



City of Placerville

DRAFT INITIAL STUDY/ ENVIRONMENTAL CHECKLIST AND MITIGATION MONITORING PROGRAM

Project Title: 136 Forni Road - Niemann's Auto Touch
General Plan Amendment (GPA) 18-01, Conditional Use Permit (CUP) 18-01,
Site Plan Review 18-02, Environmental Assessment 18-01

Lead Agency Name and Address:

City of Placerville
3101 Center Street
Placerville, CA 95667

Contact Person and Phone Number:

Andrew Painter, City Planner
Development Services Department
(530) 642-5252

Project Location: The Project area consists of one parcel totaling 2.0 acres located in southwestern Placerville. Assessor's Parcel Number 325-310-99. The site is within the City of Placerville, approximately 450 feet southeast of Forni Road and US Highway 50, and approximately 250 feet north of Briw Ridge Court. **Figure 1** provides a neighborhood map location of the site. The site is currently in use as a temporary vehicle storage area for the Thompson Auto Group auto sales and service uses located north and east of the site. **Figure 2** depicts the United States Geological Survey's 1973 photo revised Placerville Quadrangle, El Dorado County with the Project location added. The site slopes generally to the north and northeast, toward Forni Road and US Highway 50. Average slope is approximately twelve percent (12%). Vegetation consists of common Sierra foothill species of Coyote bush, Himalayan blackberry, and native and non-native grasses.

General Plan Designation: Commercial (C)

Zoning: Commercial (C)

Description of Project: The Project involves the following components:

1. General Plan Amendment 18-01: Amend the Commercial (C) land use designation within Part I. Land Use / Circulation Diagrams and Standards of the General Plan Policy Document, removing language that excludes auto sales and services as allowable uses within the Commercial designation;
2. Conditional Use Permit 18-01: A request to operate an auto service detailing facility, a conditional use within the HWC zone, and
3. Site Plan Review 18-02: A request involving site grading for the construction of a 5,818 square-foot, single-story, automobile detailing shop facility metal building, with attached 1,455 square foot covered vehicle wash station, along with site improvements including rockery retaining walls, landscaping, on-site storm water detention and treatment facilities, a sand-oil separator, and paved surfacing.

