PLACERVILLE DRIVE BICYCLE AND PEDESTRIAN FACILITIES PROJECT

Initial Study/Mitigated Negative Declaration

NOVEMBER 2022

Dewberry

PREPARED FOR
City of Placerville
3101 Center Street
Placerville, CA 95667

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EXECUTIVE SUMMARY

The City of Placerville (City), with funding from Congestion Mitigation and Air Quality (CMAQ) and regional Active Transportation Program (ATP), proposes to improve and increase bicycle and pedestrian interconnectivity within the City along Placerville Drive and Green Valley Road. The proposed Placerville Drive Bicycle and Pedestrian Facilities Project (proposed project) improvements would consist of constructing up to approximately 12,000 linear feet of sidewalks and 12,000 linear feet of Class II or Class IV bicycle facilities along Placerville Drive. The proposed project would also construct up to approximately 2,000 linear feet of sidewalks and Class II bicycle facilities along Green Valley Road, between Placerville Drive and Mallard Lane. Additionally, improvements will be made to El Dorado Transit bus stops within the project limits.

As part of its National Environmental Policy Act (NEPA) assignment of federal responsibilities by the FHWA, effective October 1, 2012, and pursuant to 23 USC 326, Caltrans is acting as the lead federal agency.

The proposed project is partially funded through Congestion Mitigation and Air Quality (CMAQ) funds; therefore, the improvements from the proposed project must result in air quality benefits including but not limited to reduced Vehicle Miles Traveled, increased bicycle and pedestrian interconnectivity, and increased transit services and access to bus stops. The proposed bicycle and pedestrian improvements would also be designed to meet current applicable City, American Association of State Highway and Transportation Officials (AASHTO), and Caltrans design standards.

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) was submitted to the State Clearinghouse on Wednesday, November 9, 2022 for a 30-day public review period that will end on Friday December 9, 2022. During the public review period, the Draft IS/MND will be available for review at the City Engineering Department and at the City Website: https://www.cityofplacerville.org/environmental-documents.

The Draft IS/MND prepared for the proposed project assesses the potential effects on the environment and the significance of those effects. Based on the results of the IS/MND, the proposed project would not have any significant impacts on the environment once mitigation measures are implemented. This conclusion is supported by the following findings:

- The proposed project would not impact agriculture and forestry resources, mineral resources, and population and housing.
- The project would have a less-than-significant impact on air quality, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, transportation, recreation, and utilities and service systems.
- Once mitigation measures are implemented, the proposed project would have a less-than-significant impact on aesthetics, biological resources, cultural resources, geology and soils, public services, noise, tribal cultural resources, and wildfire.
- No substantial evidence exists that the proposed project would have a significant negative or adverse effect on the environment.

The proposed project would incorporate standard construction best management practices and standard construction measures required by Caltrans Standard Specifications and other applicable laws, regulations, and policies. The proposed project would implement mitigation measures, as described in Section 4 of this IS/MND.

1. INITIAL STUDY

Project Title:	Placerville Drive Bicycle and Pedestrian Facilities Project
Lead Agency Name and Address:	City of Placerville 3101 Center Street, Placerville, CA 95662
Contact Person and Phone Number:	Melissa McConnell, P.E. 530.642.5250
Project Location:	City of Placerville, El Dorado County, CA Placerville 7.5-Minute Quadrangle, Township 10N, Range 10E, Section 12
Project Sponsor's Name and Address:	Melissa McConnell, P.E. City of Placerville Engineering Department 3101 Center Street Placerville, CA 95667
Adjacent General Plan Designation(s):	Commercial (C), Highway Commercial (HWC)
Adjacent Zoning Designation(s):	Commercial (C)

Introduction

The City of Placerville (City) proposes to improve and increase bicycle and pedestrian interconnectivity within the City along Placerville Drive and Green Valley Road. The proposed Placerville Drive Bicycle and Pedestrian Facilities Project (proposed project) is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville (**Figure 1-1 and 1-2**). The improvements would consist of constructing up to approximately 12,000 linear feet of sidewalks and 12,000 linear feet of Class II or Class IV bicycle facilities along Placerville Drive. The proposed project would also construct up to approximately 2,000 linear feet of sidewalks and Class II bicycle facilities along Green Valley Road, between Placerville Drive and Mallard Lane. Additionally, improvements will be made to El Dorado Transit bus stops within the project limits. The general land use in the project vicinity consists of commercial, residential, and business park uses. The existing roadway is classified as a "Minor Arterial Road" and accommodates an ADT between 11,000 and 15,000 vehicle trips per day.

The proposed project is currently partially funded through Congestion Mitigation and Air Quality (CMAQ) funds; therefore, the improvements from the proposed project must result in air quality benefits including but not limited to reduced Vehicle Miles Traveled, increased bicycle and pedestrian interconnectivity, and increased transit services and access to bus stops. The proposed bicycle and pedestrian improvements would also be designed to meet current applicable City, American Association of State Highway and Transportation Officials (AASHTO), and Caltrans design standards.

★ Project Location

El Dorado County

N

0 3 6 12 Miles

Dewberry	Source: ESRI Online Basemap, World Street Map, El Dorado County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet Notes: This map was created for informational and display purposes only	Placerville Drive Bicycle and Pedestrian Facilities Project City of Placerville, CA	**Regional Location Map**	**Figure 1-1**

Dewberry

Source: ESRI Online Basemap, World Imagery Map, El Dorado County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Placerville Drive Bicycle and Pedestrian Facilities Project
City of Placerville, CA

Project Location Map

Figure 1-2

2. PROJECT DESCRIPTION

Existing Conditions

Currently, the proposed project site (project site) along Placerville Drive consists of limited and intermittent sidewalk facilities, and sidewalk facilities are completely absent along Green Valley Road. The project site also includes intermittent existing Class II bicycle facilities along Placerville Drive between Armory Drive and US 50. Bicycle facilities are absent along Placerville Drive between Ray Lawyer Drive and Armory Drive and along Green Valley Road. Pedestrian and bicycle access along Placerville Drive and Green Valley Road within the project site is interfered with by narrow shoulders, numerous driveways, intersections, pavement transitions, utilities, walls, fences, landscape features and drainage structures. At several locations within the project site along Placerville Drive and Green Valley Road, privately owned fences, walls, and landscaping encroach into City owned right-of-way. The project site also includes six existing transit stops, and four of the existing transit stops have limited sidewalk access. Existing land uses adjacent to the project site include commercial, residential, and business park developments that have multiple accesses along Placerville Drive and Green Valley Road. These accesses would need to be maintained during and after construction. Placerville Drive has sporadically spaced and different types of existing streetlights within the project limits, and there are some stretches with no street lighting. The sporadically spaced existing streetlights on Placerville Drive consist of some lights attached to PG&E power poles along with a few standalone street lights. There is intersection lighting on the signal poles at the Placerville Drive/Ray Lawyer Drive/Green Valley Road intersection and the Placerville Drive/Cold Springs Road intersection. There is currently no existing street lighting along Green Valley Road within the project limits except at the intersections of Green Valley Road/Mallard Lane and Green Valley Road/Placerville Drive/Ray Lawyer Drive.

Purpose and Need

The purpose of the proposed project is to complete the bicycle and pedestrian facilities and remove barriers to walking and biking within the Placerville Drive Corridor. The proposed project is the next step to create and maintain a safe and convenient system of bicycle and pedestrian facilities within the City. When complete, the proposed project would provide direct bicycle and pedestrian access to key destinations within the City, be a critical component of an overall low-stress bicycling network, support development, and address the needs of one of the City's most heavily traveled transportation corridors. The proposed project would include removing the existing and sporadically placed streetlights along Placerville Drive, and would install new streetlights along both sides of Placerville Drive and Green Valley Road. The existing intersection lighting would remain in place.

The proposed project is needed as the Placerville Drive corridor is comprised of discontinuous sidewalks and limited Class II bike lanes throughout its length. Pedestrian and bicycle access along Placerville Drive and Green Valley road is affected by non-compliant sidewalks and limited available shoulders. Utility poles, walls, fences, landscape features, and drainage structures also limit access for pedestrians and bicyclists. The proposed project would provide ADA compliant improvements and improve pedestrian and bicyclist connectivity within the western portion of the City of Placerville to the neighborhoods and Downtown Placerville Area south of the US 50.

Proposed Project

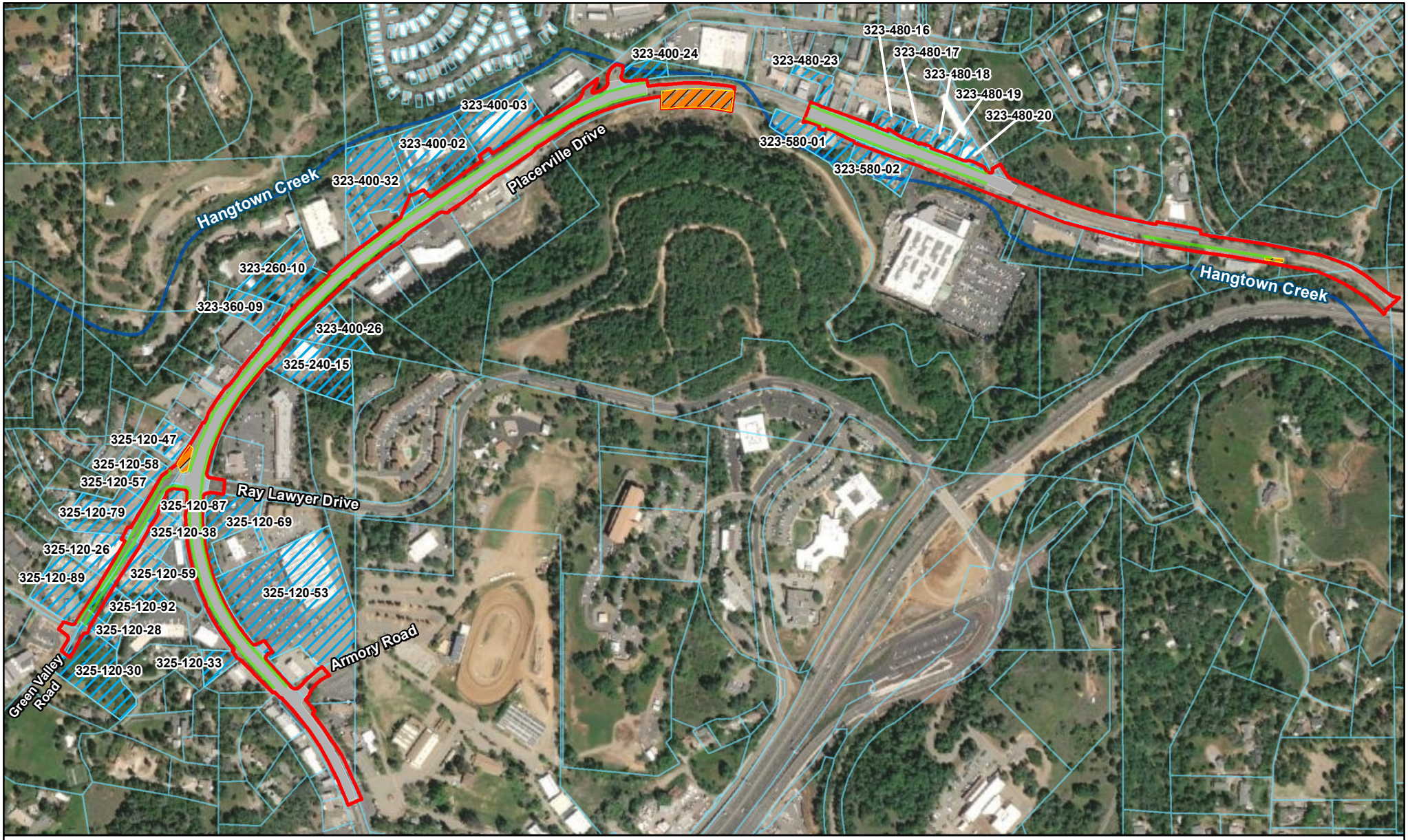
The proposed project would establish sidewalk and bicycle facilities along both sides of Placerville Drive between the US Highway 50 (US 50) and Armory Drive and would establish sidewalk and bicycle facilities along one or both sides of Green Valley Road between Placerville Drive and Mallard Lane (**Figure 2-1**). The sidewalk improvements would include the construction of up to approximately 12,000 linear feet of new sidewalk along Placerville Drive and up to approximately 2,000 linear feet of new sidewalk along Green Valley Road. The bicycle facility improvements would include the construction of up to approximately 12,000 linear feet of new Class II or Class IV bicycle facilities along Placerville Drive and up to approximately 2,000 linear feet of new Class II bicycle facilities along Green Valley Road.

The proposed project would install sidewalks, curbs, gutters, ADA curb access ramps, bike facilities, and incidental drainage improvements. The proposed sidewalk improvements would provide increased connectivity to the existing transit stops, and improvements to the bus stops would also be implemented to make them ADA compliant. Existing storm drain systems would be maintained, and additional storm drain inlets and curb cut drains would be installed to convey surface drainage. Trees that encroach on City right-of-way within the project site would be trimmed as needed and tree removal is anticipated to complete construction of the proposed project. Tree removal would be coordinated with the property owners and would be conducted according to local, state, and federal standards. Work within the existing roadway is limited to removal of portions of the existing shoulder and pavement surface treatments, and therefore, would only require small amounts of full depth pavement reconstruction and mostly only minor grind and overlays. The proposed project would also include the construction of up to 11 retaining walls and 4 barrier curbs within the Placerville Drive corridor, and relocation of existing utilities that conflict with proposed improvements. Surface drainage patterns within the project area would generally remain unchanged, and existing storm drain inlets would be adjusted, as necessary.

The proposed project would be constructed primarily within the existing City right-of-way, and would require right-of-way acquisitions, easements, or permits to enter and construct from up to 30 parcels. Temporary construction easements and/or permits to enter and construct would be needed to construct the retaining walls and driveway conforms. Several of the adjacent parcels have encroached into City right-of-way and private retaining walls, signage, and landscaping that conflict with the proposed bicycle and sidewalk facilities may need to be removed and/or relocated as necessary.

Utility Relocation

Both existing underground and overhead utilities are present throughout the project site. Anticipated underground utilities include communication, water, sewer, storm drain, and electrical lines. Much of the anticipated underground utility work along Placerville Drive and Green Valley Road involves adjusting utility boxes, meters, and service lines for adjacent properties. Fire hydrant relocations are also anticipated to complete construction of the proposed project. Two existing CMP drainage culverts that cross below Green Valley Road near Debbie Lane and A&A Road may be replaced as part of the work to widen and realign Green Valley Road to accommodate the new sidewalks and bicycle lanes.



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Source: ESRI Online Basemap, World Imagery Map, El Dorado County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Placerville Drive Bicycle and Pedestrian Facilities Project City of Placerville, CA

Project Details Map

Figure 2-1

Overhead utilities at the project site include communication and electrical distribution lines. The lines primarily run parallel along the northern side of Placerville Drive and Green Valley Road but frequently run perpendicular to the roadways to provide service to the residences and commercial developments. Electrical utility lines and utility poles are also located along the southern edge Placerville Drive east of Hangtown Creek. Utility poles and both overhead communication lines and electrical distribution lines would need to be relocated prior to construction if they are determined to conflict with either the proposed improvement or construction activities.

Right-of-Way

The proposed project would be constructed primarily within the existing City right-of-way, but permanent acquisitions and temporary construction easements and/or permits to enter and construct are anticipated to be needed. Acquisitions are required to construct a full width sidewalk without impacting the roadway width in areas where the existing right-of-way is narrow. The parcels that would experience permanent right-of-way acquisition as a result of the proposed improvements include APN 323-400-002, APN 325-120-089, APN 325-120-059, APN 325-120-092, APN 325-120-028, APN 325-120-087, APN 325-120-038, APN 325-120-026, APN 323-400-024, and APN 323-400-032. Additionally, temporary easements and/or permits to enter and construct would be necessary from up to 26 parcels for the relocation of utilities and signage, construction of retaining walls, and construction of frontage and driveway conforms. Parcels that would be impacted by temporary easements and/ or permits to enter and construct include:

APN 323-260-010	APN 323-360-009	APN 323-400-002
APN 323-400-003	APN 323-400-032	APN 325-120-053
APN 323-400-024	APN 323-400-026	APN 325-120-057
APN 325-120-058	APN 325-120-079	APN 323-480-016
APN 323-480-017	APN 323-480-018	APN 323-480-019
APN 323-480-020	APN 323-480-023	APN 325-240-015
APN 323-580-001	APN 323-580-002	APN 325-120-033
APN 325-120-028	APN 325-120-087	APN 325-120-030
APN 325-120-047	APN 325-120-092	

Construction Activities

In order of activity, construction would consist of the following:

Construction Area Sign Installation

Sufficiently in advance of construction operations, construction signage would be installed to alert drivers and adjacent property owners to the initiation of construction activities and potentially altered traffic patterns in the area. Signs would remain in place throughout the duration of construction.

Clearing, Grubbing, and Tree Removals

Portions of trees, bushes, and landscaping that are in conflict with the new construction will be removed. The areas around the project site would be cleared of vegetation and fencing, if

necessary, to gain access and to complete proposed project construction. The work would be within the approved project site limits of disturbance.

General Demolition

The proposed concrete retaining walls and curb, gutter, and sidewalks would require forms to be constructed and then concrete and reinforcement to be placed. Excavation would be limited to only what is required to get the formwork in place. Formwork would be removed after the concrete sufficiently cures and the surfaces would be finished. Final backfilling and grading as well as landscaping would be performed last. New streetlights would be installed.

Similarly, excavation for roadway and utility work would be limited to only what is needed to perform the required work. Backfill and roadway base would be placed after utility and preparation work has been performed, followed by asphalt roadway surfacing. Lastly, the Class II or Class IV bicycle facilities would be constructed, and final landscaping work would be performed.

Table 2-1 provides a description of the type of equipment likely to be used during the construction of the proposed project.

TABLE 2-1. CONSTRUCTION EQUIPMENT

EQUIPMENT	CONSTRUCTION PURPOSE
Hydraulic Hammer	Demolition
Hoe Ram	Demolition
Jack Hammer	Demolition
Water Truck	Earthwork construction + dust control
Bulldozer / Loader	Earthwork construction + clearing and grubbing
Haul Truck	Earthwork construction + clearing and grubbing
Front-End Loader	Dirt or gravel manipulation
Air Compressor	Finishing work
Boom Truck	Rebar installation
Drill Rig	Pile installation
Flatbed Truck	Material handling and delivery
Crane	Placement rebar cages + pile installation
Grader	Ground grading and leveling
Dump Truck	Fill material delivery
Bobcat	Fill distribution
Excavator	Soil manipulation and placement of rock slope protection
Compaction Equipment	Earthwork
Roller / Compactor	Earthwork and asphalt concrete construction
Backhoe	Soil manipulation + drainage work
Holding Tanks	Slurry storage and suspended solid water settling

TABLE 2-1. CONSTRUCTION EQUIPMENT	
EQUIPMENT	**CONSTRUCTION PURPOSE**
Concrete Truck and Pump	Placing concrete
Paver	Asphalt concrete construction
Truck with Seed Sprayer	Erosion control landscaping
Generators	Power Hand Tools

Construction Schedule and Timing

Construction is anticipated to begin in spring of 2025 and take approximately 18 months to complete.

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

Determination: (To be completed by Lead Agency)

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature	Date
Printed Name	

4. ENVIRONMENTAL CHECKLIST

4.1. Aesthetics

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
AESTHETICS – EXCEPT AS PROVIDED IN PUBLIC RESOURCES CODE SECTION 21099, WOULD THE PROJECT:				
a) **Have a substantial adverse effect on a scenic vista?**	☐	☐	☐	☒
b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**	☐	☐	☒	☐
c) **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**	☐	☒	☐	☐
d) **Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?**	☐	☒	☐	☐

Setting

Visual character is a description (not evaluation) of a site, and includes attributes such as form, line, color, and texture. Visual quality is the intrinsic appeal of a landscape or scene due to the combination of natural and built features in the landscape, and this analysis rates visual quality as high, moderate, or low. Visual sensitivity is the level of interest or concern that the public has for maintaining the visual quality of a particular aesthetic resource and is a measure of how noticeable proposed changes might be in a particular scene and is based on the overall clarity, distance, and relative dominance of the proposed changes in the view, as well as the duration that a particular view could be seen.

