5h in overburden. Shoring support is expected to be required at some locations for excavations below existing roadway. Driving steel sheet piles is likely to be difficult where boulders are present; sheets cannot be expected to achieve more than

very limited rock penetration. Soldier piles constructed in drilled holes are expected to be feasible.

Construction of foundations below channel bottom will require control of surface water and groundwater. Seepage can be anticipated from fill, tailings and/or native materials (including bedrock) at/below flow level/low channel grade. If/as acceptable, it is anticipated that seepage control could be accomplished by diking the channel, piping the flow through the site and sump pumping as necessary.

The use of rock-slope-protection (RSP) on the southwest corner of the bridge appears desirable due to historic scour and erosion problems documented at that location. Toe of rock slope protection should be established in suitably secure materials at/below projected scour level; typical RSP toe per Caltrans "Standard Plans" is expected to engage firm materials. For appropriate stability, finished slope of RSP materials should not be steeper than 1v:1.5h.

### **RECOMMENDATIONS**

If hydraulic analysis by others indicates scour/degradation below elev. 506.7, foundation recommendations should be reviewed and modified (if/as appropriate) by this office. These recommendations are also contingent upon a representative of this office field identifying suitable bearing materials — and modifying footing levels if/as necessary — during foundation excavation.

All structure support is recommended by means of spread footing foundations penetrating intact and suitably secure bedrock as field approved by this office. Minimum rock penetration of 0.6 m at abutment footings (and at least nominal engagement of less weathered rock) is expected to be adequate for bearing and security. Based on boring data, highest uniform plan-footing grades meeting bearing materials penetration criteria are elev. 506.0 at Abutment-1 and elev. 505.0 at Abutment-2.

Such footings -- continuous and at least 1.0 m wide -- may be assigned allowable design bearing pressures up to 300 kN/m<sup>2</sup>, net at ground line. Higher bearing pressures



are available with increased rock penetration. For abutment footings established in rock, a base friction factor of at least 0.50 is considered appropriate for use in evaluation of resistance to sliding. Rock bolting is available for uplift restraint, if necessary.

All footings should be poured neat, without forming, against trimmed, intact rock materials in clean, dry excavations. Any open joints/fractures (weak "slots") exposed at footing grade should be evaluated by this office and may require treatment such as thorough cleaning and grout backfill. It is anticipated that suitable bearing materials within footing limits might vary as much as  $0.5\pm m$  below indicated plan levels and may be substantially above plan footing levels at the heel.

If the fiber optic line is located at or below footing grade and is to remain below footing, the utility trench below the footing should be cleaned of all loose material and backfilled with concrete. We assume that the owner of the fiber optic line will be given the opportunity to review and approve any "sleeving" of the line below or through the footing(s). Further, the utility line should be treated as if it provides no foundation support and the footing should be designed to span twice the utility's width. Alternately, the footing could be lowered to below the utility as exposed in the field.

If/as necessary, use of plain concrete below structural footing grade -- doweled to the footing -- is considered appropriate for leveling-course in lieu of footing steps. Where penetration of rock exceeds the thickness of the footing, backfill above the footing to rock surface should be plain concrete or grout. If needed for footing security only, increased footing depth can be limited to a strip  $0.5\pm m$  wide along the toe of the footing filled with plain concrete.


For the retaining wall, it is acceptable for footing penetration to be limited to at least nominal engagement of the rock with allowable bearing capacity limited to  $150 \text{ kN/m}^2$ . Additional security for this footing could be provided by placing a cast in place concrete "cut off" along the toe.

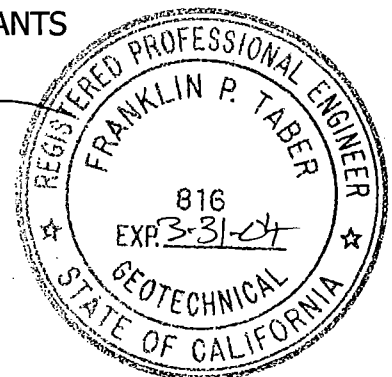
The wall footing should match bridge widening footing at elev. 505.0 on the west and (assumed) box culvert wingwall footing at elev. 506.1 on the east end. Details of the variations in rock surface are not known, but it appears reasonable to show footing elevation as stepped by  $0.55 \pm m$  at two evenly spaced locations along the length of the wall. We recommend that the level of bearing materials along the retaining wall and the level of existing culvert wingwall footing be evaluated by making some test pits in the channel at the time the existing sewer is being relocated.