Figure 1. Project Location – Forni Road near Briw Road

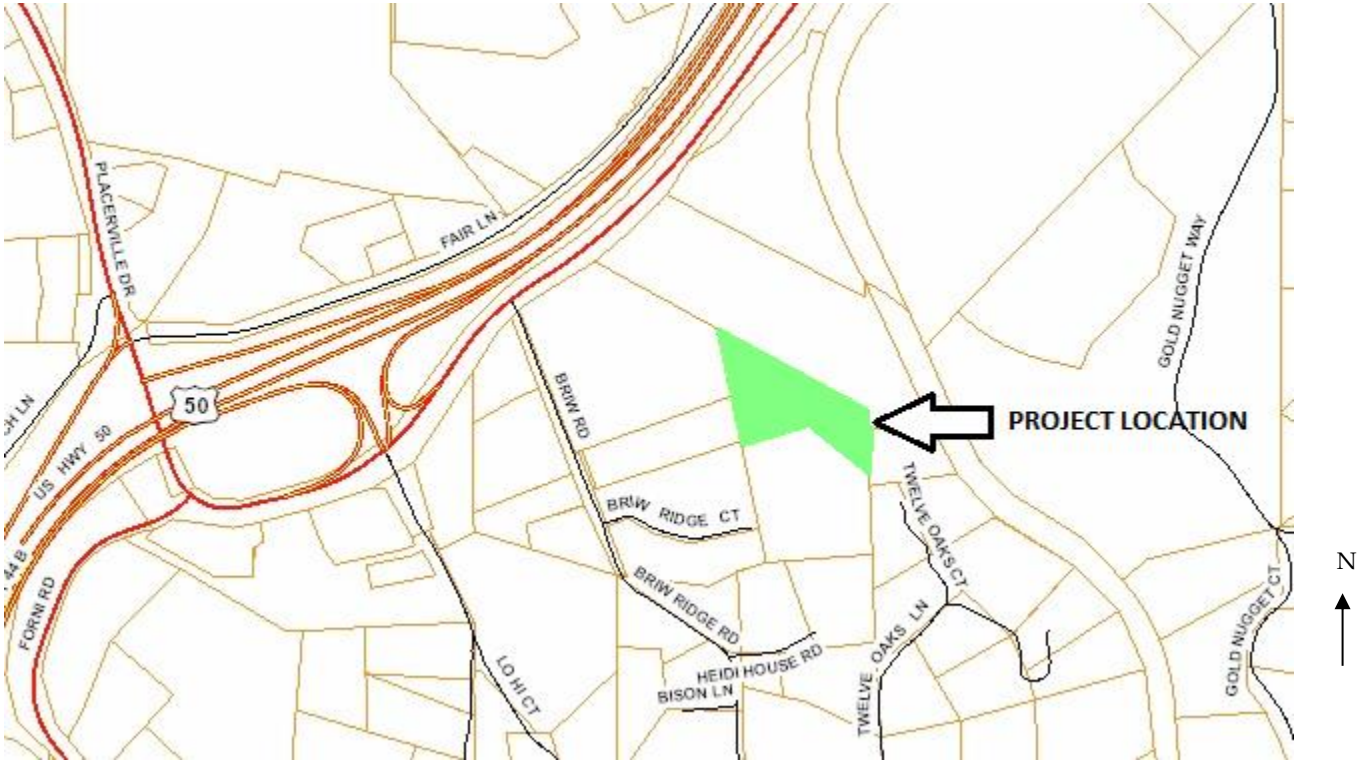
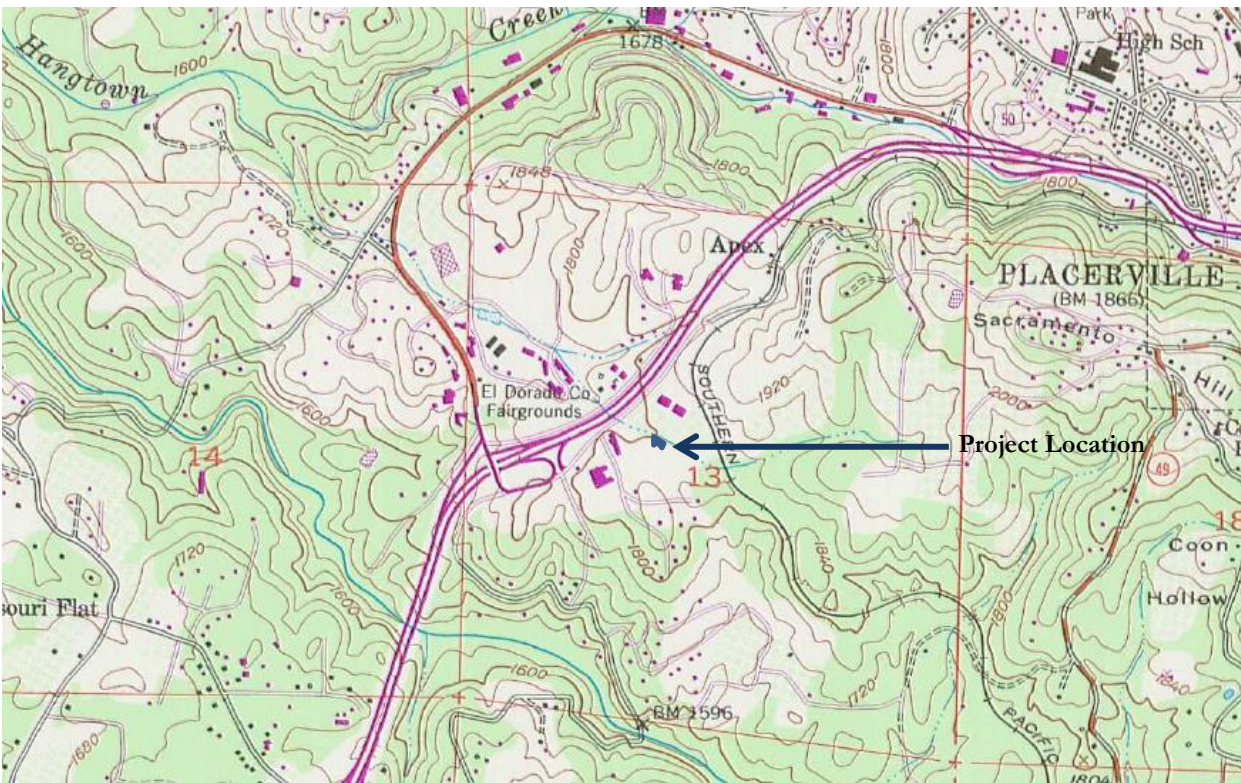