The proposed project would establish sidewalk and bicycle facilities along both sides of Placerville Drive between the US Highway 50 (US 50) and Armory Drive and would establish sidewalk and bicycle facilities along one or both sides of Green Valley Road, between

Placerville Drive and Mallard Lane. Placerville Drive currently consists of limited and intermittent sidewalk facilities, and sidewalk facilities are completely absent along Green Valley Road. The project site also includes intermittent existing Class II bicycle facilities along Placerville Drive between Armory Drive and US 50. The proposed project would include removing the existing and sporadically placed streetlights along Placerville Drive, and would install new streetlights along both sides of Placerville Drive and Green Valley Road. The existing intersection lighting would remain in place.

The general land use in the project vicinity consists of Commercial, Rural Residential, Low-density Residential, Medium-density Residential, High-density Residential, Public Facility, Highway Commercial, and Business and Professional uses. Topography at the proposed project site is generally flat, with localized steeper slopes, particularly along the highly incised banks of Hangtown Creek and along the northern edge of Placerville Drive, east of Cold Springs Road. Hangtown Creek is the primary aquatic feature within the project area, while an unnamed tributary to Hangtown Creek crosses the project site adjacent to Debbie Lane.

Receptors of visual change for the proposed project generally include people residing or working near or adjacent to the proposed project site, as well as users of Placerville Drive and Green Valley Road. On average, neighboring properties in the project area have a moderate to high visibility of the existing roadways and elements along the project corridor. Neighbors adjacent to Placerville Drive and Green Valley Road would experience a long duration of exposure to the proposed bicycle and pedestrian improvements, and their viewer exposure level is anticipated to be high due to the moderate to high visibility of proposed improvements. Sensitive land uses adjacent to the proposed project site include Rural Residential, Low Density Residential, Medium Density Residential, and High Density Residential. However, the sensitivity of the neighboring properties to the proposed improvements is anticipated to be low.

Currently, Placerville Drive is dominated by strip commercial uses, and most of the corridor is visually chaotic and unappealing. Only a few isolated portions have landscape in its foreground views, otherwise, the corridor lacks visual amenities (City of Placerville, 2016). The City's General Plan states that Placerville Drive offers a bounty of design possibilities which can be incorporated into the planning of its development as a major thoroughfare with curbs, gutters, and sidewalks (City of Placerville, 2016). The proposed project would include the construction of curbs, gutters, and sidewalks which are anticipated to increase continuity and line attributes within the proposed project area by completing the discontinuous network of existing sidewalks and removing pavement transitions, utilities, walls, fences, and landscape features that encroach on the existing right-of-way.

There are no officially designated National Scenic Byways located within the proposed project vicinity. The nearest National Scenic Byway is Ebbetts Pass National Scenic Byway on SR-4, which begins approximately 75 miles southeast of the proposed project site. US 50 is an officially Designated State Scenic Highway, located adjacent to the proposed project at the eastern end of the proposed project (Caltrans, 2021). Although SR-49 is not an officially designated State Scenic Highway, it was historically a heavily travelled north-south migration and trade route during the Gold Rush years. Placerville was one of many booming towns to spring up along this route, making SR-49 an important scenic highway in terms of visual and historic resources (City of Placerville, 2016).

Discussion

a) No Impact. According to the General Plan, the Placerville Drive corridor is lacking in visual amenities. The area is dominated by strip commercial uses, and most of the corridor is visually chaotic and unappealing. No designated scenic resources or scenic vistas were identified in the vicinity of the proposed project. The proposed project site is not located within an officially designated Scenic Vista according to the City's General Plan, and the proposed project would be consistent with the visual character of the proposed project site upon completion of construction. The proposed improvements are anticipated to increase continuity visual characteristics of the proposed project site and would not result in substantial changes to the existing visual environment along the Placerville Drive and Green Valley Road corridors. The proposed project would not have an adverse effect on a scenic vista. Therefore, there would be no impact and no mitigation measures are required for this resource.

b) Less Than Significant Impact. No visually unique features or outcroppings, including trees, or historic buildings are located within or in the vicinity of the proposed project site. US 50 is an officially Designated State Scenic Highway, located adjacent to the proposed project at the eastern end of the proposed project. The eastern end of the proposed project site would be visible from roadway users on the US 50. The proposed project would not damage scenic resources, as there are no unique visual features within the proposed project area. In addition, the proposed project would not impact US 50 because roadway work would be limited to the local roadways of Placerville Drive and Green Valley Road.

The proposed project is anticipated to increase the visual character of the area by increasing continuity and line attributes within the proposed project area by connecting the disconnected network of existing sidewalks and removing features that encroach on the City's right-of-way (ROW) along the proposed project corridor. The proposed project would not result in substantial changes to the existing visual environment along the Placerville Drive and Green Valley Road corridors.

Short-term visual impacts are anticipated during the construction phase of the proposed project and would include tree removal, ground disturbance, and traffic handling activities. Tree and vegetation removal would be required along the ROW, the existing roadways, and any tree removals would be minimized to the extent feasible and would not affect trees, shrubbery, or fencing immediately adjacent to businesses, residences, or office buildings. Any areas disturbed by construction activities would be replanted with native vegetation. These impacts would be temporary and less than significant. Characteristics of the visual environment surrounding the proposed project site upon construction completion would be consistent with existing conditions.

The visual characteristics and quality would be similar to existing conditions. The proposed project would have a less than significant impact on scenic resources such as historic buildings or prominent natural features within a state designated scenic highway. No mitigation is required.

c) Less Than Significant with Mitigation. The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road. Receptors sensitive to visual change include nearby roadway users and neighbors. Neighbors to the proposed project site include businesses and homes along Placerville Drive and Green Valley Road. The proposed project would not include any raised features and the proposed project site would remain similar to exiting conditions. The proposed project site is located adjacent to Commercial (C) and High-Density Multi-Family Residential (R-4) zones. The proposed project would not change or conflict with the existing zoning regulations. Therefore, the proposed project would a less than significant impact in this regard and no mitigation measures are required.

Portions of the current alignment of Placerville Drive were once the Old Tahoe Wagon Road/Pioneer Branch of the Lincoln Highway, which would later become US. Highway 50. The Lincoln Highway in the proposed project area and vicinity ran along sections of Placerville Drive and Green Valley Road, crossed Placerville Drive in the project area at two points, and ran parallel to and near Placerville Drive at other locations. In other places, the Lincoln Highway followed Pierroz Road and Cold Springs Road, outside of the project area. Private development and improvement, as well as construction of modern Placerville Drive have resulted in the destruction of all intact traces of the Lincoln Highway within the project area. However, representatives of the Lincoln Highway Association, Joel Windmiller, President, and Trey Pitsenberger, Vice President, reached out to the City in January 2020. The Lincoln Highway Association requested installing Lincoln Highway signage in the project area as a way of commemorating the old highway. The Lincoln Highway Association's request is consistent with the City's General Plan Section III Transportation Goal B: promote the development of a circulation system that preserves the historic nature and character of neighborhoods and districts, reinforces neighborhood identity and integrity, and minimizes adverse impacts on hillsides and vegetation. In compliance with this General Plan Goal, **Mitigation Measure AES-1** will reduce the impact to less than significant.

Construction activities would introduce heavy equipment and associated vehicles, including backhoes, compactors, tractors, cranes, and trucks, into the viewshed of all viewer groups. Tree and vegetation removal would be required along the ROW the existing roadways, and any tree removals would be minimized to the extent feasible and would not affect trees, shrubbery, or fencing immediately adjacent to businesses, residences, or office buildings. Construction activities and the presence of equipment and vehicles would create a temporary visual impact on views seen of and from the proposed project site during the construction period. This impact would not be significant due to the temporary nature of construction and the transient nature of viewers passing by the proposed project site. The proposed project would revegetate areas of temporary disturbance within the proposed project footprint with native, drought-tolerant vegetation and use native, drought tolerant vegetation for landscaping wherever possible. Trees and vegetation would be replanted after construction to restore the visual character of the proposed project site consistent with Section 20, "Landscape" of the Caltrans Standard Specifications 2015. Additionally, removal of exotic plant species and

revegetation with native plants would help restore the site to a more natural condition, making it more consistent with the indigenous visual character of the area.

Upon construction completion, the proposed project would be visually consistent with the existing and surrounding conditions. The new appearance would not be any less visually appealing than the existing appearance and may be more appealing since it would present a newer, cleaner, more continuous appearance. The proposed project would be consistent with the visual character of the proposed project site and would be similar to existing conditions. Therefore, the proposed project would have a less than significant impact on the visual character and quality of public views of the proposed project site and surrounding area and no mitigation measures would be required.

d) Less Than Significant with Mitigation. As mentioned above, existing lighting along the corridor is discontiguous and consists of several design types and styles, which currently includes stand-alone cobra head lighting, stand-alone acorn head lighting, and cobra head lighting attached to power poles. This creates an ununified aesthetic throughout the current corridor. Through addition of a continuous lighting style (stand-alone cobra head), the proposed project will create additional unity and continuity through the corridor. This continuous lighting type will be consistent with other commercial urban areas in the City.

Within the proposed project area, the Boys and Girls Club of El Dorado County (located on Green Valley Road) contributes sensitive roadway users to the corridor. Currently along Green Valley Road, there are no consistent streetlights that illuminate the sidewalk and roadway for pedestrians and bicyclists traveling along Green Valley to use the Boys and Girls Club. Additionally, this sporadic lighting and inconsistency along Placerville Drive is unsafe for pedestrians and bicyclists who are using the corridor in the evenings with minimal natural light. The proposed continuous lighting would create increased visibility, a safer environment, and more complete sidewalk and bicycle facility.

Although the additional lighting would create unity and provide a safer corridor for bicyclists and pedestrians, direct light may affect public views outside of the transportation facilities. Through **Mitigation Measure AES-2**, direct light to adjacent neighbors will be limited to the maximum extent feasible by limiting, shielding and directing lights to only that required for operations and safety. The installation of luminaire glare shields will aid in the reduced lighting spread onto sensitive receptors and neighbors behind the luminaire without affecting the light reaching the roadway travelers. The proposed project would have less than significant impact to light and glare.

Mitigation Measures

Mitigation Measure AES-1: Install Historic Lincoln Highway Signage

The City will develop a signage plan to include locations of historical Lincoln Highway signs with the project area. The City shall coordinate with the Lincoln Highway Association on appropriate/historically accurate placements of the signage.

Mitigation Measure AES-2: Limit Direct Light

The City shall limit direct light to the maximum extent feasible by shielding and directing lights to only that required for operations and safety, including the installation of luminaire glare shields.

4.2. Agriculture and Forestry Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
AGRICULTURAL AND FOREST RESOURCES – IN DETERMINING WHETHER IMPACTS TO AGRICULTURAL RESOURCES ARE SIGNIFICANT ENVIRONMENTAL EFFECTS, LEAD AGENCIES MAY REFER TO THE CALIFORNIA AGRICULTURAL LAND EVALUATION AND SITE ASSESSMENT MODEL (1997) PREPARED BY THE CALIFORNIA DEPARTMENT OF CONSERVATION AS AN OPTIONAL MODEL TO USE IN ASSESSING IMPACTS ON AGRICULTURE AND FARMLAND. IN DETERMINING WHETHER IMPACTS TO FOREST RESOURCES, INCLUDING TIMBERLAND, ARE SIGNIFICANT ENVIRONMENTAL EFFECTS, LEAD AGENCIES MAY REFER TO INFORMATION COMPILED BY THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION REGARDING THE STATE'S INVENTORY OF FOREST LAND, INCLUDING THE FOREST AND RANGE ASSESSMENT PROJECT AND THE FOREST LEGACY ASSESSMENT PROJECT; AND FOREST CARBON MEASUREMENT METHODOLOGY PROVIDED IN FOREST PROTOCOLS ADOPTED BY THE CALIFORNIA AIR RESOURCES BOARD. **WOULD THE PROJECT:**				
a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**	☐	☐	☐	☒
b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**	☐	☐	☐	☒
c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**	☐	☐	☐	☒
d) **Result in the loss of forest land or conversion of forest land to non-forest use?**	☐	☐	☐	☒
e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**	☐	☐	☐	☒

Setting

The California Land Conservation Act (Williamson Act) was established after World War II when valuable farmland was rapidly converted to urban use due to pressure from continuous

population growth. The Williamson Act provides tax relief to landowners who participate in the program with the condition that their land will not be developed. The Farmland Mapping and Monitoring Program was established in 1982 to assess the location and quantity of agricultural lands, and the conversion of these lands over time. This information is used to assist with decision making and planning regarding California's agricultural lands.

Surrounding General Plan land uses include Commercial, Business and Professional, Highway Commercial, High Density Residential, Medium Density Residential, Low Density Residential, Rural Residential, Open Space and Public Facilities (El Dorado County, 2021). The City designated zone classification in the proposed project vicinity include Commercial (C), Multi-Family Residential 16dw/acre (R-4), Single Family Residential 20,000sf min. (R1-20), Multi-Family Residential 12dw/acre (R3), Single Family Residential 6000 sf min. (R1-6), Single Family Residential 10,000sf min. (R1-10), Multi-Family Residential 8dw/acre (R2), Estate Residential 5 acre min (RE), Single Family Residential 1 acre min. (R1-A), Housing Opportunity Overlay (HO), Business & Professional (BP), Public Facilities (PF), and Open Space (OS) (City of Placerville, 2018).

Placerville Drive is dominated by strip commercial uses, and most of the corridor is visually chaotic and unappealing (City of Placerville, 2016). Placerville Drive is classified as a Minor Arterial Roadway that is fed by local service and collector roadways, provides intra-city circulation routes and connections to regional roadways, and generally carries relatively heavy traffic volumes (City of Placerville, 2004).

Discussion

a-e) No Impact. According to the California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP), there are no lands designated as prime farmland, unique farmland, or farmland of statewide importance located within the proposed project vicinity (CDOC 2021). The proposed project site does not include agricultural land enrolled under the Williamson Act (El Dorado County 2021a). There are no land uses zoned as forestland or timberland (El Dorado County 2021b). Agricultural lands are not located within the proposed project vicinity. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

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4.3. Air Quality

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
AIR QUALITY – WHERE AVAILABLE, THE SIGNIFICANCE CRITERIA ESTABLISHED BY THE APPLICABLE AIR QUALITY MANAGEMENT DISTRICT OR AIR POLLUTION CONTROL DISTRICT MAY BE RELIED UPON TO MAKE THE FOLLOWING DETERMINATIONS. WOULD THE PROJECT?				
a) **Conflict with or obstruct implementation of the applicable air quality plan?**	☐	☐	☒	☐
b) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**	☐	☐	☒	☐
c) **Expose sensitive receptors to substantial pollutant concentrations?**	☐	☐	☒	☐
d) **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**	☐	☐	☒	☐

Setting

The proposed project is located in the City of Placerville (City), near the City's western boundary. The proposed project site is located within the Mountain Counties Air Basin (MCAB) and is under the jurisdiction of the El Dorado County Air Quality Management District (EDCAQMD) (CARB, 2019a and 2019b). Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The EDCAQMD is one of 35 regional air quality districts in California and has jurisdiction over all El Dorado County. The following rules and regulations have been adopted by the EDCAQMD and would be applicable to the proposed project:

- Rule 202 – Visible Emissions. Limits emissions that are darker in shade than No.1 on the Ringelmann Chart or of such opacity as to obscure an observer's view to a degree equal to or greater than smoke.
- Rule 205 – Nuisance. Prohibits discharge of air contaminants or other material that (1) cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; (2) endanger the comfort, response, health, or safety of any such persons or the public; or (3) cause, or have a natural tendency to cause, injury, or damage to business or property.
- Rule 207 – Particulate Matter. Limits particulate matter emissions in excess of 0.1 grains per cubic foot of dry exhaust gas.

- Rule 223-1 – Fugitive Dust. Limits fugitive dust emissions from construction and construction-related activities. The rule requires submission of a detailed Fugitive Dust Control Plan to the EDCAQMD prior to the start of any construction activity for which a grading permit was issued by El Dorado County or an incorporated city within the county and implementation of best management practices identified by the EDCAQMD.
- Rule 224 – Cutback Asphalt Paving Material. Specifies volatile organic compound (VOC) limits for cutback asphalt (CARB, 2021a).

The District considers any proposed project that does not demonstrate compliance with all applicable District rules and regulations, and its permitting requirements in particular, as one that has a significant impact on air quality. Satisfaction of this requirement is straight forward and can be achieved through identification of and compliance with the applicable rules and regulations (EDCAPCD, 2002).

The proposed project area is also a member of the Sacramento Area Council of Governments (SACOG), a regional transportation planning association that also includes portions of Placer and El Dorado counties, and Sacramento, Sutter, Yolo, and Yuba counties. SACOG is responsible for regional transportation planning within its jurisdiction (the City and portions of El Dorado County) and preparing air quality conformity analyses, documents that are used to bring regional emissions into compliance with federal and state air quality standards pursuant to the Clean Air Act. As such, the proposed project is included in the 2017/2020 SACOG Metropolitan Transportation Improvement Program (MTIP).

The federal Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards (CAAQS) are the California state equivalent of the NAAQS. An air basin is in "attainment" (compliance) when the levels of the pollutant in that air basin are below NAAQS and CAAQS thresholds. **Table 4-1** provides information on the NAAQS and **Table 4-2** provides information on the CAAQS.

TABLE 4-1. NAAQS

POLLUTANT	STANDARD TYPE	AVERAGING TIME	CONCENTRATION THRESHOLD	FORM
Carbon monoxide (CO)	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead (Pb)	Primary and secondary	Rolling 3-month average	0.15 µg/m^3	Not to be exceeded
Nitrogen dioxide (NO_2)	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O_2)	Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over

TABLE 4-1. NAAQS					
POLLUTANT		STANDARD TYPE	AVERAGING TIME	CONCENTRATION THRESHOLD	FORM
					3 years
Particulate matter (PM)	$PM_{2.5}$	Primary	1 year	12.0 µg/m^3	Annual mean, averaged over 3 years
		Secondary	1 year	15.0 µg/m^3	Annual mean, averaged over 3 years
		Primary and secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO_2)		Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: U.S. EPA, 2021.

TABLE 4-2. CAAQS			
POLLUTANT		AVERAGING TIME	CONCENTRATION THRESHOLD
Carbon monoxide (CO)		8 hours	0.09 ppm
		1 hour	0.070 ppm
Lead (Pb)		1.5	0.15 µg/m^3
Nitrogen dioxide (NO_2)		1 hour	0.18 ppm
		Annual arithmetic mean	0.030 ppm
Ozone (O_2)		8 hours	0.09 ppm
		1 hour	0.070 ppm
Particulate matter (PM)	$PM_{2.5}$	Annual arithmetic mean	12.0 µg/m^3
	PM_{10}	24 hours	50 µg/m^3
		Annual arithmetic mean	20 µg/m^3
Sulfur dioxide (SO_2)		1 hour	0.25 ppm
		24 hours	0.04 ppm
Visibility reducing particles		9 hours	Extinction of 0.23 per kilometer
Sulfates		24 hours	25 µg/m3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: ARB, 2016

The proposed project site is located in an area that is currently in federal non-attainment for 8-hour Ozone and particulate matter 2.5 microns or less in diameter (PM2.5) standards. The proposed project site is also located in an area that is currently in state non-attainment for Ozone and particulate matter 10 microns or less in diameter (PM10) standards (CARB, 2021b).

EDCAPQD has also established thresholds of significance for discretionary projects that are subject to CEQA. Since ozone is not directly emitted in significant amounts, and modeling impacts of individual projects on a region-wide pollutant like ozone is not feasible, it is necessary to focus on emission levels of the two directly emitted primary precursors of ozone, reactive organic gases (ROG) and oxides of nitrogen (NOx). The western portion of El Dorado

County is in the federally designated Sacramento nonattainment region for ozone. The District has determined that mass emissions in excess of the ROG and NOx levels shown in **Table 4-3**, below, from any project, could affect the District's commitment to attain the federal 8-hour ozone standard in the Sacramento Region, and thus could have a significant adverse impact on air quality in the Sacramento Region.