Active soil pressures on walls may be based on the use of Structure Backfill material and assigned equivalent fluid pressure of  $5.6 \text{ kN/m}^2/\text{m}$  (36 pcf) for "active" conditions. Design loading should consider traffic loading, at minimum a surcharge equivalent to 0.6 m of soil above top of wall. For seismic conditions, inertial soil loading on retaining walls may be estimated on the basis of an inverted equivalent fluid pressure distribution (zero at base, maximum at top) calculated using  $9.2 \text{ kN/m}^2/\text{m}$  (58.5 pcf). Footing resistance to sliding may be based on friction coefficient of 0.40 times applied load.

The bridge foundations recommended above are considered appropriate for the assignment of typical service-load combination. For "load factor" design, "ultimate" bearing capacity of footings is expected to be consistent with those derived from typical Caltrans design procedures (i.e. three times allowable compressive values). Substantially greater "ultimate" capacities may be appropriate depending upon definition of foundation deflection assumed for, and type of imposed load, controlling use.

TABER CONSULTANTS

  
Franklin P. Taber  
R.C.E. 30920  
G.E. 816



April 5, 2000

Attachments: "General Conditions"  
"Log of Test Borings"

GENERAL CONDITIONS

The conclusions and recommendations of this study are professional opinion based upon the indicated project criteria and the limited data described herein. It is recognized there is potential for variation in subsurface conditions and that modification of conclusions and recommendations might emerge from further, more detailed study.

This report is intended only for the purpose, site location and project description indicated and assumes design and construction in accordance with Caltrans practice.

As changes in appropriate standards, site conditions and technical knowledge cannot be adequately predicted, review of recommendations by this office for use after a period of two years is a condition of this report.

A review by this office of any foundation and/or grading plans and specifications or other work product insofar as they rely upon or implement the content of this report, together with the opportunity to make supplemental recommendations as indicated therefrom is considered an integral part of this study and a condition of recommendations.

Subsequently defined construction observation procedures and/or agencies are an element of work which may affect supplementary recommendations.

Should there be significant change in the project or should soils conditions different from those described in this report be encountered during construction, this office should be notified for evaluation and supplemental recommendations as necessary or appropriate.

Opinions and recommendations apply to current site conditions and those reasonably foreseeable for the described development—which includes appropriate operation and maintenance thereof. They cannot apply to site changes occurring, made, or induced, of which this office is not aware and has not had opportunity to evaluate.

The scope of this study specifically excluded sampling and/or testing for, or evaluation of the occurrence and distribution of, hazardous substances. No opinion is intended regarding the presence or distribution of any hazardous substances at this or nearby sites.

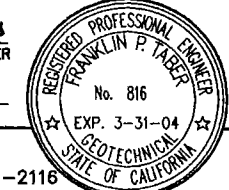


DIST.	COUNTY	ROUTE	KP TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	ED	CR			

R. P. J. 4-5-00  
 REGISTERED GEOTECHNICAL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_  
**TABER CONSULTANTS**  
 3911 West Capitol Avenue  
 West Sacramento, CA 95691-2116  
 JOB No. 1P2/397/209 LOCATION: 39120-F7:395N:221W

Quincy Engineering  
 3247 Ramos Circle  
 Sacramento, CA 95827



**LEGEND OF BORING OPERATIONS**

**PLAN OF ART**

- 85 mm cone penetrometer
- AS ROTARY BORING (DRY)
- ROTARY SAMPLE BORING (NET)
- WATER BORING (DRY)
- TEST PIT
- DIAMOND CORE BORING
- LET BORING
- ELECTRONIC CONE PENETROMETER

**LEGEND OF EARTH MATERIALS**

- GRAVEL
- SAND
- SILT
- CLAY
- SANDY CLAY or CLAYEY SAND
- CLAYEY SAND or SILTY SAND
- SILTY CLAY
- CLAYEY SILT
- PEAT and/or ORGANIC MATTER
- FILL MATERIAL
- IGNEOUS ROCK
- SEDIMENTARY ROCK
- CLAYEY SAND or SANDY SILT or SILTY SAND
- SANDY SILT or SILTY SAND
- SILTY CLAY
- ROCK