Figure 2. Excerpt of 1973 Photorevised USGS Placerville Quadrangle



Background: The subject parcel was once a portion of a 4.99 acre parcel that was annexed to the City in 2005 (Annexation/Reorganization 04-01: Robinson-Menton Annexation, 200 Briw Ridge Court).

In 2017, the 4.99 acre parcel was adjusted under Lot Line Adjustment 17-02 along with two other parcels resulting in the existing 2.0 acre lot configuration.

During November 2017, the Development Services Department conditionally approved a temporary parking area for the Thompson Auto Center for vehicle inventory storage. This temporary use permit expires in November 2018.

Surrounding Land Uses and Setting: Commercial service and retail, auto sales and service uses, general office, residential and public facility uses surround the site. North of the site are auto sales and service uses, a commercial retail building materials business, and U.S. Highway 50. To the east of the site are dispersed residential uses and the El Dorado County Jail facility. To the south are general office and single-family residential uses. West of the site are general office, auto service and multi-family residential uses.

Other Public Agencies Whose Approval is Required: No agency approvals other than approvals from the City of Placerville are required to carry out the proposed Project.

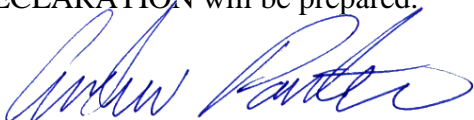
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

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



Signature

09.24.18

Date

Andrew Painter

Printed Name

City of Placerville

For

I. AESTHETICS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

- a) The City of Placerville General Plan Background Report identifies areas that are considered to be especially scenic and worthy of preservation. These areas include primary and secondary ridgelines and primary watercourses. The site is north of a General Plan identified Primary Ridgeline that has a west-east orientation. The Project site lies below the primary ridgeline and therefore a potential impact to the ridgeline would not occur.
- b) Vegetation consists of common Sierra foothill species of Coyote bush, Himalayan blackberry, and native and non-native grasses. US Highway 50 is located approximately 500 feet northwest of the site. The elevation of US 50 north of the Project location is approximately 1,800'. Nearly 2,300' northeast of the site, at the Placerville Drive Overcrossing on US Highway 50, US Highway 50 easterly is designated a State Scenic Highway in the California Scenic Highway System. The Scenic Highway portion of US 50 is not visible from the site due to the topography and existing commercial building construction. No rock outcroppings exist on the site. Therefore, the Project will have no impact directly, indirectly or cumulatively.
- c) The site is currently a temporary vehicle inventory storage area for neighboring auto sales uses. Visual impacts resulting from the presence of construction vehicles or ground disturbance may occur during Project construction activities. Construction activities would be temporary. The permanent development of the site would consist of grading of the site for the construction of a single 5,818 square foot auto service building, with an attached 1,455 square

foot covered vehicle wash station. Under the existing Commercial Zone (Placerville Zoning Ordinance Section 10-5-15(D)5 and (D)2, the proposed commercial building height of 23'4" would not exceed the 40' maximum building height for the zone, nor would building coverage of 16.7% exceed the 60% maximum building coverage for the zone. Minimum yards, also known as setbacks, within the Commercial Zone (Zoning Ordinance Section 10-5-15(D) 4 are: front: 4'; sides and rear: 5'. Proposed setbacks are: front: 120' from the east property line, side: 12' from the west property line and 20' from the south (rear) property line.