TABLE 4-3. OZONE PRECURSOR SIGNIFICANCE THRESHOLDS

POLLUTANT	POUNDS PER DAY
Reactive Organic Gases (ROG)	82
Oxides of Nitrogen (NOx)	82

Source: EDCAQMD, 2002

Sensitive Receptors

The location of a development project is a major factor in determining whether it will result in localized air quality impacts. The potential for adverse air quality impacts increases as the distance between the source of emissions and members of the public decreases. While impacts on all members of the population should be considered, impacts on sensitive receptors are of particular concern. Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, and convalescent facilities are examples of sensitive receptors (EDCAQMD, 2002). Surrounding General Plan land use designations identified as potentially having sensitive receptors include High Density Residential, Medium Density Residential, Low Density Residential, Rural Residential, and Open Space (El Dorado County, 2021). Sensitive Receptors identified within the proposed project vicinity include the apartment complexes Hidden Springs Villa Mobile Home Park located approximately 500 feet north of the proposed project, Placer Village Apartments located approximately 600 feet southeast of the proposed project, and Willow View Apartments located approximately 600 feet northwest of the proposed project. Other sensitive receptors identified in the proposed project's vicinity include the New Mornings Children's Shelter located approximately 500 feet southeast of the proposed project, the Boys and Girls Club located 800 feet southwest of the proposed project, and Westwood Hills Memorial Park located approximately 1,300 feet north of the proposed project. There are residences located within 300 feet of the proposed project corridor in the Medium Density Residential and Low Density Residential general plan land use designations.

Discussion

a) Less than Significant. The proposed project would establish sidewalk and bicycle facilities along both sides of Placerville Drive and would establish sidewalk and bicycle facilities along one or both sides of Green Valley Road. The proposed project would not increase automobile capacity or create other permanent new sources of emissions. In addition, the proposed project would provide safer bicycle and pedestrian access along the proposed project corridor. Currently, pedestrian and bicycle access along Placerville Drive and Green Valley Road are affected by noncompliant sidewalks; limited shoulders; and numerous driveways, intersections, pavement transitions, utilities, walls, fences, landscape features, and drainage structures. Upon completion, the proposed project would be consistent with applicable air quality plans.

The proposed project is consistent with the EDCAQMD's Guide to Air Quality Assessment. The proposed project would enhance bicycle and pedestrian access along Placerville Drive and Green Valley Road, which is consistent with the City General Plan goals, which includes promoting safe pedestrian and bicycle circulation. All construction equipment would be maintained in a manner consistent with state and federal regulations applicable to off-road, construction diesel equipment. The proposed project would not increase long term traffic levels and there would be no operational impacts to air quality. Impacts would be less than significant, and no mitigation is required.

b) Less than Significant. The proposed project site and El Dorado County are in an area that is currently in federal non-attainment for 8-hour ozone and $PM_{2.5}$ standards and is in state non-attainment for ozone and PM_{10} standards (CARB, 2021b).

Temporary impacts resulting from the proposed project on air quality would be construction related. The proposed project would contribute temporary incremental increases in emissions; however, the construction emissions would not exceed the City, County or EDCAQMD thresholds. According to the EDCAQMD Guide to Air Quality Management, if reactive organic gas (ROG) and nitrogen oxide (NOx) emissions are under the established threshold of 82 pounds generated per day, the impacts would be considered less than significant (EDCAQMD, 2002). The EDCAQMD Guide to Air Quality Management also indicates that for other criteria pollutants, including CO, PM_{10}, SO_2, NO_2, sulfates, and lead, a project is considered to have a significant impact on air quality if it would cause or contribute significantly to a violation of the applicable nations or State ambient air quality standards (EDCAQMD, 2002).

The Caltrans Roadway Construction Emissions Modeling tool was used to estimate construction emissions produced by the proposed project (**Appendix A**). The assumptions that were made during modeling include: 1) the types and quantities of construction equipment typical of road widening projects would be used; 2) all on-road equipment used for the proposed project would be year 2010 or newer models; and 3) all construction equipment would meet California Air Resources Board (CARB) Tier 4 requirements for some or all off-road equipment. Estimated criteria air emissions generated by proposed project construction and applicable EDCAQMD emissions thresholds are summarized in **Table 4-4**, below.

TABLE 4-4. AIR QUALITY EMISSIONS AND THRESHOLDS

POLLUTANT	EDCAQMD THRESHOLDS (LBS/DAY)	MAXIMUM PROJECT EMISSIONS (LBS/DAY)
ROG	82	27.40
NOx	82	32.42
CO	--	28.23
SOx	--	0.06
PM_{10}	--	19.44
$PM_{2.5}$	--	11.10

Source: EDCAPMD, 2002

The proposed project would generate emissions below the established EDCAQMD emissions thresholds and would not significantly increase emissions to the criteria

pollutants currently at nonattainment for El Dorado County. Air quality impacts related to construction would be temporary and would cease upon construction completion. Therefore, construction related impacts are considered less than significant. While mitigation measures are not required, best management practices (BMPs) would be implemented during construction to comply with applicable fugitive dust rules and regulations and to reduce construction emissions further. The following BMPs would be implemented by the lead contractor:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered as needed to prevent fugitive dust.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).
7. Clear signage shall be provided for construction workers at all access points.
8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
9. A publicly visible sign shall be posted with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to the County and take immediate corrective action as soon as practical but not more than 48 hours after the complaint is received. The EDCAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

The proposed project would add bicycle and pedestrian facilities that would improve pedestrian and bicyclist connectivity within the western portion of the City of Placerville to the neighborhoods and Downtown Placerville Area south of the US 50 and encourage non-vehicular travel. This would result in the proposed project decreasing vehicular Average Daily Travel (ADT) and Vehicle Miles Traveled (VMT). The proposed project would not induce changes in the surrounding land uses. Therefore, operations of the proposed project would not result in new sources of emissions of criteria pollutants over

time, thus the proposed project would not exceed air quality emissions thresholds. Impacts are less than significant in this regard.

c) Less than Significant. There are multiple sensitive receptors within 500 feet of the proposed project construction zone as described above. The proposed project is estimated to take one year to be constructed. During construction, local residents and sensitive receptors would be subject to temporary dust and vehicle emissions during daylight hours only. As discussed above, under question b, the proposed project would result in construction air pollutant emissions less than the established thresholds (refer to **Table 4-4**). The sensitive receptors in the vicinity of the proposed project site would experience a brief exposure period, approximately 18 months. This exposure period is limited and is less than the two-year exposure period typically assumed for health risk analysis for small construction projects and the three-year exposure period assumed for PM10 and CO hotspot analysis (Caltrans, 2020). With implementation of the BMPs, construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

d) Less than Significant. The proposed project would not change the operations on surrounding roads, thus, odors and other emissions upon completion of the proposed project would be similar to existing conditions. Impacts regarding operations of the proposed project would also be less than significant. No mitigation is required.

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Project-related odor emissions would be limited to the construction period, when emissions from equipment may be evident in the immediately surrounding area. Odors would be generated from vehicles and/or equipment exhaust emissions during construction. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary, and for the types of construction activities anticipated for proposed project components, would generally occur at magnitudes that would not affect substantial numbers of people. Odor emissions during the proposed project are not expected to result in nuisance odors. This impact is considered less than significant.

Mitigation Measures

No mitigation measures are required.

4.4. Biological Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
BIOLOGICAL RESOURCES - WOULD THE PROJECT:				
a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**	☐	☒	☐	☐
b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**	☐	☐	☒	☐
c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**	☐	☐	☒	☐
d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**	☐	☐	☒	☐
e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**	☐	☐	☒	☐
f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**	☐	☐	☐	☒

Setting

A Technical Memorandum for Biological Resources was prepared for the proposed project and is available for review at the City of Placerville (City) (Caltrans, 2020b). An evaluation of biological resources was conducted to determine whether any special-status plant or wildlife species, or their habitat, or sensitive habitats, occur in the proposed project's biological study

area. Data for the area was obtained from state and federal agencies. Maps and aerial photographs of the proposed project site and surrounding areas were reviewed. Field surveys were conducted to determine the habitats present.

Regional Species and Habitats of Concern

The proposed project is located within an urbanized area dominated by commercial, business & professional, and residential land uses. The high level of disturbance associated with these land uses and the nature of the urban/landscape vegetation makes the proposed project site of overall low value to wildlife. Existing terrestrial habitat types within the biological study area include montane hardwood woodland, ruderal grassland (disturbed), urban (developed), and valley foothill riparian areas. Aquatic habitats within the biological study area include the intermittent and upper perennial riverine habitats of the culverted stream at the intersection of Green Valley Road and Debbie Lane, and Hangtown Creek, respectively.

Discussion

a) Less than Significant with Mitigation. There are no special-status wildlife or plant species, or associated habitat, located within the biological study area; however, habitat for nesting migratory bird species, which are protected under the Migratory Bird Treaty Act (MBTA), was found to be present within the vicinity of the biological study area. The proposed project would potentially result in the trimming of multiple trees and the removal of up to twenty trees to complete the construction of the new bicycle and pedestrian facilities along Placerville Drive and Green Valley Road. The trees that would be removed are located within the existing City right-of-way along Placerville Drive and Green Valley Road. The removal of trees and the close proximity of construction activities to large, mature trees could affect nesting birds, if present. These activities could cause disruption to nesting activity, particularly if construction occurred during the nesting season (February 1-August 31). Potential impacts on nesting birds could result in the mortality of young through forced fledging or nest abandonment by adult birds, as well as destruction of nests. Implementation of **Mitigation Measure BIO-1** would reduce impacts to MBTA species to less than significant.

b) Less than Significant. The proposed Placerville Drive Bicycle and Pedestrian Facilities would consist of constructing sidewalks and Class II or Class IV bicycle facilities along Placerville Drive and Green Valley Road, on both sides of the roadway. The existing environment is developed and urbanized, lacking a natural environment to support special-status plant and wildlife species. Construction of the proposed project may result in permanent impacts to the valley foothill riparian habitat associated with Hangtown Creek and include the removal of white alder and understory vegetation within this habitat. The loss of riparian vegetation can have adverse effects on aquatic habitat as riparian habitat reduces sedimentation and erosion along stream banks, can provide an important movement corridor for wildlife, overhanging canopies provide shade, and riparian vegetation offers habitat for invertebrates that are a source of food for aquatic and terrestrial life. However, the portion of valley foothill riparian habitat that would be impacted by construction activities provides a very low habitat value and function due to the surrounding land uses. Any disturbed areas would be reseeded with native seed mix. The permanent removal of up to 20 trees would require a Woodland Alteration Permit

from the City. With the implementation of permit requirements, impacts to valley foothill riparian would be less than significant and no mitigation is required.

c) Less than Significant. The proposed project would not result in any temporary or permanent impacts to the existing riverine habitat of Hangtown Creek. The proposed project would construct pedestrian facilities along Green Valley Road that would span the intermittent creek that flows below the road in corrugated metal pipe culverts. Work would occur next to but not within Hangtown Creek. This impact is considered less than significant, and no mitigation measures are required.

d) Less than Significant. The general setting of the proposed project area is urban with few areas of open land. The proposed project would not substantially remove, degrade, or otherwise interfere with the structure or function of a wildlife movement corridor. The proposed project would not involve construction activities within Hangtown Creek. This impact is considered less than significant, and no mitigation is required.

e) Less than Significant. The proposed project includes the removal of multiple trees which has the potential to conflict with the City of Placerville Woodland and Forest Conservation Plan. The proposed project would result in the removal of up to six trees located within the existing City right-of-way along Placerville Drive and Green Valley Road. No trees would be removed from private properties as a result of the proposed project; however, multiple trees would be trimmed during construction activities. The proposed project would need to acquire a Woodland Alteration Permit from the City prior to the implementation of any tree removal or trimming activities. After implementation of **Mitigation Measure BIO-2**, this impact is considered less than significant.

f) No Impact. The proposed project is not located in an area with a Habitat Conservation Plan or Natural Community Conservation Plan, therefore, there is no impact.

Mitigation Measures

Mitigation Measure BIO-1. Preconstruction Tree Surveys.

To ensure there are no effects on nesting birds, a qualified biologist shall conduct preconstruction tree surveys of the trees to be removed, and within 100 feet of the project construction area. Survey work shall be done no more than 2 days prior to initiation of construction to minimize potential that nests are initiated after the survey and prior to the start of construction. If any occupied nests are detected the tree will be flagged, a minimum buffer of 100 feet between the nest and construction zone shall be established, unless determined otherwise by CDFW, and that area shall be avoided until the qualified biologist has determined the nest is no longer active/occupied. Once the biologist has determined that young have fledged and the nest is no longer active, construction can resume in that area.

If no active nests are identified during the preconstruction survey, no further mitigation is necessary. If construction activities (i.e., vegetation and tree removal) are scheduled to begin during the non-breeding season (September–January), preconstruction surveys would not be necessary.

Mitigation Measure BIO-2. Tree Protection and Replacement.

The following avoidance and minimization measures will be implemented prior to and during construction to avoid and minimize potential impacts to the City of Placerville Woodland and Forest Conservation Plan.

- Prior to removal of any trees, the project proponent shall acquire a Woodland Alteration Permit from the City.

- Prior to removal of any trees, an ISA Certified Arborist shall conduct a tree survey in areas that may be impacted by construction activities. This survey shall document tree resources that may be adversely impacted by implementation of the proposed project. The survey will follow standard professional practices.

- Existing trees shall be retained to the maximum extent feasible. A Tree Protection Zone (TPZ) shall be established on the bare ground around any tree or group of trees to be retained. The TPZ will be delineated by an ISA Certified Arborist. The TPZ shall be defined by the radius of the dripline of the tree(s) plus one foot. The TPZ of any protected trees shall be demarcated using fencing that will remain in place for the duration of construction activities.

- Construction-related activities shall be limited within the TPZ to those activities that can be done by hand. No heavy equipment or machinery shall be operated within the TPZ; if this is not possible, a six-inch layer of bark mulch shall be placed where the equipment shall be under the dripline in order to protect the root system from too much compaction. Grading shall be prohibited within the TPZ. No construction materials, equipment, or heavy machinery shall be stored within the TPZ.

- The City will mitigate tree removal by replacing removed trees at a 1:1 ratio. All replacement trees would be oak or other native tree species for the area and the survivability of the trees shall be monitored.

4.5. Cultural Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
CULTURAL RESOURCES: WOULD THE PROJECT:				
a) **Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?**	☐	☐	☐	☒
b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**	☐	☒	☐	☐
c) **Disturb any human remains, including those interred outside of formal cemeteries?**	☐	☒	☐	☐

Setting

A cultural resource is a broad term that includes prehistoric, historic, and traditional cultural properties that reflect the physical evidence of past human activity across the landscape. Cultural resources, along with prehistoric and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including the CEQA and the National Historic Preservation Act of 1966 (NHPA). Cultural resources that are listed on, or eligible for inclusion in, the National Register of Historic Places (NRHP) are also considered eligible for listing in the California Register of Historical Resources (CRHR).

Cultural and historical survey reports for this project were prepared in compliance with Caltrans and FHWA, NEPA, and the NHPA and include a Historic Properties Survey Report (HPSR), Historic Resources Evaluation Report (HRER) and an Archeological Survey Report (ASR). Some information from these studies is considered confidential under the California Public Resources Code (PRC) and the Code of Federal Regulations (CFRs) in compliance to the Freedom of Information Act and the California Public Records Act in order to protect the integrity of tribal cultural resources, and, thus would not be available to the public (7 PRC 21082.3 and 36 CFR 800.11).

Environment

The Project is located in the Sierra Nevada Foothills at an elevation of approximately 1,678 feet above sea level. Placerville Drive curves north then east around the base of an unnamed hill that has an elevation of 1848 feet. To the north of the project area, rolling hills gently rise in elevation. Land uses within the study area consist mostly of commercial properties, parking lots, and residential driveways and associated landscaping.

History

Ethnographic Context

By the time of contact with Europeans in the late 18th century, the Native Americans were living in groups with distinct identities that would later be recognized as tribes and language groups. Historic ethnographic work shows the study area is within the traditional territory of the Nisenan/ Nishenan (also called the Southern Maidu). More recent studies made the distinction of linguistic boundaries of the Nisenan, showing the Eskanamusse Linguistic District encompassing the study area. This District is bounded to the northeast by Salmon Falls, extending to Pleasant Valley to the south, and includes the area of Placerville and portions of the Consumes River. The village called Indak was located at or near the town of Placerville.

The displacement of Miwok, Nisenan, and Washoe from their traditional lands was aided by law and policy to respond to what was often termed "the Indian problem." The unratified treaties of 1851, the Dawes Severalty Act of 1887, and the Indian Reorganization Act had important social and cultural consequences for Native Americans. The El Dorado Indian War of 1850 and 1851 took place approximately 6 miles north of Placerville, near Johnson's Ranch. A company of militia set out to exterminate the local "hostile" Indians that the miners complained about, resulting in an expensive military expedition with no bloodshed.

Local History

As one of the first Gold Rush settlements in the Mother Lode region of California, much has been written about Placerville's historic past. The following section provides a general history of the area with a brief discussion that is focused on the historic-period use of the project area and its immediate vicinity.

Trails and Roads

Portions of the current alignment of Placerville Drive were once the Old Tahoe Wagon Road/Pioneer Branch of the Lincoln Highway, which would later become US. Highway 50. The Lincoln Highway in the proposed project area and vicinity ran along sections of Placerville Drive and Green Valley Road, crossed Placerville Drive in the project area at two points, and ran parallel to and near Placerville Drive at other locations. In other places, the Lincoln Highway followed Pierroz Road and Cold Springs Road, outside of the project area. This route was also used by the Pony Express, which was in operation for only 18 months. Private development and improvement, as well as construction of modern Placerville Drive have resulted in the destruction of all traces of the Lincoln Highway within the project area. The other location where the Lincoln Highway ran parallel to and near Placerville Drive is east of Cold Springs Road where the Lincoln Highway route is on the north side and up a steep slope from Placerville Drive. Several segments of the Lincoln Highway are intact and visible along this section, but all of these segments are outside of the project area.

Trails, then wagon and toll roads, were developed that transported the miners, settlers, and merchants in and out of the area. Pierroz Road intersects with Placerville Drive on the west side of the project area and was named after Ferdinand Pierroz, a Swiss immigrant who became a prominent citizen of Placerville in the early 1900s.

Prior to 1895, road construction in the state fell on local government or private parties until the creation of the Department of Highways and then the State Department of Engineering was

created. On February 28, 1895, part of the wagon route was purchased by the County and designated as California's first state highway, one of the oldest routes in the state highway system and was called the Lake Tahoe State Wagon Road. This route was later designated as one of two routes of the Lincoln Highway that crosses the Sierra Nevada Mountains.

In the early 1900s, the Folsom to Placerville section of the route had a pavement width of 12 feet with multiple short-radius curves. As roadway engineering advanced and the driving speeds increased, reduced curves and improved grades was needed for public safety. By the late 1930s, a newly-aligned portion of the highway between El Dorado and Placerville was completed. The new 4.3 miles of construction eliminated 1.9 miles from the original route and curves less than 1000 feet.

By 1953, traffic in Placerville along U.S. Highway 50 became so congested that construction of a new four-lane divided freeway was approved to bypass the town. The freeway passed through Placerville, generally following Hangtown Creek to the north and the Southern Pacific Placerville Branch railroad tracks between the highway and the creek. The complicated right-of-way acquisition for the project relocated the Christian Science Church, the Shakespeare Club, the Standard Oil bulk plant, the Southern Pacific Railroad depot and freight handling facilities, and numerous residences. In addition, the entire utility system of the historic downtown area of Placerville was redone.

Another new section of freeway was constructed in 1965 and the old route was named Placerville Drive. Today, the former alignment of the Lake Tahoe Wagon Road/Lincoln Highway/Old U.S. Highway 50 follows portions of Placerville Drive and Green Valley Road, then turns and follows A&A Road, formerly Amos and Andy Road.

Agriculture

During the Gold Rush, agriculture became an important component of the local economy to provide for the needs of the miners and ancillary populations. Small farms in the County produced pears, apples, cherries, and wine grapes, all which grew particularly well in the foothill area, and were shipped across the nation by the train car full. By 1855, over 5,000 acres of land were cultivated in El Dorado County and by the early 1900's, more than 4,300 acres of vineyards were planted making it the largest grape growing region in California. However, a decline in the population resulted in the abandonment of many of the early vineyards.

A notable agricultural venture in the area began in 1869 using the co-operative labor system by samurai immigrants from Japan. The Wakamatsu Tea and Silk Farm Colony arrived in El Dorado County at Gold Hill with plans of growing tea plants and silk worms for the manufacture of silk. The colony only lasted 2 years but was the first agricultural endeavor by Japanese immigrants in California. The farm is commemorated by the placement of California Historical Landmark No. 815, located approximately 2 miles northwest of the project area at 1336 Cold Springs Road. The site is also listed on the National Register.