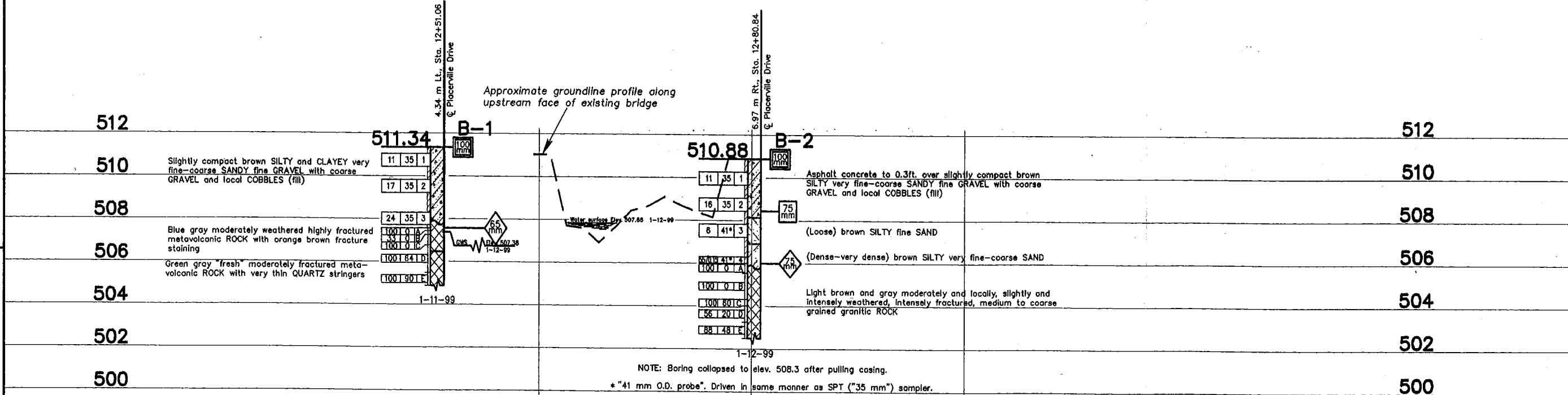
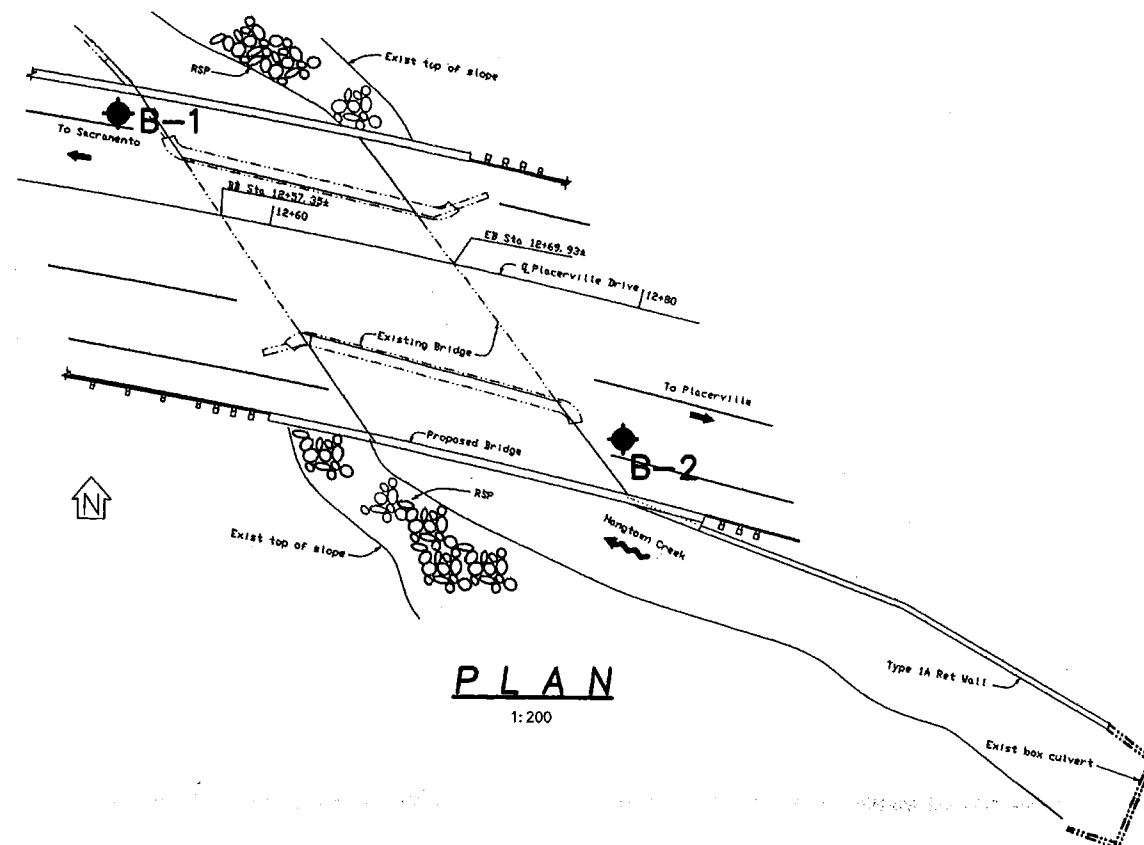
**CONSISTENCY CLASSIFICATION FOR SOILS**