The Project Location is located within the Placerville Drive and Forni Road commercial corridor areas, consisting of urbanized development that is surrounded by residential and other commercial development. The proposed land use text amendment and the commercial auto service use development are compatible with adjacent auto service uses that are adjacent to the site. Building architectural design, rectangular massing, metal material and proposed colors are similar to those found on existing adjacent auto service buildings.

The Project as submitted is not expected to substantially degrade the visual character or quality of the site or its surroundings. Impact is less than significant. Project review includes the Planning Commission who will make its recommendation to City Council. City Council would serve as the decision making body for the Project. City Council would make findings of Project compatibility with surrounding properties, and consistency with applicable goals, policies and zone regulations involving parking, landscaping, grading, exterior lighting, building elevations, signage, materials, colors, finishes, or aesthetics, prior to construction permit issuance that are part of the Project approval process for CUP18-01 and SPR18-02.

- d) Exterior lighting is a subcomponent of the Site Plan Review process and is governed by City Code Section 10-4-16: Exterior Lighting Regulations. Exterior lighting must be fully shielded per City Code. Proposed exterior lighting for the new commercial structure meets the Exterior Lighting Regulations for full cut-off shielding. Light intensity photometric analysis submitted with Project request shows light intensity levels in foot-candles is within the 0.3 foot-candle maximum at approximate property boundaries, as set by Section 10-4-16(E)2(d). Potential Project impacts from light or glare are less than significant.

Sources

California Department of Transportation Website "Scenic Highway Corridor Program"
http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm
Sheet E0.1 – Niemann's Auto Touch, prepared by CJS Lighting, dated 06/05/18
Placerville City Code
USGS Photorevised Placerville Quadrangle Topographical (1973)

II. AGRICULTURE AND FORESTRY 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 Dept. 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:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- a), b) Neither the site nor its immediately adjacent parcels are under agricultural cultivation. The California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) maps indicate the site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The site is not enrolled in a Williamson Act contract. Therefore, the Project will have no impact directly, indirectly or cumulatively.
- c), e) Timber production, timberland as defined by Public Resources Code Section 12220(g), or agriculture uses are not conducted in areas surrounding the site due to established residential and commercial improvements. The site is located within the C Zone and the C General Plan Land Use designation. Therefore, the Project would not conflict with any zoning designations designed to preserve timber or agricultural resource preservation. Therefore, no impacts will occur from this Project directly, indirectly or cumulatively.
- d) The City of Placerville has no forest land nor does it have any timberland as analyzed under Section II c) and e) of this Initial Study therefore no impacts will occur from this Project directly, indirectly or cumulatively.

Sources

- California Resources Agency, *Farmland Mapping and Monitoring Program*
- City of Placerville City Code
- Public Resources Code
- City of Placerville General Plan

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

Analysis

a), b), c), d) The El Dorado County Air Quality Management District (AQMD) in 2002 prepared a *Guide to Air Quality Assessment* intended to be used during the Initial Study phase of the CEQA process. The City of Placerville is located within the AQMD. AQMD boundaries are coterminous with the boundaries of El Dorado County. The City and the western portion of El Dorado County are located within the Mountain Counties Air Basin (MCAB). The MCAB is comprised of Plumas, Sierra, Nevada, Placer (middle portion), Amador, Calaveras, Tuolumne and Mariposa Counties.

In April 2014, the California Air Resources Board published area designations for state ambient air quality standards within the Mountain Counties Air Basin. Table 1 contains the attainment status for the Federal Clean Air Act Amendments’ criteria air pollutants of ozone, PM₁₀ (particulate matter, 10 microns), PM_{2.5} (particulate matter, 2.5 microns), CO (carbon monoxide), NO₂ (nitrogen dioxide) and SO₂ (sulfur dioxide).

Table 1.