Local Archaeological Investigations

In downtown Placerville, a data recovery (Phase III) identified, recorded, and evaluated the historic Fausel House, the remains of the El Dorado Flour Mill, the remains of the Mountain Brewery, and the archaeological deposits associated with these structures. The Fausel House had previously been determined eligible for the California Register and was listed in the OHP Historic Property Directory, however, the construction of a new office building in the location of

the historic property was proposed. In order to satisfy the requirements of the California Environmental Quality Act, the property was recorded in detail and subsequently relocated to make way for the new office building.

Archaeological investigations at two prehistoric sites near Sly Park (approximately 14 miles east of the project area), included site mapping, soil auguring, soil phosphate analysis, and controlled surface artifact collection and analysis of 4,991 items of lithic debitage, projectile points (Desert Side Notch, Gunter Series, Small Corner Notched, Small Concave Base, Wide Stem, Martis Series, and Elko Series), choppers, manos, metates and faunal bone. The results indicate over 4,000 years of occupation with a shift in technology from using manos and metates to bedrock mortars and pestles. More recent local archaeological site excavation reports or reports in closer proximity to the project area are currently not in the authors possession.

Known Resources

Dewberry | Drake Haglan conducted a cultural resource investigation that included a records search conducted in 2019 at the North Central Information Center (NCIC), archival and background research, a Sacred Lands File check and Native American outreach, see **Section 4.18, Tribal Cultural Resources**, and an intensive pedestrian survey for the proposed project.

No known ethnographic, traditional or contemporary Native American sites of religious or cultural significance have been identified in or adjacent to the proposed project area. No potentially significant prehistoric or historically significant archaeological resources were observed during field survey conducted for the proposed project. There is a low probability to encounter buried or surficial prehistoric or historic archaeological deposits.

Discussion

a) Less than Significant. Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource, or its immediate surroundings, such that the significance would be materially impaired. The HPSR, and ASR were completed in order to identify potentially significant historical resources in the project area. No prehistoric or historic archaeological resources were identified during the field survey conducted for the proposed project. In preparing the HRER, nine resources in the project area were recorded and evaluated. None of these resources meet the criteria for listing in the NRHP or the CRHR and are not historical resources for the purposes of CEQA. As thus, the proposed project would not cause a substantial adverse change in the significance of a historical resource. Potential impacts to historical resources would be less than significant and no mitigation is required.

b) Less than Significant with Mitigation. No prehistoric or historic archaeological resources were discovered during the background research or observed during the field survey conducted for the proposed project. Additionally, based on the background research, field survey, the topography, soil profile, and the underlying landform, the project area has a low potential to encounter buried archaeological deposits during construction.

The likelihood of encountering previously undocumented buried archaeological deposits in the proposed project site is considered low. Nonetheless, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering archaeological resources. With implementation of **Mitigation Measure CUL-1**, the proposed project would result in a less-than-significant impact on archaeological resources.

c) **Less than Significant with Mitigation.** No formal cemeteries or human remains were identified during the field investigation and no burial sites are likely to be encountered during construction activities. However, in the event of an unanticipated discovery of human remains, implementation of **Mitigation Measure CUL-1** would reduce this potential impact to less than significant. Therefore, the proposed project impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Mitigation Measure CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency. If the find is determined to be eligible for inclusion in the National Register or California Register, the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: 1) is not eligible for the National Register or California Register; or 2) that the treatment measures have been completed to its satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the El Dorado County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented.
- If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the

remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6. Energy

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
ENERGY –WOULD THE PROJECT:				
a) **Results in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**	☐	☐	☒	☐
b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**	☐	☐	☐	☒

Setting

In 1975, the California State Legislature adopted Assembly Bill (AB) 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and CEQA Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. CEQA Guidelines Appendix F provides guidance for assessing potential impacts within Environmental Impact Reports (EIRs) that a project could have on energy supplies. Appendix G provides guidance related to energy resources within the context of the Initial Study (IS). Both aim to focus on conservation of energy by ensuring projects consider efficiency of energy use.

The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. The use of energy from transportation facilities in the vicinity of the proposed project is currently caused by vehicles traveling along Placerville Drive and Green Valley Road. Production of energy and energy use both result in pollution and depletion of these renewable and nonrenewable resources.

Electricity

Electrical service in the City of Placerville is provided by Pacific Gas and Electric Company (PG&E) (City of Placerville, 2004). The City joined Pioneer Community Energy in 2021, which allows residents and businesses in the City to have a choice in electric service provider (PCE, 2021). In El Dorado County, the California Energy Consumption (CEC) reported an annual electrical consumption of approximately 1,227.89 million kWh in 2019. Of the 1,227.89 million kWh consumed, approximately 767.40 million kWh was from residential use and approximately 460.49 million kWh was from non-residential use (CEC, 2019).

Discussion

a) Less than Significant. The proposed project would provide a link in the regional active transportation network and would not create new energy demand beyond the

construction period. The proposed project would not require the creation of new energy sources. Operations at the proposed project site would be similar to existing conditions. The proposed project, upon completion, would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or Vehicle Miles Traveled (VMT). The proposed project would provide safe and convenient bicycle and pedestrian facilities along Placerville Drive and Green Valley Road. It would potentially reduce ADT and VMT through conversion of vehicle trips to bicycle or walking trips. Therefore, once completed, the proposed project would have no impact on energy use and no mitigation is required.

Temporary increases in energy use may occur as traffic control and proposed lane closures during construction may increase travel time for the motor vehicle traffic on Placerville Drive. Energy in the form of gasoline and diesel fuel would be consumed by large construction equipment and worker vehicles during the construction period. During construction, workers would commute to the construction site; however, workers are anticipated to commute from the nearby communities. Diesel equipment would be used during construction; however, compliance with federal, State, and local regulations (e.g., limit engine idling times, require the recycling of construction debris, etc.) would reduce short-term energy demand during the proposed project's construction to the extent feasible. All standard best management practices (BMPs) to minimize energy waste would be implemented to limit idling times and require equipment to meet current standards. This allows the equipment to be more fuel efficient and does not waste fuel while idling. Therefore, the construction of the proposed project would not result in a wasteful or inefficient use of energy. Impacts are considered less than significant, and no mitigation would be required.

b) No Impact. The proposed project does not conflict with any local, state, or federal regulations regarding energy use, energy efficient, or construction regulations. All BMPs and measures would be implemented to reduce impacts to energy use to the extent feasible. The proposed project has no impact in this regard and therefore no mitigation is required.

Mitigation Measures

No mitigation measures are required.

4.7. Geology and Soils

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
GEOLOGY AND SOILS –WOULD THE PROJECT:				
a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**				
i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)**	☐	☐	☒	☐
ii) **Strong seismic ground shaking?**	☐	☐	☒	☐
iii) **Seismic-related ground failure, including liquefaction?**	☐	☐	☒	☐
iv) **Landslides?**	☐	☐	☒	☐
b) **Result in substantial soil erosion or the loss of topsoil?**	☐	☐	☒	☐
c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**	☐	☐	☒	☐
d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**	☐	☐	☒	☐
e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**	☐	☐	☒	☐
f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**	☐	☒	☐	☐

Setting

Geology and Seismicity

The proposed project is located in the Sierra Nevada geomorphic province of California. The Sierra Nevada consists of a tilted fault block nearly 400 miles long. The project corridor is located on the western portion of the Sierra Nevada, near its gentle western slope toward the

Great Valley geomorphic province. The western slope is characterized by deep river canyons. The Sierra Nevada is composed of Cenozoic era metamorphic bedrock, which borders the volcanic cover of the Cascade Range at its northern boundary.

The structural framework of the Sierra Nevada metamorphic belt is dominated by a series of northwest-trending fault systems that extend through the length of the foothill region. The Melones fault is the only of this system encroaching on the City. The western branch of the Melones fault, also known as the "Mother Lode" fault, passes through the eastern part of the City of Placerville, trending in a north-south direction (City of Placerville, 1989). The proposed project is located on Jurassic granitic rocks and Lower Mesozoic eugeosynclinal rock, according to data from the National Geodetic Survey within ArcGIS software.

Soils

The Custom Soil Resource Report for El Dorado Area, California (Natural Resource Conservation Service [NRCS], 2019) shows eight soil map units occurring within the general vicinity of the proposed project. The soil map units are listed as non-hydric with non-hydric inclusions on the national hydric soils list for El Dorado County, California (NRCS, 2019).

Boomer series consists of deep and very deep, well-drained soils that formed in material weathered from metavolcanics and basic igneous rocks. These soils are on foothills and mountains and are typically at the transition between these landscapes. Slopes range from 2 to 75 percent. The mean annual precipitation is about 45 inches and the mean annual temperature is about 5 degrees Fahrenheit (F). Depth to a paralithic contact of weathered rock is 40 to 80 inches. The soil between depths of about 6 and 20 inches is usually moist but is dry in all parts for about 105 to 130 days from about mid-June to mid-October. Soils within the Boomer series are well drained with slow to very rapid runoff and moderately slow permeability. These soils are used in forestry and watersheds. Vegetation found growing in these soils is typically ponderosa pine, Douglas-fir, California black oak, incense-cedar, sugar pine, manzanita, toyon, poison oak, buckbrush, and grasses. Within the project area, the Boomer series consists of Boomer gravelly loam, 3 to 15 percent slopes; Boomer gravelly loam, 8 to 35 percent slopes, dry; and Boomer very rocky loam, 30 to 50 percent slopes.

Cohasset series consists of deep and very deep, well-drained soils derived from andesite and/or residuum weathered from volcanic rock. These soils are on ridges, particularly shoulders and summits. Slopes range from 2 to 75 percent. The mean annual precipitation is approximately 50 inches and the mean annual temperature is 55 degrees Fahrenheit. The soil between depths of 6 and 24 inches is usually moist; however, it is dry in all parts for 120 to 150 days from sometime in June through October. These soils are on volcanic ridges and mountain slopes comprised of volcanic mudflows, volcanic conglomerate, volcanic sandstone, tuff or extrusive volcanic rocks. These soils are found at elevations of about 800 to 5,500 feet. Within the project area, the Cohasset series consists of Cohasset cobbly loam, 3 to 15 percent slopes.

Diamond Springs series soils are on gentle to steep slopes at elevations of 1,000 to 4,000 feet. They formed in residuum weathered from fine grained metamorphosed acid igneous and rhyolitic rocks. The climate is subhumid mesothermal with warm dry summers and cool moist winters. Mean annual precipitation is 30 to 50 inches, much of which is rain. The mean annual temperature is about 54 degrees F, average January temperature about 41 degrees F, and average July temperature about 66 degrees F. depth to a paralithic contact of weathered rock is 25 to 40 inches. The mean annual soil temperature at a depth of 20 inches is about 55 to 59

degrees F. the soil between depths of about 5 to 15 inches usually is continually dry in all parts from late May or June until sometime in October and is moist in the same or all parts the rest of the year. Some pedons have as much as 10 percent rock fragments in some or all horizons. Some pedons have 0 to 5 percent of the surface covered by stones or cobblestones without stones lower in the profile. Soils within the Diamond Springs series are well drained with medium to rapid runoff and moderate to moderately slow permeability. Soils within the Diamond Springs series are used mainly for deciduous orchards, woodland and annual range. Native vegetation is live oak, blue oak, ponderosa pine, Douglas-fir, white fire, and Digger pine, with an understory of brush, annual grasses, and forbs. Within the project area, the Diamond Springs series consists of Diamond Springs very fine sandy loam, 9 to 15 percent slopes; Diamond Springs very fine sandy loam, 15 to 30 percent slopes; and Diamond Springs very rocky very fine sandy loam, 3 to 50 percent slopes.

Mixed alluvial land consists of soils formed along the toeslope of channels at an elevation range of 300 to 3,500 feet. They formed from mixed alluvium derived from volcanic and sedimentary rock. Mean annual precipitation is 30 to 40 inches, much of which is rain. The mean annual temperature is 50 to 55 degrees F. Depth to a paralithic contact of weathered rock is 36 to 40 inches. Soils within the mixed alluvial land map unit are somewhat poorly drained with low runoff and slow to moderately slow permeability. A typical soil profile consists of gravelly loam from 0 to 36 inches and weathered bedrock from 36 to 40 inches. Soils within the mixed alluvial land map unit are used mainly for crops, pasture, woodland, range, or wildlife food and cover.

Paleontological Setting

Paleontological resources are the fossilized evidence of organisms preserved in the geologic (rock) record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits. The potential paleontological importance of the proposed project area can be assessed by identifying if the rock units are Pleistocene or older (older than 11,000 years) sedimentary deposits within the underlying landform. Based off the rock units potential for having significant paleontological resources, the following standard assessments are applied:

High Potential

Rock units in which vertebrate or significant invertebrate, plant, or trace fossils have been previously recovered and rock units that include sedimentary formations, low-grade metamorphic rocks, and volcaniclastic formations that are temporally (over 11,000 years old) and lithological suitable for fossil preservation.

Low Potential

Rock units that have been previously determined by scientific consensus to have a low probability to yield significant paleontological resources.

No Potential

Certain rock units have no potential to preserve organisms in the fossil record, such as high-grade metamorphic rocks, intrusive igneous rocks, and most volcanic rocks.

Undetermined Potential

Unknown or undetermined sensitivity indicates that the rock unit has not been sufficiently

studied or lacks good exposures to warrant a definitive rating (Society of Vertebrate Paleontology 2010).

Regulatory Setting

City of Placerville General Plan Policy Document – Section VI – Health and Safety

Goal A: To prevent loss of lives, injury, and property damage due to geological hazards. Policies:

1. Lands with significant, identified geological hazards shall be designated for open-space and low intensity uses until it becomes feasible to mitigate the health and safety risks.
2. The City shall require the following information and plans to be submitted for all projects subject to discretionary review by the City in areas of moderate or high slope instability and areas with identified soil instability problems.
    - Engineering geologic report
    - Soils and foundation engineering report
    - Grading, erosion, and sediment control plan
    - Plan review letter evidencing review of all proposed development by a qualified engineering geologist
    - As-built construction report, including building plans, explanation and discussion of any deviations from the approved grading plan, the location and results of field tests, results of laboratory tests, and a statement that the work was performed under the supervision of and in accordance with recommendations of the engineering geologist and/or soils engineer
    - Signature of an engineering geologist certified by the State of California and/or a soils engineer registered in the State of California
3. The City shall ensure that both public and private developments in areas with significant identified geological hazards are sited to minimize the exposure of structures and improvements to damage resulting from geological hazards and to minimize the aggravation of off-site geological hazards.
4. Development in areas of lava-caped underground streams shall be property engineered to allow for the free flow of water.
5. The suitability of soil and/or rock formations should be one of the prime considerations for determining the type and intensity of development permitted.
6. The City shall establish an ongoing program to collect and maintain current geological data.
7. The City shall retain on an ongoing basis a qualified consulting geologist to assist the City in updating its geological data and to review geological reports prepared in connection with new development projects.

Goal B: To prevent loss of lives, injury, and property damage due to the collapse of buildings and critical facilities and to minimize disruption of essential services in the event of an earthquake.

Policies:

1. The City shall, as required by State law, inventory all potentially hazardous buildings within the City and develop a mitigation program, including requirements for strengthening buildings, changing the use of the buildings to an acceptable occupancy level, or demolishing the buildings.
2. The City should ensure that all public facilities, such as buildings, water tanks, and reservoirs, are structurally sound and able to withstand seismic shaking and the effect of seismically-induced ground failure.
3. The City shall ensure that privately-owned and maintained above-ground petroleum products storage tanks and their retaining walls are structurally sound and able to withstand seismic shaking and the effects of seismically-induced ground failure.

Discussion

a) Less than Significant. The proposed project area is not located within a seismically active area, and there are no active faults, potentially active faults, or Alquist-Priolo Earthquake Fault Zones near the proposed project area. The proposed project area is not likely to be affected by a surface fault rupture but could be subject to secondary hazards such as ground shaking or liquefaction from other regional active or potentially active faults. The proposed project would not expose structures to substantial adverse effects related to rupture of a known earthquake fault. Therefore, the impact would be less than significant, and no mitigation measures are required.

b) Less than Significant. The proposed project involves the construction of sidewalks and bike lanes in an existing urban environment. Construction activities would involve some clearing and grubbing and earth moving activities. Excavation would be limited to only what is required to get formwork in place. Any portions of the proposed project area not filled by bike lanes and sidewalks would be returned to pre-project conditions. The proposed project would be required to adhere to local policies, including the Grading, Erosion, and Sediment Control Plan policy of the City of Placerville General Plan Policy Document. The impact regarding loss of topsoil as a result of project construction would be less than significant, and no mitigation measures are required.

c) Less than Significant. As described above, the proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project is located in an urban environment that has been previously graded and developed, and therefore does not include steep slopes. Construction and operational impacts related to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant, and no mitigation measures are required.

d) Less than Significant. Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). The extent of shrinking and swelling is influenced by the environment, including the extent of wet or

dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorably when building foundations, concrete walkways, swimming pools, roadways, and masonry walls. The proposed project site consists of loam and mixed alluvial land, one of which has clayey texture. The gravelly loam and silty loams are considered to have high shrink-swell potential; however, the proposed project site has been previously developed for the Placerville Drive corridor and the design elements of the proposed bike paths and sidewalks consider the existing soil conditions and is unlikely to create substantial risk to life or property. This impact is considered less than significant, and no mitigation measures are required.

e) **Less than Significant.** It is anticipated that existing underground sewer and water lines are present within the proposed project area. Much of the anticipated underground utility work along Placerville Drive and Green Valley Road involves adjusting utility boxes, meters, and service lines for adjacent properties. Fire hydrant relocations are also anticipated to complete construction of the proposed project. The proposed project does not involve the construction of any new septic or sewer systems. Operation of the proposed project would not impact the use of existing sewer or wastewater facilities in the area. Impacts to septic waste or soils in the proposed project area would be less than significant, and no mitigation measures are required.

f) **Less than Significant with Mitigation.** A paleontologically important rock unit is one that has a high potential paleontological productivity rating and is known to have produced unique, scientifically important fossils. The proposed project area occurs in geologic formations of the late Paleozoic to Mesozoic periods. The structural belts are internally bounded by the Melones and Bear Mountains fault zones and are characterized by extensive faulting, shearing, and folding (Earhart, 1988). These types of formations do not contain vertebrate fossils, and therefore are not considered to be paleontologically sensitive. The surrounding geologic formations are of similar age and formation. However, it is still possible that paleontologically sensitive resources could be uncovered during construction. Implementation of **Mitigation Measure GEO-1** would lessen impacts to a less than significant level.

Mitigation Measures

Mitigation Measure GEO-1. If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify the City planning department. The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with Society of Vertebrate Paleontology (SVP) guidelines (1995). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

4.8. Greenhouse Gas Emissions

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
GREENHOUSE GAS EMISSIONS –WOULD THE PROJECT:				
a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**	☐	☐	☒	☐
b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**	☐	☐	☒	☐

Setting

Greenhouse Gas (GHG) is used to describe atmospheric gases naturally contained within the earth's atmosphere that absorb solar radiation and subsequently emit radiation in the thermal infrared region of the energy spectrum, trapping heat in the Earth's atmosphere. These gases include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), and water vapor, among others. A growing body of research attributes long-term changes in temperature, precipitation, and other elements of the earth's climate to large increases in GHG emissions since the mid-nineteenth century, particularly from human activity related to fossil fuel combustion. Anthropogenic GHG emissions of particular interest include CO2, CH4, N2O, and fluorinated gases.

CO2, CH4, and N2O trap solar radiation and the earth's own radiation in the atmosphere, preventing it from passing through the earth's atmosphere and into space. GHGs are vital to life on earth; however, increasing GHG concentrations are causing an increase in average global temperatures. In general, CH4 has 21 times the warming potential of CO2, and N2O has 310 times the warming potential of CO2. CO2e represents CO2 plus the additional warming potential from CH4 and N2O. The common unit of measurement for CO2e is metric tons (MTCO2e).