According to the Standard Penetration Test

Standard Penetration Test - Value	Consistency
0-4	Very soft
5-9	Soft
10-14	Stiff
15-19	Medium stiff
20-24	Stiff
25-29	Very stiff
30-34	Hard
35-39	Very hard
>40	Very hard

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

**Elevation Reference**  
 Brass Disk "U.S. Coast Geodetic Survey", set in concrete on NW wingwall of existing bridge—Elev. 511.348 m per Carlton Engineering, Inc.



**PROFILE**  
 1:100 Vertical  
 1:200 Horizontal

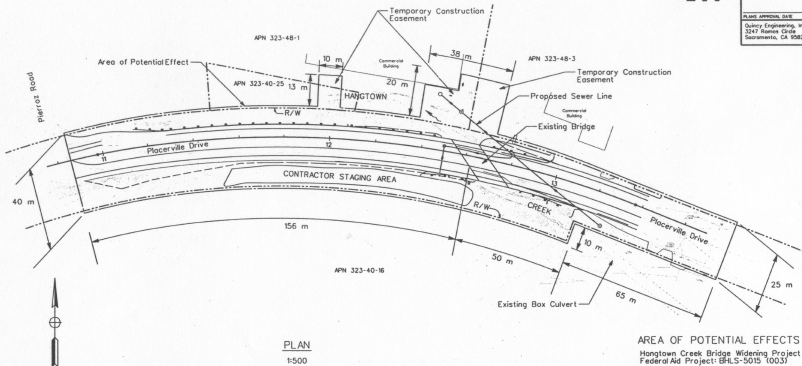
DESIGN OVERSIGHT	DRAWN BY M. D. Robertson	T. A. Krause FIELD INVESTIGATOR	METRIC "ALL DIMENSIONS AND ELEVATIONS ARE IN METRIC (m)"	PREPARED FOR THE CITY OF PLACERVILLE DEPARTMENT OF PUBLIC WORKS	PROJECT ENGINEER	BRIDGE NO. 25C-29	<b>HANGTOWN CREEK BRIDGE (WIDEN)</b>
SIGN OFF DATE	CHECKED BY T. A. Krause	DATE January 1999				KP	

**LOG OF TEST BORINGS**

# ATTACHMENT 4



DIST	COUNTY	ROUTE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
03	ED	CR			
REGISTERED CIVIL ENGINEER					
John S. Quincy E4108 Exp. 2-21-03 CIVIL ENGINEER STATE OF CALIFORNIA					
PLANS APPROVAL DATE					
Quincy Engineering, Inc. 3347 Hamlet Circle Sacramento, CA 95827					



PLAN

1:500

All dimensions are approximate

### AREA OF POTENTIAL EFFECTS

Hangtown Creek Bridge Widening Project  
 Federal Aid Project: 6HLS-5015 (003)