Pollutant	Designation / Classification	
	Federal Standards	State Standards
Ozone	Non-attainment	Non-attainment
PM ₁₀	Unclassified	Non-attainment
PM _{2.5}	Unclassified	Unclassified
CO	Unclassified/Attainment	Unclassified
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment

Local El Dorado County Air Quality Management District (AQMD) assessment threshold of significance screening criteria for reactive organic gas (ROG) and oxides of nitrogen (NOx), which are precursors of ozone, is 82 pounds per day. According to AQMD’s *Guide to Air Quality Assessment*, light industrial uses containing less than 350,000 square feet of floor area are assumed to not exceed the 82 pounds per day emissions thresholds for ROG and NOx. The AQMD’s Guide further considers operational project activities for development projects that fall below the 82 pounds per day emission thresholds for ROG and NOx to have less

than significant carbon monoxide (CO) and nitrogen dioxide (NO₂) impacts, and less than significant PM₁₀ (particulate matter, 10 microns) and sulfur dioxide (SO₂) impacts.

In addition to the General Plan Land Use text amendment, the Project includes the development of a 5,818 square-foot, single-story, automobile detailing shop facility metal building, with attached 1,455 square foot covered vehicle wash station. AQMD thresholds of significance would not be exceeded as the Project would not exceed the 350,000 square feet of floor area threshold for this use type. Consequently, the impact of the Project's emissions at the Project sites on regional air quality and on sensitive receptors would be less than significant (not cumulatively considerable).

Activities associated with the grading and construction of this Project would pose a less than significant impact on air quality because the El Dorado County Air Quality Management District (AQMD) Rules 223 and 223.1 regarding Fugitive Dust and dust mitigation plan during grading and construction activities in combination the other applicable California Air Resource Board (CARB) rules enforced by the AQMD. Such a plan would address grading measures and operation of equipment to minimize and reduce the level of defined particulate matter exposure and/or emissions, anticipated to be below a level of significance.

Strict application of other various AQMD standards as conditions of approval, the Project would have a less than significant impact on the environment. These AQMD standards include a rule regarding the discharge to the atmosphere of volatile organic compounds (VOC's) caused by the use or manufacture, mixing, storage and application of Cutback or Emulsified asphalt used for paving. It is called Rule 224 - Cutback and Emulsified Asphalt Paving Materials. In addition, Rule 215(Architectural Coatings) involves the application of coating and painting to the proposed new building. The conditions would be implemented, reviewed, and approved by the AQMD prior to and concurrently with any grading, improvement, or building permit approvals. Impacts would be anticipated to be less than significant.

- e) Project grading and construction activities are not expected to create objectionable odors. Therefore, the Project will not cause objectionable odors affecting a substantial number of people either directly, indirectly and cumulatively.

Sources

El Dorado County Environmental Management Department Air Quality Management District
El Dorado County Air Pollution Control District, *Guide to Air Quality Assessment, 2002*

IV. BIOLOGICAL RESOURCES. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?

Analysis

- a) The Project site is located in a highly developed urbanized area. It is completely surrounded on all sides by existing residential and commercial uses. No known endangered, threatened or rare species or their habitats are present on the site or in the immediate Project vicinity (General Plan 1990). A visit to the site by City staff on August 1, 2018, revealed the following plant species: Yellow star thistle, coyote bush, Himalayan blackberry, and native and non-native grasses. No animal species were observed. No impact.
- b), c) No wetlands, marshes, vernal pools, or coastal areas are present on the Project site. Hangtown Creek or Weber Creek are not part of the Project area. There is no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service present on or adjacent to the site. In the absence of those on-site or near-site resources, no direct or indirect project-related impacts to any waters of the United States are anticipated. Therefore, no impacts will occur from this Project directly, indirectly or cumulatively.
- d) There are no known migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites located on the partially developed subject site that is surrounded by developed residential and commercial improvements and uses. Therefore, no impacts will occur from this Project directly, indirectly or cumulatively.
- e) The Project does not involve a residential subdivision of land. The Project therefore it is not subject to City Code Section 8-13-4, the City’s Woodland Alteration Permit and Plan regulations. No impacts regarding a tree preservation policy or ordinance would occur from this Project directly, indirectly or cumulatively.
- f) The Project site is not subject to any habitat conservation plans or any other regional plans. Therefore, the proposed Project would not conflict with the provisions of any adopted local or regional conservation plans. Therefore, the Project will have no impact directly, indirectly or cumulatively.