As the average temperature of the earth increases, climate patterns may be affected, including changes in precipitation patterns, accumulation of snowpack, and intensity and duration of spring snowmelt, as well as increased intensity of low precipitation and droughts. Human-made GHG emissions occur primarily through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's primary legislation for reducing GHG emissions is the California Global Warming Solutions Act (AB 32), which set a goal for the state to reduce GHG emissions to 80 percent of 1990 emission levels by 2050. The California Air Resources Board (CARB), among other state agencies, has enacted regulation in order to achieve these targets. The 2017 Scoping Plan Update identifies how the State can reach the 2030 climate target to reduce GHG emissions by

40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

In El Dorado County, the primary source of GHG is fossil fuel combustion mainly in the transportation sector (estimated at 70% of countywide GHG emissions). A distant second are residential sources (approximately 20%), and commercial/industrial sources are third (approximately 7%). The remaining sources are waste/landfill (approximately 3%) and agricultural (<1%) (El Dorado County, 2021).

The El Dorado County Transportation Commission (EDCTC) is the federally designated metropolitan planning organization (MPO) and state-designated regional transportation planning agency (RTPA) for the El Dorado County region. EDCTC is required to prepare and adopt a comprehensive regional transportation plan (RTP) and update it every four years. The Sacramento Area Council of Governments' (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is the latest update of a long-range policy and planning program that establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and thus establishes an overall GHG target for the region beyond 2020. The proposed project is a transportation facility improvement project.

The proposed project site is under the jurisdiction of the El Dorado County Air Quality Management District (EDCAQMD), which regulates air quality according to the standards established in the federal and California Clean Air Acts and amendments to those acts. The EDCAQMD also regulates GHG emission contributions from land use projects through GHG significance thresholds. The EDCAQMD, in association with a committee of air districts in the Sacramento region, has developed "bright-line" GHG thresholds in order to provide a uniform scale to measure the significance of land use development projects in its jurisdiction. For the evaluation of construction-related emissions, the committee of air districts in the Sacramento Region, including the EDCAQMD, recommends using the mass emission threshold of 1,100 metric tons of CO2e per year (SMAQMD, 2014).

Discussion

a) Less than Significant. The proposed project would construct sidewalk and bicycle facilities that would improve and increase bicycle and pedestrian interconnectivity within the City along Placerville Drive and Green Valley Road, providing direct bicycle and pedestrian access to key destinations within the City. The proposed project would not create new demand for energy, significantly alter any surrounding land use, or create any other permanent source of GHG emissions. Therefore, the proposed project would not change operational GHG emissions compared to existing conditions and there would be no impacts associated with proposed project operations.

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During project construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

Construction emissions were modelled using the Caltrans Roadway Construction Emissions Modeling tool (CalEEMod). The assumptions that were made during modeling include: 1) the types and quantities of construction equipment typical of road widening projects would be used; 2) all on-road equipment used for the proposed project would be year 2010 or newer models; and 3) all construction equipment would meet California Air Resources Board (CARB) Tier 4 requirements for some or all off-road equipment. See **Appendix A** for the full CalEEMod Report.

The CalEEMod Report projected that a maximum of approximately 137 MTCO2e over the 18-month construction period. Therefore, GHG emissions would not exceed the 1,100 MTCO2e per year threshold recommended by the EDCAQMD (SMAQMD, 2014). The proposed project construction is considered small, short-term, and would not generate substantial air quality pollutant concentrations, including GHG emissions, as discussed in **Section 4.3, Air Quality.** Even though impacts would be less than significant, BMPS would be implemented to further reduce GHG emissions from construction. The proposed project construction activities would result in a less than significant impact. No mitigation would be required.

b) Less than Significant. As discussed in subsection a, above, the proposed project would result in a maximum of approximately 137 $MTCO_2e$ over a 18-month construction period. This is below the GHG significance threshold of 1,100 metric tons of CO_2e per year recommended by the EDCAQMD. Given the levels of emissions during construction, and the implementation of BMPs, along with compliance with federal, State, and local regulations and policies, the proposed project would not conflict with any applicable plan, policy, or regulation regarding reducing GHG emissions.

Upon construction completion, the proposed project would create pedestrian and bicycle facilities that would help to complete the discontinuous network of existing sidewalks and bicycle facilities along the proposed project corridor. Thus, providing a safe, convenient, and accessible multi-modal transportation connection in the City, as identified in the City General Plan, City's Active Transportation Plan, and City's Non-Motorized Transportation Plan, as well as the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy. The proposed project would not conflict with any identified plans adopted for the reduction of GHG emissions. Impacts are less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required. BMPs would be implemented, as discussed in detail in **Section 4.3**, **Air Quality**.

4.9. Hazards and Hazardous Materials

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
HAZARDS AND HAZARDOUS MATERIALS –WOULD THE PROJECT:				
a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**	☐	☐	☒	☐
b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**	☐	☐	☒	☐
c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**	☐	☐	☒	☐
d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**	☐	☐	☒	☐
e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**	☐	☐	☐	☒
f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**	☐	☐	☒	☐
g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**	☐	☐	☒	☐

Setting

An Initial Site Assessment (ISA) was prepared on behalf of the City of Placerville (City) for the proposed project. The ISA was conducted in general conformance with the scope and limitations of ASTM Practice E 1527-05. The ISA identifies Recognized Environmental

Conditions (RECs) for the proposed project site that may adversely affect roadway and/or bridge construction or right-of-way acquisition. RECs are defined by the ASTM Practice E 1527-05 as: "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A database report was obtained from Environmental Database Resources, Inc. consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the proposed project area. Based on the results of the records review, no potential RECs have been found in the proposed project site.

An ISA does not test for asbestos or lead-based paint within the proposed project site. The Occupational Safety & Health Administration (OSHA) requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (ACM) and treated accordingly. Potential ACMs were not observed on the project site. Bridges built prior to 1981 sometimes have ACMs within their rail shim sheet packing, bearing pads, support piers, and/or expansion joint materials. Structures constructed prior to 1978 are presumed to contain lead-based paint (LBP) unless proven otherwise, although structures constructed after 1978 may also contain lead-based paints. Analysis and mitigation measures regarding ACMs and lead-based paint are discussed in more detail below.

The general land uses in the proposed project vicinity consist of commercial, residential, and business park uses. A site assessment for the proposed project was conducted on March 11, 2019, by Drake Haglan & Associates (DHA). Based on the initial site assessment checklist, prepared during the site reconnaissance for the proposed project, underground tanks in the vicinity of the proposed project site are anticipated at nearby gas stations. No visible leaks, damaged vegetation, or odors of concern were observed. Propane tanks located above ground were also observed at 386 Placerville Drive, between Vinci Drive and Cold Springs Road along Placerville Drive; above ground storage tanks were also identified. Other than the potential presence of Polychlorinated Biphenyls, Lead Based Paint, and Aerially Deposited Lead, no other REC's were anticipated or observed in the proposed project.

Wildfire Risk

According to the City of Placerville General Plan Background Report, the threat of wildland fires is relatively high due to the dense vegetative cover and steeply sloping lands surrounding the City (City of Placerville 1989).

Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the: Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as "Superfund", is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards,* mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Discussion

a) Less than Significant. During construction activities for the proposed project, limited quantities of miscellaneous hazardous substances (such as petroleum-based products and/or fluids, solvents, and oils) would be used in the proposed project area and staging area. The proposed project would comply with all federal, state, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Construction activities would incorporate BMPs (as required by federal and state regulations) and the proposed project would not encourage or enable routine transport, use, or disposal of hazardous materials. The proposed project is a bicycle and pedestrian facilities project that would increase accessibility to alternative modes of transportation and provide connectivity within the City. Therefore, impacts related to transport, use, or disposal of hazardous materials would be less than significant. No mitigation measures are required.

b) Less than Significant. The operation and storage of construction equipment within the proposed project area has the potential to affect water quality through the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. However, as noted above, the proposed project would include spill prevention measures to address the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. Such measures would include rules requiring the storage of reserve fuel and the refueling of construction equipment within designated construction areas and the staging area, and inspection of vehicles for oil and fuel leaks. Further, the City would adhere to all applicable laws and regulations related to construction, environmental protection, and health and safety during construction and operation of the proposed project. Therefore, impacts related to accidental release of hazardous materials into the environment would be less than significant. No mitigation measures are required.

c) Less than Significant. Schools within one mile of the proposed project include Markham Middle School, Country Day Montessori School, and El Dorado High School, all located east of the proposed project. As described above, limited quantities of miscellaneous hazardous substances would be used in the proposed project area and staging area. However, the proposed project would comply with all relevant federal,

state, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Construction activities would incorporate BMPs and would minimize hazards resulting from routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant. No mitigation measures are required.

d) **Less than Significant.** Based on the results of the ISA, no indications of contamination were noted within the project corridor, and no further investigations were recommended. Therefore, impacts from construction and operation of the proposed project would be less than significant. No mitigation measures are required.

e) **No Impact.** The proposed project is not located within an airport land use plan, nor is it within two miles of a public airport. The Placerville Airport is located approximately 5 miles east of the proposed project. No uses are proposed that could affect airport operations for a public airport in the region, and the proposed project would not create a safety hazard for people residing or working within the proposed project area. No impact would occur.

f) **Less than Significant.** During construction, access along Placerville Drive and Green Valley Road would be maintained. No roadway closures are anticipated and access to properties and roadways adjacent to the proposed project site would be maintained throughout construction. The City would comply with all adopted emergency response plans and other measures as required by the County during construction activities. The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts related to the continued implementation of emergency response plans would be less than significant, and no mitigation would be required.

g) **Less than Significant.** The City, including the proposed project area, is located within a high fire hazard severity zone. However, the majority of the proposed project area consists of disturbed and/or paved areas or lacks vegetation. The proposed project would not add any new uses that could create a greater wildland fire risk than what currently exists. Fire-suppression equipment including fire extinguishers would be kept on site during construction in accordance with local fire codes and standards. In addition, construction activities that could generate sparks would be conducted in the designated staging areas. Therefore, the resulting exposure of people or property to significant wildland fire hazards during construction and operation would be less than significant. No mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

4.10. Hydrology and Water Quality

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
HYDROLOGY AND WATER QUALITY – WOULD THE PROJECT:				
a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**	☐	☐	☒	☐
b) **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**	☐	☐	☒	☐
c) **Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**				
i. **result in substantial erosion or siltation on- or off-site;**	☐	☐	☒	☐
ii. **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**	☐	☐	☒	☐
iii. **create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**	☐	☐	☒	☐
iv. **impede or redirect flood flows?**	☐	☐	☒	☐
d) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**	☐	☐	☐	☒
e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**	☐	☐	☒	☐

Setting

The proposed project is located in the Weber Creek hydrologic subarea (HSA) of the larger South Fork American hydrologic area (HA), which lies within the American River hydrologic unit

(HU) of the Sacramento hydrologic region (HR). Within the study area, Hangtown Creek comprises the riverine, upper perennial habitat and occupies approximately 0.05 acres. Hangtown Creek was at flood stages during the March 2019 field survey and had several feet of flowing water. The banks of Hangtown Creek are steep and armored along some portions with retaining walls and rock slope protection.

Within the proposed project area, there is an intermittent creek almost entirely confined within an underground culvert. The only portion of the intermittent creek, within the proposed project area, that is not confined within the underground culvert is located at the intersection of Green Valley Road and Debbie Lane and occupies approximately 0.01-acre. However, in areas west of the proposed project area, the intermittent creek flows freely with a defined bed and bank. The intermittent creek is shown as an intermittent channel on the Placerville quad map and is classified as a riverine, intermittent, seasonally flooded feature on the NWI map. Hydrology for intermittent creek is provided by flow originating southeast of the proposed project. Flows in the intermittent creek, within the proposed project area, are supplemented by urban runoff and landscape irrigation. The OHWM of the intermittent creek is the sides of the culvert and is approximately eight feet. The intermittent creek had two to six inches of flowing water during the March 2019 field visit. This creek is a tributary to Hangtown Creek.

Flows in Hangtown Creek are supplemented by urban runoff and landscape irrigation. Disturbance to Hangtown Creek from human activities includes historic mining, channelization, and the installation of retaining walls, culverts, and the City sewer pipe. Placerville Drive influences water quality in Hangtown Creek. Vehicles traveling on Placerville Drive are sources of oil, grease, gasoline, heavy metals, and combustion byproducts. Land uses surrounding Hangtown Creek consist primarily of commercial and low-density residential use. Hangtown Creek is not included in the 2018 California 303(d) List of Water Quality Limited Segments (SWRCB 2016).

Regulatory Setting

The proposed project would be constructed in accordance with Federal, State, and local laws regarding the protection of water quality and hydrologic resources. Such regulations include:

- Clean Water Act
- Clean Water Act Section 303(d) Impaired Waters List
- Federal Antidegradation Policy
- Safe Drinking Water Act
- National Pollutant Discharge Elimination System Permit Program
- Porter-Cologne Water Quality Control Act
- NPDES – Construction General Permit
- City of Placerville General Plan Policy Document
- City of Placerville MS4 Permit

Discussion

a) Less than Significant. The proposed project would not result in any temporary or permanent impacts to the existing riverine habitat of Hangtown Creek. The proposed project would construct pedestrian facilities along Green Valley Road that would span the intermittent creek that flows below the road in corrugated metal pipe culverts. Work that would occur adjacent to Hangtown Creek includes excavation limited to only what is required to get formwork in place, construction of concrete retaining walls, curbs, gutters, and sidewalks, bicycle facilities, and final landscaping. No work would occur in Hangtown Creek.

Construction materials such as asphalt, concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated storm water runoff (nonpoint source pollution), a major contributor to the degradation of water quality. The City would ensure that the Project contractor complies with the requirements of a National Pollution Discharge Elimination System (NPDES) permit from the RWQCB, Central Valley Region. As part of the permit, the contractor would be required to prepare and implement a SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects before, during, and after construction to surface waters. The following BMPs will be incorporated into the proposed project as part of the construction specifications.

- Implement appropriate measures to prevent debris, soil, rock, or other material from entering the water. Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas) will be located at least 65 feet from any potential drainages on site.
- Fuels and hazardous materials would not be stored on site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the Spring. If rains are forecasted during construction, additional erosion and sedimentation control measures would be implemented.
- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in stormwater pollution prevention practices.
- Revegetate disturbed areas in a timely manner to control erosion.

b) Less than Significant. The proposed project is not located within a recognized California groundwater basin or subbasin. The nearest recognized groundwater basin, the South American Groundwater subbasin, is located approximately 20 miles west-southwest and downstream of the proposed project area. However, some groundwater likely occurs in isolated pockets, including the shallow alluvial materials associated with surface waters or fractures in the underlying bedrock. The proposed project area is not actively used for groundwater recharge. The proposed project would not construct a significant amount of new impervious surfaces that would impede surface water drainage into the soil. This impact would be less than significant, and no mitigation is required.

c) Less than Significant. Implementation of the proposed project would not substantially modify the character of the proposed project area in terms of sources of water pollutants. Vehicles traveling on Placerville Drive and Green Valley Road, and local rural residential, commercial, and municipal land uses would remain the primary sources of water pollutants within the proposed project area. The proposed project would not change the number of vehicles traveling on Placerville Drive and Green Valley Road or other nearby land uses within the Weber Creek watershed. Therefore, because there would not be an increase in the load of vehicle-generated pollutants to Hangtown Creek or the intermittent creek, no long-term impact would occur.

The use of construction equipment and other vehicles could result in spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could cause surface water and groundwater quality degradation. Compliance with the NPDES Construction General Permit, which includes the incorporation of the BMPs and the implementation of the SWPPP, would reduce any potential construction-related impacts to drainage systems to a less than significant level. The proposed project would not impede or redirect flood flow during or after construction completion. Therefore, the impact to erosion, siltation, and runoff would be less than significant and no mitigation is required.

d) No Impact. The proposed project would not construct housing or other structures that would result in the exposure of people or structures to 100-year flood hazards, and the proposed project is not located in a tsunami or seiche zone. With the implementation of standard construction BMPs, the proposed project would not result in the release of pollutants due to inundation. There is no impact, and no mitigation is required.

e) Less than Significant. The Water Quality Control Plan for the California Regional Water Quality Control Board, Central Valley, applies to the South Fork American River and its tributaries, including Hangtown Creek. The Water Quality Control Plan identifies the beneficial uses and provides water quality objectives and standards for waters of the Sacramento hydrologic region, which includes waters within the proposed project area. This proposed project does not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Through the use of BMPs and avoidance and minimization measures, the impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.11. Land Use and Planning

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
LAND USE AND LAND USE PLANNING – WOULD THE PROJECT:				
a) **Physically divide an established community?**	☐	☐	☐	☒
b) **Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**	☐	☐	☒	☐

Setting

Placerville is a small rural, but growing community that serves as the commercial and administrative center of El Dorado County (City of Placerville, 2016). Surrounding General Plan land uses include Commercial, Business and Professional, Highway Commercial, High Density Residential, Medium Density Residential, Low Density Residential, Rural Residential, Open Space and Public Facilities (El Dorado County, 2021). The City designated zone classification in the proposed project vicinity include Commercial (C), Multi-Family Residential 16dw/acre (R-4), Single Family Residential 20,000sf min. (R1-20), Multi-Family Residential 12dw/acre (R3), Single Family Residential 6000 sf min. (R1-6), Single Family Residential 10,000sf min. (R1-10), Multi-Family Residential 8dw/acre (R2), Estate Residential 5 acre min (RE), Single Family Residential 1 acre min. (R1-A), Housing Opportunity Overlay (HO), Business & Professional (BP), Public Facilities (PF), and Open Space (OS) (City of Placerville, 2018).

Placerville Drive, by virtue of its geographical location, is a distinctly separate district within the city of Placerville. Its entry/exit points are at each end of its length where it intersects Highway 50. Placerville Drive is dominated by strip commercial uses, and most of the corridor is visually chaotic and unappealing (City of Placerville, 2016). Placerville Drive is classified as a Minor Arterial Roadway that is fed by local service and collector roadways, provides intra-city circulation routes and connections to regional roadways, and generally carries relatively heavy traffic volumes (City of Placerville, 2004).

Discussion

a) No Impact. The proposed project would establish sidewalk and bicycle facilities along both sides of Placerville Drive and would establish sidewalk and bicycle facilities along one or both sides of Green Valley Road. This would help to complete the discontinuous network of existing sidewalks and bicycle facilities along the proposed project corridor. The proposed project would improve increase bicycle and pedestrian interconnectivity within the City along Placerville Drive and Green Valley Road. Thus, providing a safe, convenient, and accessible multi-modal transportation connection in the City, as identified in the City General Plan, City's Active Transportation Plan, and City's Non-Motorized Transportation Plan, as well as the SACAG Metropolitan Transportation

Plan/Sustainable Communities Strategy. Therefore, the proposed project would not result in the physical division of any established community or neighborhood.

The proposed project would improve safety for vehicular, pedestrian, and bicycle traffic at the proposed project site. The proposed project would not change the physical arrangement of the area or physically divide an established community as it would add pedestrian and bicycle facilities. No impacts would occur, and no mitigation is required.

b) Less than Significant. The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road. Operations at the proposed project site would be similar to existing conditions. The proposed project would comply with existing land use designations and zone classifications within the City. The proposed project is considered a compatible use with the surrounding land use designations and zone classifications. This is because it would fulfill important goals of the City General Plan, City's Active Transportation Plan (ATP), and City's Non-Motorized Transportation Plan (NMTP), including:

- To provide a safe and secure bicycle route system (General Plan).
- To promote convenient and safe pedestrian circulation (General Plan).
- Develop a bicycle and pedestrian system that enhances the safety and convenience of bicycling and walking to employment, residential neighborhoods, parks, education, commercial and other activity centers in the City of Placerville (NMTP).
- Maximize multi-modal connections to the bicycle and pedestrian system (NMTP).
- Identify, develop, and maintain a connected, safe and convenient bicycle and pedestrian network that meets the needs of commuters and recreational users of all skill levels (ATP).

The proposed project would be constructed primarily within the existing City right-of-way, and would require minor right-of-way acquisitions, easements, or permits to enter and construct from up to 30 parcels adjacent to the project site. The City's proposed project is consistent with the City General Plan, ATP, and NMTP and is consistent with the existing land uses in the vicinity of the proposed project. The proposed project would not conflict with the General Plan, General Plan Land Use Designations, or the City Zoning Ordinance. Impacts would be less than significant, and no mitigation is required because the proposed project is consistent with the multijurisdictional plans and policies in the vicinity and is expected to enhance active transportation opportunities in the City.

Mitigation Measures

No mitigation measures are required.