CLASS II

This A.P.E. includes all existing and (proposed) right-of-way and temporary construction easements

Existing Category 5 Bridge No. 25C-029

CITY OF PLACERVILLE

*John S. Quincy*  
 ACTING CIV. ENGR.  
 SIGNATURE DATE 4/24/03

CALTRANS

*Paul G. Peck*  
 SIGNATURE DATE 3/25/03

FHWA

*Steve Hendon*  
 SIGNATURE DATE 4-11-03

ROW NUMBER _____ SHEET NO. _____	DESIGN BY C. Davis CHECKED BY _____ QUANTITIES BY _____	PREPARED FOR THE <b>CITY OF PLACERVILLE</b> DEPARTMENT OF PUBLIC WORKS	PROJECT ENGINEER John S. Quincy	BRIDGE NO. 25C-29 I.S.	HANGTOWN CREEK BRIDGE APE MAP
ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS 0 10 20 30 40 50 60 70 80 90 100		CU EA	DIMENSIONS PRINTED BEARING EARLIER REVISION DATES		SHEET NO. _____ OF _____

NEGATIVE DECLARATION

CITY OF PLACERVILLE

Environmental File No. EA 2000-01

County Clerk  
County of El Dorado  
330 Fair Lane  
Placerville, CA 95667

RE: Negative Declaration  
FOR: Placerville Drive Bridge Widening at Hangtown Creek  
(Project)

Gentlemen:

Application has been filed with the City of Placerville for Approval of the project known as: \_\_\_\_\_  
Placerville Drive Bridge Widening at Hangtown Creek

To be located at Placerville Drive at Hangtown Creek approximately 400' east of Pierroz Road, El Dorado Co.

The project is briefly described as: Bridge widening to match the current configuration of the previously widened Placerville Drive which consists of two 12' lanes, a 14' turn lane and two 6' shoulders (for bike lanes). The project will require increasing the width of the bridge crossing by approximately 26' and will require tending the abutment on the existing creek alignment.

Reasons the project will not have a significant environmental impact: Potentially significant impacts have been mitigated to a less-than-significant level.

In accordance with the authority and criteria contained in the California Environmental Quality Act, State Guidelines, and Placerville's Guidelines for the Implementation of the California Environmental Quality Act, the Environmental Quality Officer analyzed the project and has recommended that the Lead Agency determine that the project will not have a significant impact on the environment. Based on this finding, the Department of Community Development hereby files this **MITIGATED NEGATIVE DECLARATION**.

A period of at least thirty (30) days from the date of filing of this **MITIGATED NEGATIVE DECLARATION** will be provided to enable public review of the project specifications and this document prior to action on the project by the City of Placerville. A copy of the project specifications is on file in the Community Development Department, City Hall, City of Placerville.

This document is being filed in duplicate. Please acknowledge filing date and return the acknowledged copy in the enclosed stamped, self-addressed envelope.

DATE RECEIVED FOR FILING

PREPARED BY: Steve Calfee, City Planner

FILED BY: Steve Calfee, City Planner

DATE: February 15, 2000





# City of Placerville

487 Main Street  
Placerville, California 95667

## INITIAL STUDY/ NEGATIVE DECLARATION

1. **Project Title:** Placerville Drive Bridge Widening at Hangtown Creek
2. **Lead Agency Name and Address:** City of Placerville, 549 Main Street, Placerville, CA 95667
3. **Contact Person and Phone Number:** Steve Calfee, City Planner, (530) 642-5252
4. **Project Location:** Placerville Drive at Hangtown Creek approximately 400' east of Pierroz Road, El Dorado County
5. **Project Sponsor's Name and Address:** City of Placerville, 487 Main Street, Placerville, CA 95667
6. **General Plan Designation:** General Commercial
7. **Zoning:** Commercial
8. **Description of Project:** Bridge widening to match the current configuration of the previously widened Placerville Drive which consists of two 12' lanes, a 14' turn lane and two 6' shoulders (for bike lanes). The project will require increasing the width of the bridge crossing by approximately 26' and will require extending the abutment on the existing creek alignment.
9. **Surrounding Land Uses and Setting:** Mixed Commercial
10. **Other agencies whose approval is required:** Caltrans, FHWA, ACOE, Fish and Game, U.S. Fish and Wildlife, and El Dorado County Transportation Commission