Sources

City of Placerville 1973 Photorevised USGS Quadrangle
 Placerville Municipal Code, *Zoning Ordinance*
 Staff Field Inspection
 Department of Fish & Game California Natural Diversity Database website:
www.dfg.ca.gov/biogeodata/cnddb/

V. **CULTURAL RESOURCES.** Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

a), b), d). Search of the National Register of Historic Places, the California Register and the City’s Historic Resources Inventory revealed that the site or vicinity is not listed on these cultural and historic resource inventories.

A cultural resources records search, at the request of the Project applicant, was conducted by the North Central Information Center of the California Historical Resources Information System on July 13, 2018. The records search included the Project area and a 0.25-mile buffer around the Project area. The records search results indicate that the Project area contains no prehistoric-period resources and no-historic-period cultural resources. Within 0.25-mile of the Project area no prehistoric-period resources were located, but two historic-period cultural resources were identified: a railroad and a ditch.

No known archaeological resources were identified in the General Plan for the Project site. A potential impact to an archaeological resource is not likely. However, there is the possibility of accidental archaeological or human remain discoveries during construction-related ground-disturbing activities. This is considered potentially significant. To address unanticipated and accidental archaeological and human remain discoveries, the following mitigation measure is expected to minimize this potential impact to a less than significant level:

Mitigation Measure

CR-1: If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists or other Project personnel during construction activities, work will cease within one-hundred (100) feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the Project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the Project record.

If adverse impacts to tribal cultural resources, unique archaeology, or other cultural resources occurs, then consultation with Native American Representatives from culturally affiliated Native American Tribes regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments. A note to this effect shall be placed on the construction plans.

Timeframe for Implementation: During grading and construction activities

Responsibility for Implementation: Developer and qualified archaeologist

Oversight of Implementation: Development Services – Engineering and Planning Divisions

- c) No known paleontological resources or unique geological features were identified in the General Plan for the Project site. There is no indication from soil and geologic information received from the National Resource Conservation Service for this Project or the State of California Geologic maps that paleontological resources or unique geologic features exist on the site. The Project would not likely impact a paleontological resource or unique geologic features. However, there is the possibility of accidental paleontological discoveries during construction-related ground-disturbing activities. This is considered potentially significant. The following mitigation measure is expected to minimize this potential impact to a less than significant level.

Mitigation Measure

CR-2: If, during the course of site development, any paleontological resources (fossils) are discovered, the Project proponent for any future residential development on the site shall notify and the City of Placerville Development Services, Planning Division. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist with the cost of such investigation born upon the Project developer/applicant.

The City shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries of paleontological resources. Such measures may

include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The Project applicant shall be required to implement any mitigation necessary for the adequate protection of paleontological resources. A note to this effect shall be placed on the construction plans.

Timeframe for Implementation: During grading and construction activities

Responsibility for Implementation: Developer and qualified paleontologist

Oversight of Implementation: Development Services – Engineering and Planning Divisions

Sources

- City of Placerville, General Plan
- City of Placerville, Historic Resource Inventory
- National Park Service, National Register of Historic Places
- North Central Information Center letter, Paul Rendes, Assistant Coordinator, July 13, 2018
- State of California, California Register and the City’s Historic Resources
- State of California, Code of Regulations
- State of California, Public Resources Code
- United States Geological Survey, 1973 Photorevised Placerville Quadrangle

VI. GEOLOGY AND SOILS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

a - i, ii, iii, iv) No Impact. Per the California Department of Conservation, Division of Mines and Geology, there are no Alquist-Priolo Earthquake Fault Zones within the City or El Dorado County. Therefore, the Project will have no impact directly, indirectly or cumulatively.