4.12. Mineral Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
MINERAL RESOURCES – WOULD THE PROJECT:				
a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**	☐	☐	☐	☒
b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**	☐	☐	☐	☒

Setting

In compliance with the Surface Mining and Reclamation Act of 1974, the California Division of Mines and Geology has established a classification system to denote both the location and significance of key extractive resources. Under this act, the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. According to the Mineral Resource Zone (MRZ) maps for El Dorado County, the proposed project area is not located in an area where significant deposit resources are present.

According to the City of Placerville General Plan Background Report, the Placerville area was evaluated for the presence or likely presence of specific metallic and industrial mineral deposits based on past mineral production and modern geologic concepts relating to mineral occurrence (City of Placerville 2004). While significant areas of mineral deposits have been identified in the Placerville area, the proposed project area is not known to include existing mineral resources.

Discussion

a) No Impact. According to the MRZ maps for El Dorado County, the proposed project area is not located in an area where significant deposit resources are present. The proposed project area is not shown in the City of Placerville General Plan Background Report as an area of mineral resources to be protected from further development (City of Placerville 2004). Therefore, the proposed project would not result in a loss of availability of known mineral resources, and no mitigation would be required.

b) No Impact. The proposed project area is not shown in the City of Placerville General Plan Background Report as an area of mineral resources to be protected from further development (City of Placerville 1990, Amended 2016). Therefore, the proposed project would not result in a loss of availability of a locally important mineral resource recovery site, and no mitigation would be required.

Mitigation Measures

No mitigation measures are required.

4.13. Noise

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
NOISE – WOULD THE PROJECT RESULT IN:				
a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**	☐	☒	☐	☐
b) **Generation of excessive groundborne vibration or groundborne noise levels?**	☐	☒	☐	☐
c) **For a project located within the vicinity of a private airstrip or airport land use plan area, or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?**	☐	☐	☐	☒

Setting

This section incorporates the analysis, findings, and recommendations in the Technical Memorandum for Noise Impacts for the Placerville Drive Bicycle and Pedestrian Facility Project (Caltrans, 2020c).

Placerville Drive at the proposed project site is classified as “Minor Arterial Roadway” in the City General Plan. The average daily traffic (ADT) at the proposed project site is approximately 11,000 vehicles per day and the posted speed limit in the proposed project area is 35 miles per hour (mph). Land uses within and adjacent to the proposed project corridor include commercial and low-density residential uses.

Noise is defined as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. A frequency weighting measure that simulates human perception is commonly used to describe noise environments and to assess impacts on noise-sensitive areas. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A ten-fold increase in acoustical energy equals a ten-dB change, which is subjectively like a doubling of loudness. **Table 4-5**, Typical Noise Levels, identifies decibel levels for common sounds heard in the environment.

TABLE 4-5. TYPICAL NOISE LEVELS		
COMMON OUTDOOR ACTIVITY	**NOISE LEVEL (DBA)**	**COMMON INDOOR ACTIVITY**
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at three feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at three feet
Noisy urban area, daytime	80	Garbage disposal at three feet
Gas lawnmower, 100 feet **Commercial area**	70	Vacuum cleaner at ten feet Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime **Quiet suburban nighttime**	40	Theater, large conference room (background)
Quiet rural nighttime	30	Library Bedroom at night, concert hall (background)
	20	Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans, 2013

Noise in our daily environment fluctuates over time. The maximum sound level for a given noise source is abbreviated “Lmax”. The average sound level over a period of time (usually one hour) is called the equivalent continuous sound level and is abbreviated “Leq”. To characterize sound levels occurring over a 24-hour period, penalties are often applied to nighttime sound levels. When a 5-dB penalty is applied to levels occurring between 7 PM to 10 PM and a 10-dB penalty is applied to levels occurring between 10 PM and 7 AM, the energy average of the A-weighted sound levels is called the Community Noise Exposure Level (CNEL).

In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while those along arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range and ambient noise levels greater than that can interrupt conversations.

Existing Noise Environment

Noise levels at the proposed project site are primarily dominated by vehicular traffic along Placerville Drive. The proposed project is located along a section of Placerville Drive that has been designated as a noise impacted road segment in the City General Plan. The existing buildings near the proposed project site currently experience an elevated noise environment due to the noise generated form the Placerville Drive corridor. Placerville Drive is a busy roadway that generally carries some of the City’s highest volumes of traffic according to the City’s General Plan (City of Placerville, 2016).

Sensitive Receptors

According to 23 CRF 772, sensitive receptors are defined as a discrete or representative location of a noise sensitive area(s) within a project area that are considered more sensitive to ambient noise levels than others because of the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. The

City of Placerville General Plan indicates residential dwellings are of primary noise concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Six sensitive noise receptors are identified within 400 feet of the proposed project area and are included in **Table 4-6** below.

TABLE 4-6. SENSITIVE NOISE RECEPTORS

SENSITIVE RECEPTOR	ADDRESS	DISTANCE FROM PROPOSED PROJECT
Homes on Winter Ln	Winter Lane	350+ feet
Regal Cinemas 8 movie theater	337 Placerville Drive	170 feet
Homes along Hidden Springs Cir	Hidden Springs Circle	365+ feet
Cold Springs Dental Office	2900 Cold Springs Road	300 feet
Boys and Girls Club El Dorado County Western Slope	2840 Mallard Lane	300 feet
Residence	665 Placerville Drive	200 feet

Source: Dewberry | Drake Haglan, 2020.

The City's noise regulations identify noise sensitive land uses to include residential, schools, and medical facilities (Caltrans, 2020c). The General Plan outlines goals and policies intended to protect residents from the harmful effects of exposure to excessive noise, as well as land use compatibility guidelines for acceptable noise levels for residential uses. Construction noise is typically limited to the hours between 7:00AM and 7:00PM, Monday through Friday, and 7:00AM and 5:00PM on Saturday.

Vibration Setting

The most common descriptor used to quantify construction vibration amplitude in relation to impacts to the structures is the peak particle velocity (PPV), defined as the maximum instantaneous peak velocity of the vibratory motion in inches per second (in/sec). According to Caltrans Transportation and Construction Vibration Guidance Manual (2013), PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. The Federal Transit Administration (FTA) recommends a PPV threshold of 0.5 in/sec for residential and commercial structures (FTA,2018). The General Plan does not identify specific vibration guidance or policies.

Discussion

a,b) Less than Significant with Mitigation. The proposed project would establish sidewalk and bicycle facilities along both sides of Placerville Drive and would establish sidewalk and bicycle facilities along one or both sides of Green Valley Road between Placerville Drive and Mallard Lane. The proposed project would provide direct bicycle and pedestrian access to key destinations within the City, be a critical component of an overall low-stress bicycling network, support development, and address the needs of one of the City's most heavily traveled transportation corridors.

The proposed project is located along a section of Placerville Drive that has been designated as a noise impacted road Segment in the City General Plan. The proposed project would create new Class II and IV bike lanes and sidewalks and would not introduce new stationary or mobile noise sources to the project site. Additionally, the proposed project would not increase vehicle capacity, alter traffic patterns, or induce land use changes in the surrounding environment. The proposed project would not permanently increase ambient noise levels at the project site. Sensitive receptors would not perceive a permanent change in noise levels as a result of the proposed project.

Noise from construction activities is anticipated to temporarily increase ambient noise levels in the vicinity of the proposed project. Noise at the construction site may intermittently dominate the noise environment with varying levels of intensity. The degree of construction noise impacts may also vary for different areas within the project site and for different construction activities (see Construction Activities section above). Noise from construction activities and equipment generally attenuate at a rate of 6 dBA per doubling distance. General construction equipment noise levels at a distance of 50 feet are provided in **Table 4-7**. General construction phase/activity typical noise levels are summarized in **Table 4-8**. Pile driving is not anticipated to be required for the proposed project.

TABLE 4-7. TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

CONSTRUCTION EQUIPMENT	NOISE LEVEL (DBA, LEQ AT 50 FEET)
Scrapers	85
Bulldozers	85
Trucks	84
Backhoe	80
Pneumatic tools	85
Concrete pump	82

Source: FTA, 2018

TABLE.4-8. TYPICAL CONSTRUCTION PHASES AND NOISE LEVELS

CONSTRUCTION PHASE	NOISE LEVEL (DBA, LEQ)
Ground clearing	84
Excavation	88/78
Foundations	88
Erection	79/78
Finishing	84

Source: U.S. EPA, 1971.

The loudest construction activity for the proposed project would include excavation and demolition phases. These activities would be required along Placerville Drive and Green Valley Road and would be located at least 170 feet from the nearest sensitive receptor (Regal Cinemas 8 movie theater). The noise generated from the excavation and demolition activities is anticipated to adhere to applicable state and federal noise

policies. Additionally, the City General Plan states that construction noise in the vicinity of commercial businesses, office buildings, or professional buildings is allowable (City of Placerville, 2016).

Nearby businesses and commercial buildings can be expected to experience maximum noise levels of 88 dBA during construction (refer to **Table 4-7** and **Table 4-8** above). The potential sensitive receptors are between 170 and 400 feet from the project site and thus would experience noise levels that are lower than the levels shown in **Tables 4-7** and **4-8,** above, because noise from construction activities and equipment generally attenuate at a rate of 6 dBA per doubling distance; therefore, sensitive receptors would experience noise levels between 78 and 70 dBA. In addition to the distance from the proposed project site, the existing residences currently experiences an elevated noise environment due to the noise generated from the Placerville Drive Corridor.

Noise impacts associated with the proposed project would be temporary as a result of the construction bike/pedestrian improvements and would not have any long-term operation noise impacts on the surrounding community. Construction would take place Monday through Friday between 7:00 AM and 7:00 PM. As shown in **Tables 4-6, 4-7, and 4-8**, it is not anticipated that the proposed project would exceed 78 dBA during construction at any of the identified sensitive receptors; and as such, are in compliance with Section 14-8.02, Noise Control, of Caltrans Standard Specifications and would not exceed 86 dBA at 50 feet from the job site activities between the hours of 9:00PM and 6:00AM. In addition, the proposed project would implement the best management practices (BMPs) during construction that would include, but are not limited to, the following:

- Plan noisier operations during times of least sensitivity to receptors (Monday through Friday, 8:00 AM to 5:00 PM).
- Keep noise levels relatively uniform and avoid impulsive noises.
- Maintain good public relations with the community to provide information on objections to construction noise impacts. Provide frequent activity update of all construction activities

A temporary increase in noise and vibration would likely occur during construction; however, the proposed project would not result in an adverse noise impact due to construction and would comply with federal, State, and City noise regulations, plans, and policies, including the City General Plan. With the implementation of **Mitigation Measure NOI-1**, noise and vibration impacts would be reduced to a led than significant level.

The proposed project would not increase vehicle capacity on adjacent roadways and would not induce land changes in the surrounding properties. Instead, the bicycle and pedestrian facilities would provide direct bicycle and pedestrian access to key destinations within the City, be a critical component of an overall low-stress bicycling network, support development, and address the needs of one of the City's most heavily traveled transportation corridors. The proposed project would be consistent with City,

County, and Caltrans noise regulations. Pedestrian and bicycle use along an existing roadway generally does not increase noise levels above the level for normal speech, approximately 65 dBA (refer to **Table 4-5**, above) and do not generate vibrations. Sensitive receptors would not perceive a permanent change in noise and vibration levels as a result of the operations of the proposed project. The proposed project would have less than significant impacts in this regard. No long-term mitigation is required.

c) No Impact. The Placerville Airport is located approximately 3.3 miles southeast of the proposed project site. The proposed project site is not located in the Placerville Airport Overlay Zone (El Dorado County GIS, 2013). The proposed project does not lie within two miles of an airport or within an airport land use plan, therefore, no impacts would occur. No mitigation is required.

Mitigation Measures

Mitigation Measure NO-1: No adverse noise impacts from construction are anticipated because construction shall be conducted in accordance with Caltrans Standard Specifications Section 14-8.02. Construction operations shall be during daylight hours only (Monday to Friday, 7:00 AM to 7:00 PM) for all construction activities that have the potential to affect sensitive receptors. The following control measures shall be implemented in order to minimize noise and vibration disturbances during periods of construction:

- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding).

- Utilize construction methods or equipment providing the lowest level of noise and ground vibration impact feasible, such as alternative low noise pile installation methods.

- Turn off idling equipment.

4.14. Population and Housing

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
POPULATION AND HOUSING – WOULD THE PROJECT:				
a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**	☐	☐	☐	☒
b) **Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?**	☐	☐	☐	☒

Setting

The proposed project is located in the City of Placerville (City), El Dorado County, California. According to the 2019 American Community Survey, the City has a population of 10,970 individuals and a total of 4,482 housing units (USCB, 2019). The proposed project site is located within census tract 0310.00, which has a population of 5,849 people and a total of 2,447 housing units (FFEIC, 2021).

The general land use in the proposed project vicinity consists of commercial, residential, and business park uses. The Placerville Drive is classified as a "Minor Arterial Road" and accommodates an ADT between 11,000 and 15,000 vehicle trips per day (Caltrans, 2020a). Surrounding zoning classifications include Commercial (C), Business & Professional (BP), Multi-Family Residential 16dw/acre (R4), Multi-Family Residential 12dw/acre, Single Family Residential 20,000 sf min (R1-20), Housing Opportunity Overlay (HO), and Public Facilities (PF) (City of Placerville, 2018).

Discussion

a) No Impact. The proposed project would add sidewalk and bike facilities along Placerville Drive and Green Valley Road. The proposed project would improve the active transportation network in the City and would not hinder continued use of Placerville Drive or Green Valley Road. The Placerville Drive Bicycle and Pedestrian Facilities Project is part of the Placerville Drive Development and Implementation Plan (City of Placerville, 2009). The proposed project would not provide new housing units, nor would it remove any existing housing units. Roadway operations would be similar to existing conditions upon construction completion. The proposed project would not increase capacity along Placerville Drive or Green Valley Road that could encourage population growth within the surrounding communities. The proposed project would not permanently increase the population in the area either directly or indirectly. No impact would occur in this regard. No mitigation is required.

Because of the temporary nature of construction, it is assumed that construction personnel would come from the nearby and surrounding areas and would not relocate to the area for work. The proposed project would not temporarily increase the population in the surrounding area. No impact would occur in this regard and no mitigation is required.

b) **No Impact**. The proposed project would be constructed primarily within the existing City right-of-way, but temporary construction easements and/or permissions to enter and construct are anticipated to be needed. Partial acquisitions are required to construct a full width sidewalk without impacting traffic operations in areas where the existing right-of-way is narrow, but no acquisitions of full properties and/or business of residence relocation would be required. Roadway operations would be similar to existing conditions upon construction completion. The proposed bicycle and pedestrian improvements would not displace housing units or people within the proposed project area and replacement housing would not be required. There would be no impact in this regard. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

4.15. Public Services

ISSUES (AND SUPPORTING INFORMATION SOURCES):		POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
PUBLIC SERVICES —					
a)	**Would the project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:**				
i.	**Fire protection?**	☐	☒	☐	☐
ii.	**Police protection?**	☐	☒	☐	☐
iii.	**Schools?**	☐	☐	☐	☒
iv.	**Parks?**	☐	☐	☐	☒
v.	**Other public facilities?**	☐	☐	☐	☒

Setting

The proposed project is located near the western boundary of the City of Placerville. The proposed project site is served by the El Dorado County Fire District (EDCFD) (City of Placerville, 2021). The EDCFD serves an area of approximately 281 square miles between Sacramento and South Lake Tahoe, serving approximately 74,000 residents (El Dorado County Fire, 2018). The nearest fire station to the proposed project is Station 25 located at 3034 Sacramento Street, approximately 0.8-miles east of the proposed project.

Law enforcement is provided by the Placerville Police Department and the El Dorado County Sheriff's Office (City of Placerville, 1989). The Placerville Police Department is located at 730 Main Street, approximately 1.5 miles east of the proposed project. The closest El Dorado County Sheriff's Office is approximately 4 miles south of the proposed project on Industrial Drive.

The proposed project is within the Placerville Union School District and the El Dorado High School District (El Dorado County Office of Education, 2021). The nearest schools are Markham Middle School and El Dorado High School, both located approximately 1,500 feet east of the proposed project.

According to the City of Placerville General Plan Background Report, the City has a relatively large supply of parkland, which is augmented by school play areas, private recreational resources, and recreational programs (City of Placerville, 2004). Public recreational facilities include the El Dorado Trail and 36 acres of developed parkland in six local parks, five of which are managed by the City and one that is managed by the County. The nearest public park is the Gold Bug Park & Mine, approximately 3 miles east of the proposed project.

Discussion

a.i-ii) **Less than Significant with Mitigation.** The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road to improve access and safety for active modes of transportation at the proposed project site. Long-term operational demands of the proposed project would be minimal, as roadway operations would be similar to the existing roadway conditions. This impact would be less than significant.

Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire protection or law enforcement services; however, construction activities would be short-term and minimal. Any increase in fire or law enforcement services due to construction activities would be temporary, ceasing upon completion of the proposed project. This impact would be less than significant.

Access along Placerville Drive and Green Valley Road would be maintained during construction. During construction, no roadway closures are anticipated and access to properties and roadways adjacent to the proposed project site would be maintained throughout construction. Temporary lane closures and traffic control would be required to complete construction. Minor increases in traffic would occur during the construction period, however, construction traffic control is not anticipated to significantly interfere with fire or police response times. Emergency access to the vicinity of the proposed project site may be temporarily inhibited during construction of the proposed project. Implementation of **Mitigation Measure PUB-1** would ensure that traffic disruption impacts are minimized to a less than significant level. **Mitigation Measure PUB-1** would require the creation of a Construction Period Emergency Access Plan.

a.iii) **No Impact.** The proposed project would not increase the population. The proposed improvements would not result in an increase in school age children, thus would not generate additional demand for schools in the proposed project's vicinity.

a.iv) **No Impact.** The proposed project would not increase the population, refer to **Section 4.14, Population and Housing**, and thus, would not result in an increase in demand on parks and recreational facilities (refer to **Section 4.16, Recreation**, for further details). Therefore, the proposed project would not require the construction or expansion of recreational facilities beyond what is already proposed.

a.v) **No Impact.** The proposed project would not increase capacity along any nearby roadways that could increase traffic and congestion. The proposed project would not increase the need for other public services, as service needs would be similar to existing conditions. Therefore, the proposed project would have no impact to other public services upon the completion of construction.

Mitigation Measures

Mitigation Measure PUB-1: *Construction Period Emergency Access Plan.* Prior to the start of construction, the contractor shall coordinate with the Placerville Police Department, El Dorado

County Sheriff's Office, El Dorado County Fire District, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Construction Period Emergency Access Plan shall identify phases of the Project and construction scheduling and shall identify appropriate alternative emergency access routes.

4.16. Recreation

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
RECREATION —				
a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?**	☐	☐	☒	☐
b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**	☐	☐	☒	☐

Setting

The proposed project is located near the western boundary of the City of Placerville. According to the City General Plan Background Report, the City has a relatively large supply of parkland, which is augmented by school play areas, private recreational resources, and recreational programs (City of Placerville, 2004). Public recreational facilities include the El Dorado Trail and 36 acres of developed parkland in six local parks, five of which are managed by the City and one that is managed by the County. The nearest public park is the Gold Bug Park & Mine, approximately 3 miles east of the proposed project.

Discussion

a) Less than Significant. The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road to improve access and safety for active modes of transportation at the proposed project site. The proposed project intends to create and maintain a safe and convenient system of bicycle and pedestrian improvements along Placerville Drive and Green Valley Road. No new population or jobs would be created by the proposed project that would contribute to exceeding the use capacities of existing neighborhood or regional parks and lead to, or contribute to, their physical deterioration. The proposed project would not involve the construction of new housing or other facilities beyond those already planned for and in the City of Placerville Guides and Plans, and therefore would not increase the demand for recreational facilities. The proposed project is not anticipated to increase the use of existing neighborhood and regional parks or other recreational facilities and would not affect the long-term continued use of existing recreational facilities. Therefore, impacts would be less than significant, and no mitigation would be required.

b) Less than Significant. The proposed project would add sidewalk and bike facilities along Placerville Drive and Green Valley Road that would support an overall low-stress

bicycling network in the City. The proposed project would facilitate the increased availability of opportunities for recreational activities (biking, walking, etc.) within the City and provide a connection to the existing active transportation network in the City.