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environment 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 checked="" type="checkbox"/> Biological Resources    | <input type="checkbox"/> Utilities & Service System |
| <input type="checkbox"/> Geophysical            | <input type="checkbox"/> Energy & Mineral Resources         | <input type="checkbox"/> Aesthetics                 |
| <input type="checkbox"/> Water                  | <input type="checkbox"/> Hazards                            | <input type="checkbox"/> Cultural Resources         |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Recreation                 |
|   | <input type="checkbox"/> Mandatory Findings of Significance |   |

**DETERMINATION**

On the basis of this initial evaluation:

I find that the proposed project **could not** have a significant effect on the environment and a **Negative Declaration** will be prepared. \_\_\_\_\_

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **Mitigated Negative Declaration** will be prepared. \_\_\_\_\_ **x**

I find that the proposed project **may** have a significant effect on the environment, and an **Environmental Impact Report** is required. \_\_\_\_\_

I find that the proposed project **may** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed. \_\_\_\_\_

I find that although the proposed project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

  
Signature

2-17-2000-  
Date

Steven A. Calfee

City of Placerville

E.I.R.

NEGATIVE DECLARATION

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. LAND USE AND PLANNING. Would the Proposal:</b>				
a) Conflict with general plan designation or zoning? (source #[s] )	_____	_____	_____	___X
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? ( )	_____	_____	_____	___X
c) Be incompatible with existing land use in the vicinity? ( )	_____	_____	_____	___X
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? ( )	_____	_____	_____	___X
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? ( )	_____	_____	_____	___X
<b>II. POPULATION AND HOUSING. Would the proposal:</b>				
a) Cumulatively exceed official regional or local population projections? ( )	_____	_____	_____	___X
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area of extension of major infrastructure)? ( )	_____	_____	_____	___X
c) Displace existing housing, especially affordable housing? ( )	_____	_____	_____	___X
<b>III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:</b>				
a) Fault rupture? ( )	_____	_____	_____	___X
b) Seismic shaking? ( )	_____	_____	_____	___X
c) Seismic ground failure, including liquefaction? ( )	_____	_____	_____	___X

Mitigation Monitoring and Sign-off footnotes:

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

E.I.R.

NEGATIVE DECLARATION

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Landslides or mudflows? ( )	_____	_____	_____	___x
e) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? ( )	_____	_____	_____	___x
f) Subsidence of the land? ( )	_____	_____	_____	___x
g) Expansive soils? ( )	_____	_____	_____	___x
h) Unique geologic or physical features? ( )	_____	_____	_____	___x

IV. **WATER.** Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? ( 7 )	_____	_____	___x	_____
--	-------	-------	------	-------

There will be an increase in impermeable surface as a result of project implementation, however the increase in impermeable surface is insignificant in terms of the entire drainage basin.

b) Exposure of people or property to water related hazards such as flooding? ( 7 )	_____	_____	___x	_____
--	-------	-------	------	-------

This proposal is designed to allow for a 100-year storm event.

c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? ( )	_____	_____	_____	___x
d) Changes in the amount of surface water in any water body? ( )	_____	_____	_____	___x
e) Changes in currents, or the course or direction of water movements? ( )	_____	_____	_____	___x

Mitigation Monitoring and Sign-off footnotes:

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

E.I.R.

NEGATIVE DECLARATION

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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? ( )	_____	_____	_____	_____x
g) Altered direction or rate of flow of groundwater? ( )	_____	_____	_____	_____x
h) Impacts to groundwater quality? ( )	_____	_____	_____	_____x
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? ( )	_____	_____	_____	_____x
<b>V. AIR QUALITY.</b> Would the proposal:				
a) Violate any air quality standard or contribute to an existing or projected air quality violation? ( )	_____	_____	_____	_____x
b) Exposure sensitive receptors to pollutants? ( )	_____	_____	_____	_____x
c) Alter air movement, moisture, or temperature, or cause any change in climate? ( )	_____	_____	_____	_____x
d) Create objectionable odors? ( )	_____	_____	_____	_____x
<b>VI. TRANSPORTATION/CIRCULATION.</b>				
Would the proposal result in:				
a) Increased vehicle trips, traffic congestion, or level of service? ( )	_____	_____	_____	_____x

Mitigation Monitoring and Sign-off footnotes:

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

E.I.R.