A Project site may experience the effects of seismic ground shaking based on the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soils. Although no active faults or Earthquake Fault Zones are located on the Project site, an inactive geologic fault is located within one-half mile east of the Project site. This pre-Quaternary fault called "Melones" is not expected to involve fault rupture, seismic shaking, ground failure or landslides due to its geologic inactivity. No impacts are anticipated.

b), c) Per the Soil Survey of El Dorado Area, California, the onsite soil type is Diamond Springs - very fine sandy loam (DfC). Surface runoff is medium. Erosion hazard is moderate.

Proposed commercial development of the Project site under CUP18-01 and SPR18-02 will be subject to the provisions of Chapter 7, Title VIII of the City Code, the City's Grading, Erosion and Sediment Control regulations. Standard conditions under these City regulations would minimize the potential moderate soil erosion and medium runoff to a less than significant level.

d) Expansive soils increase in volume when they absorb water and then shrink upon drying out. Soils with high clay content are subject to soil expansion. Table 18-1-B of the Uniform

Building Code establishes numerical expansion indices for soil types ranging from very low to very high. Any soil identified in the foundation investigation to have an expansion index greater than 90 (medium) would require specific engineering analysis as required within the Uniform Building Code.

The Soil Survey of El Dorado - Table 6, lists the shrink-swell potential of each soil series found in the County. The amount of clay within the soil series determines the shrink-swell potential. Soils series with low to moderate shrink-swell potential provide sites adequate for placing structures. Review of the Soil Survey of El Dorado County indicates that the Diamond Springs soils series, that includes DfC has a low shrink-swell potential. Based upon this review, the impact from expansive soils is less than significant.

- e) Commercial development of the site would not involve the use of a private water disposal system (septic). The Project would connect to a City-approved public sewer system. City sewer service currently serves the neighborhood of Briw Road, Placerville Drive and Forni Road. Therefore, the Project will have no impact directly, indirectly or cumulatively.

Sources

City of Placerville General Plan (1990)

United States Department of Agriculture, Soil Conservation Service and Forest Service *Soil Survey of El Dorado County* (1974)

Division of Mines and Geology Special Publication 42, *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act With Index to Earthquake Fault Zone Maps.*

California Building Code

VII. GREENHOUSE GAS EMISSIONS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

- a), b) Project construction and operation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. The primary land-use related greenhouse gases (GHG) are carbon dioxide (CO₂), methane (CH₄) and nitrous oxides (N₂O).

Estimated emissions are expressed in annual metric tons of carbon dioxide equivalent (CO₂e) units.

The Project is an infill location. It is surrounded by existing residential and commercial uses. The site is located within the existing Placerville Drive and Forni Road commercial corridors. Within 1,200 feet of the two public El Dorado Transit stops. In addition, new commercial development would be required to meet California Building Codes Title 24 Energy Efficiency and water efficiency requirements, along with water efficient irrigation system requirements of City Code.

It is expected that due to the infill nature of the Project and characteristics of the site, the energy efficiency requirements under California Building Code, would minimize potential impacts from estimated greenhouse gas emissions from development construction and operation to a less than significant level.

Neither the El Dorado County Air Quality Management District (AQMD) nor the City has adopted GHG emission thresholds for land use development projects. The AQMD recommends the City use the thresholds of significance from the Sacramento Metropolitan Air Quality Management District (SMAQMD) when assessing GHG emissions for the project.

SMAQMD's recommended thresholds of significance for construction, operational, and stationary source emissions:

- Construction phase of all project types – 1,100 metric tons of CO₂e per year.
- Operational phase of a land development project – 1,100 metric tons of CO₂e per year.

Appendix A contains an assessment of the Project's potential GHG emissions. The assessment was conducted and submitted by the applicant using the California Emissions Estimation Model (CalEEMod) version 2016.3.2.

Construction Emissions of Greenhouse Gases

As shown in Table 1, the estimated metric tons of carbon dioxide equivalent (CO₂e) units generated by construction of the Project is 256 metric tons. Because project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the Project, construction emissions are amortized to determine the annual construction related GHG emissions over the life of the Project. When amortized over a 30-year period (the assumed life of the Project), CO₂e construction emissions equal 8.53 metric tons per year. The emissions shown in Table 2 are rounded to whole numbers.