No population or jobs would be created by the proposed project that would require the need for new or expanded recreational facilities. The proposed project would not require the expansion of recreational facilities which may have an adverse physical effect on the environment. Therefore, impacts would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures are required.

4.17. Transportation

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
TRANSPORTATION – WOULD THE PROJECT:				
a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**	☐	☐	☐	☒
b) **Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**	☐	☐	☒	☐
c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**	☐	☐	☒	☐
d) **Result in inadequate emergency access?**	☐	☒	☐	☐

Setting

The proposed project is located along Placerville Drive and Green Valley Road within the western portion of the City of Placerville, El Dorado County, California. Placerville Drive is classified as a "Minor Arterial Roadway" in the City General Plan and accommodates an Average Daily Traffic (ADT) between 11,000 and 15,000 vehicle trips per day. Green Valley Road is classified as a "Collector Roadway" in the City General Plan.

Currently, the proposed project site along Placerville Drive consists of limited and intermittent sidewalk facilities, and sidewalk facilities are completely absent along Green Valley Road. The project site also includes intermittent existing Class II bicycle facilities. Pedestrian and bicycle access along Placerville Drive and Green Valley Road within the project site is interfered with by narrow shoulders, numerous driveways, intersections, pavement transitions, utilities, walls, fences, landscape features and drainage structures. Six existing transit stops are located within the proposed project area, and four of which only have limited sidewalk access.

Discussion

a) No Impact. The proposed project would establish sidewalk and bicycle facilities along both sides of Placerville Drive and would establish sidewalk and bicycle facilities along one or both sides of Green Valley Road between Placerville Drive and Mallard Lane. The proposed project would provide direct bicycle and pedestrian access to key destinations within the City, be a critical component of an overall low-stress bicycling network, support development, and address the needs of one of the City's most heavily traveled transportation corridors. The proposed project would provide a safe, convenient, and accessible multi-modal transportation connection in the City, as identified in the City General Plan, City's Active Transportation Plan, and City's Non-Motorized

Transportation Plan. The proposed project would improve existing Class II bicycle lanes and connect existing sidewalk facilities within the City. Thus, it would remove two biking barriers and three walking barriers identified by the City (City of Placerville, 2020). The proposed project would provide safe and improved access for both pedestrians and bicyclists. The proposed project would not conflict with any adopted plan, policy, or ordinance, and therefore the proposed project would have no impact.

During construction, Placerville Drive, Green Valley Road, and the existing bicycle and pedestrian facilities would remain open. Partial lane closures would be necessary along Placerville Drive during construction activities. These lane closures would be temporary in nature. Roadways would remain in use, although with temporary lane closures, and existing bicycle and pedestrian facilities would remain open. Only temporary lane and/or shoulder closures are anticipated, and construction would likely only result in additional wait times for roadways users. The construction of the proposed project would not conflict with any adopted plan, policy, or ordinance, and therefore the construction of the proposed project would have no impact in this regard.

b) **Less than Significant**. Transportation projects that can be presumed to lower VMT or have no effect on it, such as bicycle and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research (OPR) Technical Advisory (OPR, 2018), should be expected to cause a less than significant impact and would not require further VMT analysis. Specifically, projects that would not lead to a substantial or measurable increase in VMT, include:

- Addition of Class I bicycle paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Addition of new or enhanced bicycle or pedestrian facilities on existing streets/highways that serve non-motorized travel.

The proposed project would improve the bicycle and pedestrian network in the City, providing a connection in the active transportation network, as identified in the General Plan, City's Active Transportation Plan, and City's Non-Motorized Transportation Plan.

During construction, Placerville Drive and Green Valley Road would remain open, however partial lane closures would be necessary along Placerville Drive and Green Valley Road. These lane closures would be temporary in nature and are considered to have a minimal effect on VMT during construction. Construction related impacts are considered less than significant and no mitigation is required.

Upon construction completion, the proposed project would improve the bicycle and pedestrian facilities along Placerville Drive and Green Valley Road. Roadway operations at the proposed project site would be similar to existing conditions. In addition, as stated above, the construction of Class I bicycle paths, trails, multipurpose paths, or other off-road facilities that serve non-motorized travel would not lead to a measurable increase in VMT. Therefore, the proposed project's impacts to VMT would be less than significant and no mitigation is required.

c) **Less than Significant**. The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road. The proposed project would be constructed adjacent to existing roadways but would not change the geometric design of the roadways. During construction, there could be conflict with construction equipment and adjacent land uses; however, construction equipment would be confined to the project site and staging areas and would not conflict with other vehicles moving through the project site. Potential conflicts in movement of construction equipment and other roadway vehicles would cease upon construction completion. Impacts are less than significant in this regard and no mitigation measures are required.

The proposed project would improve pedestrian and bicyclist safety and interconnectivity within the City, which would ultimately reduce existing conflicts between vehicles and pedestrians and cyclists on the roadway. The proposed project intends to convert some vehicular traffic to alternative modes of transportation by connecting pedestrian and bicycle facilities along Placerville Drive and Green Valley Road. The proposed project is identified within the City General Plan, the City's Active Transportation Plan, and the City's Non-Motorized Transportation Plan. Thus, the proposed project would ultimately be a beneficial impact and would not substantially increase hazards due to a geometric design feature or incompatible uses.

d) **Less than Significant with Mitigation.** As discussed in impacts b and c, above, the proposed project would require partial lane closures along Placerville Drive and Green Valley Road during construction. These lane closures would be temporary in nature and only take place during work hours. Any increase in emergency response times would cease upon construction completion. Traffic control would be required along Placerville Drive and Green Valley Road to complete proposed project improvements. Minor increases in traffic would occur during the construction period, however emergency vehicle access would be maintained throughout construction in the project vicinity. The proposed project would be coordinated with the EDCFD, City of Placerville Police Department, and other law enforcement or emergency service providers within the area to ensure that access would be maintained at all times during construction, as required in **Mitigation Measure PUB-1**. With the implementation of **Mitigation Measure PUB-1**, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Mitigation Measures

Implement **Mitigation Measure PUB-1**, as detailed in **Section 4.15, Public Services**.

4.18. Tribal Cultural Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
TRIBAL CULTURAL RESOURCES — WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCE CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:				
a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**	☐	☐	☒	☐
b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.**	☐	☒	☐	☐

Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes (Public Resource Code [PRC § 21073, 21074]. In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the California Register or is in included in a local register of historical resources. Pursuant to Public Resource Code (PRC) §2107, a TCR is defined as either:

- A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register or a local register of historical resources.
- A resource determined by the lead agency to be significant and is supported by substantial evidence.
- A geographically defined cultural landscape that meets the criteria set forth in PRC §21074.

- A historical resource described in PRC §21084.1, a unique archeological resource or "nonunique archaeological resource" described in PRC §21083.2 (g) and (h).

The CEQA Guidelines state that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their TCRs. Lead agencies shall consult with these tribes who respond in writing and requests the consultation within 30 days of receipt of the formal notification of the project (PRC §21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in §21084.3.

Assembly Bill (AB) 52 Consultation

As part of the effort to identify any TCRs that may be within the proposed project area, a Sacred Lands File search was conducted by the NAHC in February 2019. The search found no known TCRs in or near the proposed project site.

Assembly Bill 52 (AB 52) went into effect on July 1, 2015 and established a consultation process with all California Native American Tribes on the NAHC List for federal and non-federal tribes (13.5 PRC §§ 21073, 21074, 21080.3, 21084). Once the tribe is notified of a project, the tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

The NAHC provided a list of eight Native American representatives. Pursuant to PRC § 21080.3, formal notification and invitation to consult letters were sent on behalf of the City to the tribes or individuals listed in **Table 4-9**, below, in April 2019. Native American consultation efforts are documented in the ASR (Dewberry 2021).

TABLE 4-9. FORMAL ASSEMBLY BILL 52 NOTIFICATION LETTER RECIPIENTS

NAME	ORGANIZATION
Pamela Cubbler, Treasurer	Colfax-Todds Valley Consolidated Tribe
Clyde Prout, Chairperson	Colfax-Todds Valley Consolidated Tribe
Sara Dutschke Setchwaelo, Chairperson	Ione Band of Miwok Indians
Regina Cuellar, Chairperson	Shingle Springs Band of Miwok Indians
Gene Whitehouse, Chairperson	United Auburn Indian Community of the Auburn Rancheria
Don Ryberg, Chairperson	Tsi Akim Maidu
Grayson Coney, Cultural Director	Tsi Akim Maidu
Cosme A. Valdez, Chairperson	Nashville Enterprise Miwok-Maidu-Nishinam Tribe

There was one response to the outreach letters to date from the United Auburn Indian Community (UAIC) requesting to participate all cultural resources assessments for the proposed project. The City coordinated with the UAIC and received via email and received mitigation measures recommended for the project.

Field Survey

The field survey of the proposed project on April 16, 2019. During the survey, all visible areas were examined for the presence of shell fragments, debitage, fire cracked rock, flaked stone, and darkened soil associated with human occupation, historic glass shards, pottery, and other debris associated with non-native or ethnographic occupation of the area. Many of the observed

plants were invasive species, such as Himalayan blackberry, Italian ryegrass, wild oat and Tree-of-Heaven. Native plant species observed included willow, oak trees, and poison oak. No midden soil, archaeological features, cultural constituents, or artifacts were observed in the APE during the field survey or identified as part of the background research.

Discussion

a) Less than Significant. A record search was conducted at the California Historical Resources Information System (CHRIS) NCIC to identify previous cultural resources studies and site records for the proposed project area. The search identified no previously recorded archaeological or historic sites in the APE. The search identified six cultural resources, ranging in date from 1984 to 2008, have occurred within ½-mile of the proposed project APE. Nor were any listed properties were found in the National or California Register or local registers in the APE. The survey identified no prehistoric or historic-era resources in the APE. Therefore, impacts would be less than significant, and no mitigation is required.

b) **Less than Significant with Mitigation.** As mentioned above, the NAHC was contacted in April 2019 requesting a search of their Sacred Lands File and a list of Native Americans that may have knowledge of the proposed project area. The NAHC search was negative for sacred lands. The field survey conducted on April 16, 2019 did not identify any tribal cultural resources, artifacts, or culturally modified soil indicators.

   No tribal cultural resources were identified as a result of the field survey, record searches or consultation. However, the City coordinated with the UAIC and received via email and received mitigation measures recommended for the project. These measures address inadvertent discoveries and the inclusion of a tribal cultural resources section in the Worker Environmental Awareness and Protection training, and a request for a post-ground disturbance site visit. Due to the nature of the proposed project, there is the potential to encounter previously unknown tribal cultural resource. Therefore, through the implementation of **Mitigation Measure TCR-1 and CUL-1**, the proposed project would have a less than significant impact on tribal cultural resources.

Mitigation Measures

Implement **Mitigation Measure CUL-1**, as described in **Section 4.5, Cultural Resources**, above. Additionally, the following mitigation measure is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.

Mitigation Measure TCR-1: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs, and every effort shall be made to preserve the resources in place, including through

project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

4.19. Utilities and Service Systems

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
UTILITIES AND SERVICE SYSTEMS – WOULD THE PROJECT:				
a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relation of which could cause significant environmental effects?**	☐	☐	☒	☐
b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**	☐	☐	☐	☒
c) **Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**	☐	☐	☐	☒
d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**	☐	☐	☒	☐
e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**	☐	☐	☒	☐

Setting

The City of Placerville Public Works Division provides domestic water throughout of City limits; however, the proposed project is located outside of the City's water service area (City of Placerville, 2004). The proposed project is within the service area of the El Dorado Irrigation District (EID) (EDCLAFC, 2008). EID is a public agency dedicated to providing high quality water, wastewater, recycled water, hydropower, and recreational services in an environmentally and fiscally responsible manner. The main EID office is located at 2890 Mosquito Road, Placerville, California, approximately 1.7 miles east of the proposed project site (EID, 2021). Solid waste disposal at the proposed project site is provided by El Dorado Disposal, a private franchise utilizing the abandoned Union Mine in El Dorado as a dump site. Pacific Gas & Electric Company (PG&E) provides electricity to the City.

There are several public service utilities in the immediate vicinity of the proposed project location. Overhead electrical and communication lines run parallel along the northern side of

Placerville Road and Green Valley Road, but frequently run perpendicular to the roadways to provide service to the residences and commercial developments. Electrical utility lines and utility poles are also located along the southern edge of Placerville Drive east of Hangtown Creek. Utility poles and both overhead communication lines and electrical distribution lines would need to be relocated prior to construction if they are determined to conflict with either the proposed improvement or construction activities. Propane tanks were observed adjacent to the proposed project boundary. Underground utilities include communication, water, sewer, and electrical lines. Much of the anticipated underground utility work along Placerville Drive and Green Valley Road involves adjusting utility boxes, meters, and service lines for adjacent properties. Fire hydrant relocations are also anticipated to complete construction of the proposed project. Two existing corrugated metal pipe (CMP) drainage culverts that cross below Green Valley may be replaced as part of the work to widen and realign Green Valley Road to accommodate the new sidewalks and bicycle lanes.

Discussion

a) Less than Significant. The proposed project is anticipated to involve adjusting utility boxes, meters, and service lines for adjacent properties. Utility poles, both overhead communication lines, electrical distribution lines, and fire hydrants may need to be relocated to complete construction of the proposed project. There are two existing Corrugated Metal Pipe (CMP) drainage culverts that cross below Green Valley Road that may need to be replaced with a bottomless culvert as part of the work to widen and realign Green Valley Road in order to accommodate the new sidewalks and bike lanes.

Operations would be similar to existing conditions upon construction completion. The proposed project would result in an increase in impervious surfaces from the addition of the sidewalk and bike facilities, which could cause an increase in surface water runoff leaving the proposed project site. Modifications to the existing drainage features, including culvert extensions, would be conducted to make them suitable and to handle the small incremental increase in runoff. The proposed project would not generate wastewater nor increase water demand and therefore would not require the construction of additional wastewater or water treatment facilities. Operations of the proposed project would not increase the demand for water, electrical power, natural gas, or other telecommunication facilities. The proposed project would not require the expansion or construction of new facilities. Operation impacts would be less than significant, and no mitigation measures are required.

Non-potable water use would be required for fugitive dust control during construction. See **Section 4.3**, **Air Quality**, for more information regarding fugitive dust control BMPs. Water supplies during construction are typically trucked to the site from outside sources that supply water for construction activities. This use of water would only occur during the construction period and would cease upon construction completion. Potable water would be required during construction for workers. Typically, potable water is brought to the site in bottles or other potable water vessels. Water use at the proposed project site would cease upon completion of construction. No new or expanded water facilities would be required.

During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. No new or expanded facilities would be required.

The proposed project would not result in the need for new or expanded water, wastewater treatment, or other utility facilities. Impacts from the proposed project would be less than significant. No mitigation is required.

b) **No Impact**. The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road. The proposed project would not result in new, permanent water demand directly or indirectly. Short-term (construction) demand for small volumes of non-potable and potable water would be used daily as needed by the contractor for dust suppression and for construction worker consumption, respectively, during project construction. Water supplies during construction are typically trucked to the site from outside sources that supply water to construction activities. This use of water would occur during the construction period of the proposed project and would cease upon construction completion. No impact would occur to existing water supplies. No mitigation is required.

c) **No Impact**. The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road. Upon construction completion, the proposed project would not generate wastewater; thus, it would not require wastewater treatment services. During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. There would be no impact and no mitigation measures are required.

d) **Less than Significant.** The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road. The proposed project would generate waste from demolishing existing retaining walls, sidewalks, and asphalt identified to be removed. However, the proposed project would not result in long term demands for solid waste disposal services, as operations at the proposed project site would be similar to existing conditions. Solid Waste associated with construction activities would be handled by El Dorado Disposal (El Dorado Disposal, 2021). The nearest landfill is the El Dorado Disposal Service site at 4100 Throwita Way, Placerville, California, located approximately 2 miles south of the proposed project site. The site is a Material Recovery Facility and accepts materials for commercial disposal. The proposed project's impact on solid waste generate would be less than significant and no mitigation measures are required.

e) **Less than Significant.** The proposed project would comply with all federal, State, and local statutes and regulations related to solid waste, including compliance with the 1989 California Integrated Waste Management Act (AB 939) requiring specific waste diversion goals for local agencies. All recyclables and organics collected from the proposed

project site would be taken to the appropriate facilities. As discussed under question d, above, the proposed project would not generate substantial amounts of solid waste and the contractor would be required to comply with federal, State, and local waste management and reduction statutes and regulations. The proposed project would comply with all federal, State, and local statutes and regulations related to solid waste, therefore, impacts in this regard are less than significant and no mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

4.20. Wildfire

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
WILDFIRE – IF LOCATED IN OR NEAR SATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT:				
a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**	☐	☐	☒	☐
b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**	☐	☒	☐	☐
c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**	☐	☒	☐	☐
d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**	☐	☐	☒	☐

Setting

The California Department of Forestry and Fire Protection (CAL FIRE) identifies the City of Placerville (City) as located in a Local Responsibility Area (LRA) with two zones, Very High Fire Hazard Severity Zones (VHFHSZ) and Non-VHFHSZ, within the City limits. The proposed project site is primarily located within a very high fire hazard severity zone (VHFHSZ), and slightly in a Non-VHFHSZ (CAL FIRE, 2008).

The City contracts with the El Dorado County Fire District (EDCFD) to provide fire and safety protection in the City (City of Placerville, 2021). The EDCFD serves an area of approximately 281 square miles between Sacramento and South Lake Tahoe, serving approximately 74,000 residents. The fire district is governed by a five-member board of directors and employs 72 uniformed personnel and 3 support staff members. The nearest fire station to the proposed project is Station 25 located at 3034 Sacramento Street, approximately 0.8-miles east of the proposed project. Station 25 is staffed 24 hours a day, 7 days a week by an Engine Company and a Medic Unit (El Dorado County Fire, 2018).

Discussion

a) **Less than Significant**. For a discussion regarding impacts to the emergency service providers, please refer to **Section 4.15**, **Public Services**. The proposed project would add sidewalk and bike facilities along Placerville Drive and Green Valley Road. The proposed project would improve the active transportation network in the City and would not hinder continued use of Placerville Drive or Green Valley Road. The proposed project would not increase capacity along any adjacent roadways that could increase traffic and congestion. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, as operations on nearby roadways would remain the same as existing conditions. No impact to emergency response plan or emergency evacuation plans would occur upon the completion of construction.

During construction, no roadway closures are anticipated and access to properties and roadways adjacent to the proposed project site would be maintained throughout construction. Partial lane closures would be required along Placerville Drive and Green Valley Road. These lane closures would be temporary in nature and only take place during work hours. Traffic control would be required along Placerville Drive and Green Valley Road to complete proposed project improvements. Minor increases in traffic would occur during the construction period, however emergency vehicle access would be maintained throughout construction in the project vicinity. The proposed project would be coordinated with the EDCFD, City of Placerville Police Department, and other law enforcement or emergency service providers within the area to ensure that access would be maintained at all times during construction, as required in **Mitigation Measure PUB-1**. With the implementation of **Mitigation Measure PUB-1**, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

b,c) **Less than Significant with Mitigation**. The proposed project would add sidewalk and bike facilities along Placerville Drive and Green Valley Road that would improve safety for active modes of transportation along the proposed project extent. Operations at the proposed project site would be similar to those of the existing roadways. The proposed project site slope, prevailing winds, and other factors that exacerbate wildfire risks and expose the proposed project site and surrounding area to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire would be similar to existing conditions upon construction completion. Therefore, the proposed project would have no impact in this regard.

Construction activities involving vehicles, heavy machinery, and personnel smoking at the proposed project site could result in the ignition of a fire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers and improper disposal of cigarettes could potentially ignite surrounding vegetation. Implementation of **Mitigation Measure FIRE-1** would reduce the potential for construction activities to result in severe fires by requiring the preparation of a Fire Safety Plan that would outline safe

construction and maintenance practices. Impacts would be less than significant after implementation of mitigation measures.

d) Less than Significant. The proposed project would construct sidewalk and bike facilities along Placerville Drive and Green Valley Road. Upon construction completion, operations on the adjacent roadways would remain the same as pre-construction conditions. New operations would include improved bicycle and pedestrian facilities along Placerville Drive and Green Valley Road. The proposed project would not construct habitable structures. The proposed project would not substantially increase stormwater runoff, result in drainage pattern changes, or result in a population increase that would ultimately expose people or structures to significant risk (refer to **Section 4.10**, **Hydrology and Water Quality**, for details).