NEGATIVE DECLARATION

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? ( )	_____	_____	_____	___x
c) Inadequate emergency access or access to nearby uses? ( )	_____	_____	_____	___x
d) Insufficient parking capacity on-site or off-site? ( )	_____	_____	_____	___x
e) Hazards or barriers for pedestrians or bicyclists? ( )	_____	_____	_____	___x
f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ( )	_____	_____	_____	___x
g) Rail or air traffic impacts? ( )	_____	_____	_____	___x

**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)? ( 17 )	_____	_____	___x	_____
--	-------	-------	------	-------

A Biological Resources Report for this project was prepared and concluded that the impact to plant and animal habitat was a less than significant impact requiring no additional mitigation.

b) Locally designated species (e.g. heritage trees)? ( )	_____	_____	_____	___x
c) Locally designated natural communities (e.g. oak forest, etc.)? ( 17 )	_____	___x	_____	_____

The Biological Resources Report concluded that the removal of approximately 11 valley oak trees over 6" in diameter is a potentially significant impact.

Mitigation – Three juvenile valley oak trees planted for each tree removed by the project will mitigate the impact of the removal of the valley oak trees to a less than significant level. (4)(D)

Mitigation Monitoring and Sign-off footnotes:

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





**E.I.R.**

**NEGATIVE DECLARATION**

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Increased fire hazard in areas with flammable brush, grass, or trees? ( )	_____	_____	_____	___x
<b>X. NOISE.</b> Would the proposal result in:				
a) Increased in existing noise levels? ( 7 )	_____	_____	___x	_____
Project implementation will result in an increase in short-term noise levels (construction noise). This impact is considered less than significant as there are no sensitive receptors in the immediate area and the area already realizes high ambient noise levels from existing roadway traffic.				
b) Exposure of people to severe noise levels? ( )	_____	_____	_____	___x
<b>XI. PUBLIC SERVICES.</b> 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? ( )	_____	_____	_____	___x
b) Police protection ( )	_____	_____	_____	___x
c) Schools? ( )	_____	_____	_____	___x
d) Maintenance of public facilities, including roads? ( )	_____	_____	_____	___x
e) Other governmental services? ( )	_____	_____	_____	___x
<b>XII. UTILITIES AND SERVICE SYSTEMS.</b> Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:				
a) Power or natural gas? ( )	_____	_____	_____	___x
b) Communications systems? ( )	_____	_____	_____	___x
c) Local or regional water treatment or distribution facilities? ( )	_____	_____	_____	___x
d) Sewer or septic tanks? ( )	_____	_____	_____	___x
e) Storm water drainage? ( )	_____	_____	_____	___x

**Mitigation Monitoring and Sign-off footnotes:**

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

E.I.R.

NEGATIVE DECLARATION

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Solid waste disposal? ( )	_____	_____	_____	___x
g) Local or regional water supplies? ( )	_____	_____	_____	___x
<b>XIII. AESTHETICS.</b> Would the proposal:				
a) Affect a scenic vista or scenic highway? ( )	_____	_____	_____	___x
b) Have a demonstrable negative aesthetic effect? ( )	_____	_____	_____	___x
c) Create light or glare? ( )	_____	_____	_____	___x
<b>XIV. CULTURAL RESOURCES.</b> Would the proposal:				
a) Disturb paleontological resources? ( )	_____	_____	_____	___x
b) Disturb archaeological resources? ( )	_____	_____	_____	___x
c) Affect historical resources? ( )	_____	_____	_____	___x
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? ( )	_____	_____	_____	___x
e) Restrict existing religious or sacred uses within the potential impact area? ( )	_____	_____	_____	___x
<b>XV. RECREATION.</b> Would the proposal:				
a) Increase the demand for neighborhood or regional parks or other recreational facilities? ( )	_____	_____	_____	___x
b) Affect existing recreational opportunities? ( )	_____	_____	_____	___x

Mitigation Monitoring and Sign-off footnotes:

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

E.I.R.

NEGATIVE DECLARATION

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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? \_\_\_\_\_ X
- b) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? \_\_\_\_\_ X
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? \_\_\_\_\_ X

**XVII. EARLIER ANALYSIS**

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, on or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063©(3)(D). In this case a discussion should identify the following on attached sheets:

- a) **Earlier analyses used.** Identify earlier analyses and state where they are available for review.
- b) **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measured based on the earlier analysis.
- c) **Mitigation measures.** For effects that are Negative Declarations: Less than Significant with Mitigation Incorporated, describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Mitigation Monitoring and Sign-off footnotes:

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

E.I.R.

NEGATIVE DECLARATION

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

**SOURCE CITATIONS:**

- |  |  |
|--|--|
| 1. City of Placerville Topographic Map (1982)    | 10. Not Applicable                       |
| 2. City of Placerville General Plan (1990)       | 11. Public Sewer                         |
| 3. Crossroads - Rare & Endangered Species (1980) | 12. Fire District Consultation           |
| 4. Weatherstone Village EIR (1993)               | 13. Police Department Consultation       |
| 5. Orchard Hill EIR (1994)                       | 14. Historic Resource Survey (1982)      |
| 6. Soil Survey of El Dorado County (1974)        | 15. Omni-Means Traffic Study (1997)      |
| 7. Staff Determination/Experience                | 16. Dennis Otani - A.P.C.D. consultation |
| 8. F.E.M.A. Flood Maps (1983)                    | 17. Biological Resources Report - KEA    |
| 9. Public Water                                  | Environmental, October 1999              |

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Mitigation Monitoring and Sign-off footnotes:

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

# ATTACHMENT 6

## Addendum to Categorical Exemption/Categorical Exclusion Determination

03-ED-City of Placerville      Placerville Drive Bridge Rehabilitation      BHLS-5015 (003)

In 2003, the City of Placerville developed preliminary plans to remove an existing sewer line from the creek channel and relocate it just east of the bridge. Approximately 90m (295 ft) of sewer line will be installed underground from the outlet of the box culvert just upstream of the bridge to the north side of Placerville Drive to tie into an existing line. The City and Caltrans agreed to combine the bridge rehabilitation and sewer projects into one contract.

The change required the expansion of the Area of Potential Effects (APE) to include the proposed location of the new sewer line as well as relocation of one power pole on the west side of the bridge. An updated Historic Property Survey Report (HPSR) was prepared to include the new area. On January 21, 2005, Caltrans concurred with the determination that no cultural resources are present within the project's APE.

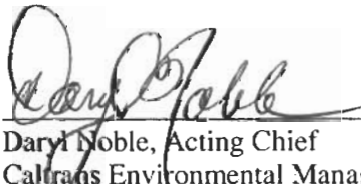
An updated Natural Environment Study (NES) was generated to include the additional area. In addition, because the original NES was prepared more than five years ago, the revised NES was necessary to reflect current site conditions, design standards, surveys and information on special-status species. A 2004 site visit determined that conditions within the project area had not changed.

On September 10, 2004, the U. S. Fish and Wildlife Service issued a "not likely to adversely affect" determination for potential impacts to the California red-legged frog.

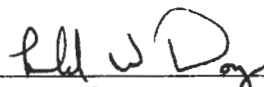
A wetland report was completed in 1999. The project was originally authorized by the U. S. Army Corps of Engineers (Corps) Nationwide Permit #14. However, because of the passage of time both the wetland report and the permit had expired. An updated wetland delineation was completed and included information on a drainage ditch that was discovered and not within the original study area. The source of water in the ditch could not be determined so it was assumed to be natural and therefore Corps jurisdictional waters. The updated report demonstrates that site conditions have not changed from 1999 and that the Corps may re-verify the delineation for the project. The original mitigation measures for water quality and erosion control address potential impacts to the area within the drainage ditch.

Considering the small scale of the project, the temporary nature of most of the project impacts, the highly disturbed nature of existing habitat and the planned implementation of mitigation measures it has been determined that the project will not have a significant effect on the environment.

The original determination remains valid and the project may proceed.

  
\_\_\_\_\_  
Daryl Noble, Acting Chief  
Caltrans Environmental Management

3/3/05  
Date

  
\_\_\_\_\_  
Leland W. Dong  
Federal Highway Administration

3/16/2005  
Date