During construction, workers would be present onsite; however, this increase in workers would be temporary in nature. The risks associated with runoff, slope instability, and drainage changes within the proposed project site during construction would be similar to existing conditions. Therefore, the proposed project would have a less than significant impact in this regard and no additional mitigation measures are required.

Mitigation Measures

Mitigation Measure FIRE-1: Fire Safety Plan. Prior to the start of construction, the contractor shall coordinate with the EDCFD to prepare a Fire Safety Plan for use during construction. The Fire Safety Plan shall contain notification procedures and emergency fire precautions including, but not limited to, the following:

- Dry grass shall be cut low or removed from construction equipment staging areas.
- All internal combustion engines, stationary and mobile, shall be equipped with spark arresters. Spark arresters shall be in good working order.
- Light trucks and cars with factory-installed (type) mufflers shall be used only on roads where the roadway is cleared of vegetation. Said vehicle types shall maintain their factory-installed (type) muffler in good condition.
- Equipment parking areas (staging areas) shall be cleared of all extraneous flammable materials.
- Personnel shall be trained in the practices of the Fire Safety Plan relevant to their duties. Construction personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats.
- Smoking shall be prohibited in wildland areas and shall be limited to paved areas or areas cleared of all vegetation.

4.21 Mandatory Findings of Significance

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
MANDATORY FINDINGS OF SIGNIFICANCE –				
a) **Does the project have the potential to substantially 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, substantially 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?**	☐	☒	☐	☐
b) **Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**	☐	☐	☒	☐
c) **Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**	☐	☒	☐	☐

Setting

Per CEQA regulations and guidelines, the Lead Agency must summarize the finding of significance from earlier sections and must consider potential cumulatively considerable effects for environmental impact reports (EIRs) and in the discussion section below. Even though this environmental document is an IS/MND and not an EIR, the potential for cumulatively considerable effects are analyzed below.

Discussion

a) **Less Than Significant Impact with Mitigation Incorporated**. Per the impact discussions in the Aesthetics and Biological sections, the potential of the proposed project to substantially degrade the natural environment would be less than significant with incorporated **Mitigation Measures BIO-1** and **BIO-2**.

b) **Less Than Significant Impact.** The proposed project is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville, El Dorado County, California. The proposed project plans to improve and increase bicycle and pedestrian interconnectivity within the City along Placerville Drive and Green Valley Road. The Placerville Drive Bicycle and Pedestrian Facilities Project plans to construct sidewalks, Class II or Class IV bicycle facilities, and improvements to existing El Dorado Transit bus stops along Placerville Drive, on each side of the proposed bridge replacement project. The impacts of the proposed project would occur during construction and would cease upon completion, as discussed in **Section 4.1** through **4.20**, above. These impacts would be site specific and would be mitigated to less than significant levels.

The City is currently in the planning phase of multiple transportation projects within the City of Placerville, including the Clay Street Bridge Replacement Project and the Placerville Drive Bridge Replacement Project. The Clay Street Bridge Replacement Project would replace a functionally obsolete bridge over Hangtown Creek, located approximately 1.7 miles southeast of the proposed project site. The proposed project would not conflict or result in cumulative impacts with the proposed Clay Street Bridge Replacement Project because both projects would be constructed at different times and are separated by substantial distance and existing developments. Both the proposed project and the Clay Street Bridge Replacement Project would have independent utility and would result in in less than significant cumulative impact within the City.

The Placerville Drive Bridge Replacement Project plans to replace the functionally obsolete bridge over Hangtown Creek, located on Placerville Drive adjacent to the proposed project. Both the proposed project and the Placerville Drive Bridge Replacement Project have independent utility and would less than significant impacts separately. Due to the proximity of the two projects and their overlapping construction timing, the two projects are anticipated to result in cumulative impacts; however, as the individual impacts of both projects are anticipated to be temporary and minor, cumulative impacts are would less than significant and no mitigation measures are required for cumulative impacts.

c) **Less Than Significant Impact with Mitigation Incorporated.** Per the impact discussions in the Public Services and Transportation sections, the potential of the proposed project to substantially degrade the human environment or cause substantial adverse effects on human beings would be less than significant with incorporated **Mitigation Measures PUB-1**. The proposed project would construct sidewalks and Class II and Class IV bicycle lanes along Placerville Drive and Green Valley Road. The proposed project would increase interconnectivity within the City of Placerville and improve access to alternate modes of transportation. The proposed project would not cause substantial adverse effects on human beings. Impacts would be less than significant with the incorporation of mitigation measures **PUB-1.**

Mitigation Measures

Refer to **Mitigation Measures AES-1**, **AES-2**, **BIO-1, BIO-2**, **CUL-1**, **GEO-1**, **NO-1**, **PUB-1**, **TCR-1**, and **FIRE-1**, as described above.

5. LIST OF PREPARERS AND REVIEWERS

This Draft IS/MND was prepared by Dewberry in cooperation with the other members of the environmental study team. Dewberry was responsible for project management and Draft IS/MND preparation. The Draft IS/MND technical team and other environmental study team members provided technical expertise, as presented below.

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ACRONYMS AND ABBREVIATIONS

The following is a list of acronyms and abbreviations used within this document. Each term is defined in full once within the document before the abbreviation is used.

AAGR	Average Annual Growth Rate
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ACM	Asbestos containing material
ADL	Aerially deposited lead
ADT	Average daily vehicular traffic trips
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQAP	Air Quality Attainment Plan
AQMD	Air Quality Management District
ASR	Archaeological Survey Report
ASTM	American Society for Testing and Materials
BA	Biological Assessment
BMP	Best Management Practices
BOR	Bureau of Reclamation
PIA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CalFire	California Department of Forestry and Fire Protection
California Register	California Register of Historical Resources
CalOSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Climate Action Plan

CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CFR	Code of Regulations
CGS	California Geological Survey
CH_4	Methane
CHRIS	California Historical Resources Information System
CIDH	Cast-in-Drilled Hole
City	City of Placerville
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2e	Carbon dioxide equivalent
Corps	U.S. Army Corps of Engineers
County	El Dorado County
CPUC	California Public Utilities Commission
CWA	Clean Water Act
dBA	A-weighted decibel
DO	Dissolved Oxygen
DWR	Department of Water Resources

EDR	Environmental Database Resources, Inc.
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
General Plan	City of Placerville General Plan
GHG	Greenhouse Gas
HBP	Highway Bridge Program
HFHSZ	High Fire Hazard Severity Zone
HPSR	Historic Properties Survey Report
HSA	Hydrologic Sub Area
HU	Hydrologic Unit
IS	Initial Study
ISA	Initial Site Assessment
LBP	Lead-based paint
LRA	Local Responsibility Area
Leq	Equivalent A-weighted sound level
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
mg/L	Milligrams per liter
MLD	Most Likely Descendant
mph	Miles per Hour
MRZ	Mineral Resource Zone
$MTCO_2e$	Metric tons of carbon dioxide equivalent
N_2O	Nitrous oxide

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NEIC	Northeast Information Center
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act of 1966
NO_x	Nitrogen Oxides
NOA	Naturally Occurring Asbestos
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWI	National Wetland Inventory
O_3	Ozone
OHWM	Ordinary High Water Mark
OSHA	Occupational Safety and Health Administration
Pb	Lead
PG&E	Pacific Gas and Electric Company
PIA	Project Impact Area
PM	Particulate Matter
PM_{10}	Particulate Matter 10 microns in diameter or less
$PM_{2.5}$	Particulate Matter 2.5 microns in diameter or less
ppb	Parts per Billion
ppm	Parts per Million
PRC	Public Resources Code
QSD	Qualified SWPPP Developer
RCAP	Regional Climate action Plan

RCEM	Road Construction Emissions Model
RECs	Recognized Environmental Conditions
ROG	Reactive Organic Gas
RWQCB	Regional Water Quality Control Board
SMARA	Surface Mining and Reclamation Act
SR	State Route
SRA	State Responsibility Area
SSMH	Sanitary Sewer Manhole
SWPPP	Stormwater Pollution Prevention Plan
TCR	Tribal Cultural Resource
UCMP	University of California Museum of Paleontology
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VHFHZS	Very High Fire Hazard Severity Zone
VMT	Vehicle miles traveled
WWTP	Wastewater Treatment Plant

APPENDICES

APPENDIX A: CALEEMOD REPORT

Placerville Drive Bicycle and Pedestrian Facilities Project

El Dorado-Mountain County County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	17.80	Acre	17.80	775,368.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	70
Climate Zone	1			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0861	0.8314	0.7171	1.5500e-003	0.2247	0.0358	0.2605	0.1047	0.0330	0.1378	0.0000	135.7884	135.7884	0.0415	0.0000	136.8247
2025	0.3067	0.0987	0.1810	3.1000e-004	6.3000e-003	4.7400e-003	0.0110	1.6800e-003	4.4000e-003	6.0800e-003	0.0000	27.2469	27.2469	6.7200e-003	0.0000	27.4149
Maximum	**0.3067**	**0.8314**	**0.7171**	**1.5500e-003**	**0.2247**	**0.0358**	**0.2605**	**0.1047**	**0.0330**	**0.1378**	**0.0000**	**135.7884**	**135.7884**	**0.0415**	**0.0000**	**136.8247**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0861	0.8314	0.7171	1.5500e-003	0.2247	0.0358	0.2605	0.1047	0.0330	0.1378	0.0000	135.7883	135.7883	0.0415	0.0000	136.8245
2025	0.3067	0.0987	0.1810	3.1000e-004	6.3000e-003	4.7400e-003	0.0110	1.6800e-003	4.4000e-003	6.0800e-003	0.0000	27.2469	27.2469	6.7200e-003	0.0000	27.4149
Maximum	**0.3067**	**0.8314**	**0.7171**	**1.5500e-003**	**0.2247**	**0.0358**	**0.2605**	**0.1047**	**0.0330**	**0.1378**	**0.0000**	**135.7883**	**135.7883**	**0.0415**	**0.0000**	**136.8245**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-31-2024	6-29-2024	0.9093	0.9093
6	6-30-2025	9-29-2025	0.2930	0.2930
		Highest	0.9093	0.9093

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0771	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0771**	**0.0000**	**1.6000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.4000e-004**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0771	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0771**	**0.0000**	**1.6000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.4000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Placerville Drive Bicycle and Pedestrian Facilities Project - El Dorado-Mountain County County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/31/2024	4/26/2024	5	20	
2	Site Preparation	Site Preparation	4/27/2024	5/10/2024	5	10	
3	Grading	Grading	5/11/2024	6/21/2024	5	30	
4	Paving	Paving	8/16/2025	9/12/2025	5	20	
5	Architectural Coating	Architectural Coating	9/13/2025	10/10/2025	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 17.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 46,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	65.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9961	33.9961	9.5100e-003	0.0000	34.2338
Total	**0.0224**	**0.2088**	**0.1971**	**3.9000e-004**		**9.6000e-003**	**9.6000e-003**		**8.9200e-003**	**8.9200e-003**	**0.0000**	**33.9961**	**33.9961**	**9.5100e-003**	**0.0000**	**34.2338**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	3.0000e-004	3.4700e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9124	0.9124	2.0000e-005	0.0000	0.9129
Total	**5.9000e-004**	**3.0000e-004**	**3.4700e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9124**	**0.9124**	**2.0000e-005**	**0.0000**	**0.9129**

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9960	33.9960	9.5100e-003	0.0000	34.2338
Total	**0.0224**	**0.2088**	**0.1971**	**3.9000e-004**		**9.6000e-003**	**9.6000e-003**		**8.9200e-003**	**8.9200e-003**	**0.0000**	**33.9960**	**33.9960**	**9.5100e-003**	**0.0000**	**34.2338**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	3.0000e-004	3.4700e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9124	0.9124	2.0000e-005	0.0000	0.9129
Total	**5.9000e-004**	**3.0000e-004**	**3.4700e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9124**	**0.9124**	**2.0000e-005**	**0.0000**	**0.9129**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0903**	**6.1500e-003**	**0.0965**	**0.0497**	**5.6600e-003**	**0.0553**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	1.8000e-004	2.0800e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5474	0.5474	1.0000e-005	0.0000	0.5478
Total	**3.5000e-004**	**1.8000e-004**	**2.0800e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.1000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5474**	**0.5474**	**1.0000e-005**	**0.0000**	**0.5478**

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0903**	**6.1500e-003**	**0.0965**	**0.0497**	**5.6500e-003**	**0.0553**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	1.8000e-004	2.0800e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5474	0.5474	1.0000e-005	0.0000	0.5478
Total	**3.5000e-004**	**1.8000e-004**	**2.0800e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.1000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5474**	**0.5474**	**1.0000e-005**	**0.0000**	**0.5478**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4857	0.4158	9.3000e-004		0.0200	0.0200		0.0184	0.0184	0.0000	81.7793	81.7793	0.0265	0.0000	82.4405
Total	**0.0483**	**0.4857**	**0.4158**	**9.3000e-004**	**0.1301**	**0.0200**	**0.1501**	**0.0540**	**0.0184**	**0.0724**	**0.0000**	**81.7793**	**81.7793**	**0.0265**	**0.0000**	**82.4405**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1800e-003	6.1000e-004	6.9400e-003	2.0000e-005	2.3600e-003	2.0000e-005	2.3800e-003	6.3000e-004	2.0000e-005	6.4000e-004	0.0000	1.8248	1.8248	4.0000e-005	0.0000	1.8258
Total	**1.1800e-003**	**6.1000e-004**	**6.9400e-003**	**2.0000e-005**	**2.3600e-003**	**2.0000e-005**	**2.3800e-003**	**6.3000e-004**	**2.0000e-005**	**6.4000e-004**	**0.0000**	**1.8248**	**1.8248**	**4.0000e-005**	**0.0000**	**1.8258**

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4857	0.4158	9.3000e-004		0.0200	0.0200		0.0184	0.0184	0.0000	81.7792	81.7792	0.0265	0.0000	82.4404
Total	**0.0483**	**0.4857**	**0.4158**	**9.3000e-004**	**0.1301**	**0.0200**	**0.1501**	**0.0540**	**0.0184**	**0.0724**	**0.0000**	**81.7792**	**81.7792**	**0.0265**	**0.0000**	**82.4404**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1800e-003	6.1000e-004	6.9400e-003	2.0000e-005	2.3600e-003	2.0000e-005	2.3800e-003	6.3000e-004	2.0000e-005	6.4000e-004	0.0000	1.8248	1.8248	4.0000e-005	0.0000	1.8258
Total	**1.1800e-003**	**6.1000e-004**	**6.9400e-003**	**2.0000e-005**	**2.3600e-003**	**2.0000e-005**	**2.3800e-003**	**6.3000e-004**	**2.0000e-005**	**6.4000e-004**	**0.0000**	**1.8248**	**1.8248**	**4.0000e-005**	**0.0000**	**1.8258**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811
Paving	0.0233					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0325**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0193**	**20.0193**	**6.4700e-003**	**0.0000**	**20.1811**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	2.8000e-004	3.2100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.8765	0.8765	2.0000e-005	0.0000	0.8769
Total	**5.6000e-004**	**2.8000e-004**	**3.2100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.8765**	**0.8765**	**2.0000e-005**	**0.0000**	**0.8769**

3.5 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811
Paving	0.0233					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0325**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0192**	**20.0192**	**6.4700e-003**	**0.0000**	**20.1811**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	2.8000e-004	3.2100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.8765	0.8765	2.0000e-005	0.0000	0.8769
Total	**5.6000e-004**	**2.8000e-004**	**3.2100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.8765**	**0.8765**	**2.0000e-005**	**0.0000**	**0.8769**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**0.2713**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4300e-003	1.2000e-003	0.0139	4.0000e-005	5.1200e-003	3.0000e-005	5.1500e-003	1.3600e-003	3.0000e-005	1.3900e-003	0.0000	3.7980	3.7980	8.0000e-005	0.0000	3.8001
Total	**2.4300e-003**	**1.2000e-003**	**0.0139**	**4.0000e-005**	**5.1200e-003**	**3.0000e-005**	**5.1500e-003**	**1.3600e-003**	**3.0000e-005**	**1.3900e-003**	**0.0000**	**3.7980**	**3.7980**	**8.0000e-005**	**0.0000**	**3.8001**

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**0.2713**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4300e-003	1.2000e-003	0.0139	4.0000e-005	5.1200e-003	3.0000e-005	5.1500e-003	1.3600e-003	3.0000e-005	1.3900e-003	0.0000	3.7980	3.7980	8.0000e-005	0.0000	3.8001
Total	**2.4300e-003**	**1.2000e-003**	**0.0139**	**4.0000e-005**	**5.1200e-003**	**3.0000e-005**	**5.1500e-003**	**1.3600e-003**	**3.0000e-005**	**1.3900e-003**	**0.0000**	**3.7980**	**3.7980**	**8.0000e-005**	**0.0000**	**3.8001**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.548420	0.035778	0.224960	0.125817	0.023380	0.005183	0.017399	0.009541	0.001620	0.001043	0.004971	0.000775	0.001113

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0771	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Unmitigated	0.0771	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0270					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Total	**0.0771**	**0.0000**	**1.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.4000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0270					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
Total	**0.0771**	**0.0000**	**1.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Placerville Drive Bicycle and Pedestrian Facilities Project

El Dorado-Mountain County, Summary Report

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	17.80	Acre	17.80	775,368.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	70
Climate Zone	1			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments

Only CalEEMod defaults were used.

Project Characteristics -

Land Use -

Construction Phase -

2.0 Peak Daily Emissions

Peak Daily Construction Emissions

Placerville Drive Bicycle and Pedestrian Facilities Project - El Dorado-Mountain County County, Summary Report

Peak Daily Construction Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
Year	Phase	lb/day											
2024	Demolition	2.3096 W	20.9111 W	20.0897 S	0.0399 S	1.0842 S	0.9256 S	2.3096 W	20.9111 W	20.0897 S	0.0399 S	1.0842 S	0.9256 S
2024	Site Preparation	2.7399 W	27.2155 W	18.7945 S	0.0394 S	19.4445 S	11.1018 S	2.7399 W	27.2155 W	18.7945 S	0.0394 S	19.4445 S	11.1018 S
2024	Grading	3.3059 W	32.4209 W	28.2327 S	0.0635 S	10.1741 S	4.8697 S	3.3059 W	32.4209 W	28.2327 S	0.0635 S	10.1741 S	4.8697 S
2025	Paving	3.3094 W	8.6115 W	14.9320 S	0.0239 S	0.5425 S	0.4185 S	3.3094 W	8.6115 W	14.9320 S	0.0239 S	0.5425 S	0.4185 S
2025	Architectural Coating	27.3951 W	1.2750 W	3.3432 S	7.5200e-003 S	0.5889 S	0.1963 S	27.3951 W	1.2750 W	3.3432 S	7.5200e-003 S	0.5889 S	0.1963 S
	Peak Daily Total	27.3951 W	32.4209 W	28.2327 S	0.0635 S	19.4445 S	11.1018 S	27.3951 W	32.4209 W	28.2327 S	0.0635 S	19.4445 S	11.1018 S
	Air District Threshold												
	Exceed Significance?												

Peak Daily Operational Emissions

Peak Daily Operational Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
	Operational Activity	lb/day											
On-Site	Area	0.4225 S	2.0000e-005 S	1.8100e-003 S	0.0000 S	1.0000e-005 S	1.0000e-005 S	0.4225 S	2.0000e-005 S	1.8100e-003 S	0.0000 S	1.0000e-005 S	1.0000e-005 S
On-Site	Energy	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
Off-Site	Mobile	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
	Peak Daily Total	0.4225 S	2.0000e-005 S	1.8100e-003 S	0.0000 S	1.0000e-005 S	1.0000e-005 S	0.4225 S	2.0000e-005 S	1.8100e-003 S	0.0000 S	1.0000e-005 S	1.0000e-005 S
	Air District Threshold												
	Exceed Significance?												

3.0 Annual GHG Emissions

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Construction	2024	135.7884	0.0415	0.0000	136.8247	135.7883	0.0415	0.0000	136.8245
Construction	2025	27.2469	6.7200e-003	0.0000	27.4149	27.2469	6.7200e-003	0.0000	27.4149
Operational	2025	3.2000e-004	0.0000	0.0000	3.4000e-004	3.2000e-004	0.0000	0.0000	3.4000e-004
	Total								
	Significance Threshold								
	Exceed Significance?								