Operational Emissions of Greenhouse Gases

Operational Emissions include area sources, energy use, solid waste, water use, and transportation emissions. The estimated metric ton of carbon dioxide equivalent (CO₂e) units generated by the operation of the Project development at the Project sites is 718 metric tons per year.

Table 2. Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (Carbon Dioxide Equivalent (CO ₂ e))
2018	76 metric tons
2019	180 metric tons
Total	256 metric tons
Amortized over 30 years	8.53 metric tons per year

Combined Emissions of Greenhouse Gases

As shown below in Table 3, the net combined construction and operational emissions at buildout would be 727 metric tons of CO₂e. The emissions shown are rounded to whole numbers. Full results are shown in Appendix A.

Table 3. Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO ₂ e)
Project Construction	9 metric tons
Operational Emissions	718 metric tons
Total	727 metric tons

The Project would be below the SMAQMD’s GHG threshold of 1,100 MTCO₂e for construction and operational emissions and, therefore, would be less than significant.

Sources:

- California Emissions Estimation Model (CalEEMod) version 2013.3.2
- California Building Code
- City of Placerville City Code
- County of El Dorado Air Quality Management District Correspondence, July 12, 2018. Adam Baughman, Air Quality Engineer
- El Dorado County Air Pollution Control District, *Guide to Air Quality Assessment. February 2002*
- Sacramento Metropolitan Air Quality Management District, *CEQA Guide. May 2018.*

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Analysis

- a) The project use and construction would not transport, use or store hazardous materials. Therefore, the Project will have no impact directly, indirectly or cumulatively.
- b), c) Project use and construction would not transport, use or store hazardous materials. Therefore, the Project will not directly, indirectly or cumulatively 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.
- d) The Project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control pursuant to Government Code Section 65962.5. Therefore, the Project will have no impact directly, indirectly or cumulatively.
- e) The site is not located within the Placerville Airport Influence Area. Therefore, the Project will have no impact directly, indirectly or cumulatively to the Placerville Airport or the Placerville Airport Land Use Compatibility Plan.
- f) There are no private airstrips within the Project vicinity. Therefore, the Project will have no impact directly, indirectly or cumulatively.
- g) The Project proposed General Plan and Zoning Map amendments and the proposed commercial auto service building will not impair implementation of, or physically interfere with, the City of Placerville's Emergency Response Plan. Therefore, the Project would have no impact directly, indirectly or cumulatively.
- h) Per the Placerville Very High Fire Hazard Area map dated November 17, 2008, the Project site is located in the CAL FIRE Very High Fire Severity Zone. Construction of a commercial building on the site is assumed at the intensity described in this Initial Study. Placerville City Code requires that all building construction, including the construction of commercial buildings, meet California Building Code.

A component of the Project is the installation of a new fire hydrant on the Project site. Installation is in conjunction with the proposed connection to an existing El Dorado Irrigation District water main located on the adjacent parcel east of the Project site. Application of California Building Code and California Fire Code regulation as conditions of approval, the Project would have a less than significant impact on the environment.

Sources

Placerville Zoning Ordinance

City of Placerville Emergency Response Plan

California Government Code

Placerville Airport Land Use Compatibility Plan, adopted June 2012.

Department of Forestry and Fire Prevention, *Placerville Very High Fire Hazard Area Map*, 2008

California Building Code

IX. HYDROLOGY AND WATER QUALITY. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Analysis

a), e), f) Project construction would involve grading of the site for the construction of a new 5,818 square-foot, single-story, automobile detailing shop facility metal building, with attached 1,455 square foot covered vehicle wash station. Additional site improvements include rockery retaining walls, landscaping, on-site storm water detention facilities, a sand-oil separator, paved surfacing, underground water utility connection to an existing 8-inch El Dorado Irrigation water line and underground connection to the City’s existing sewer system located on the adjacent parcel east of the Project site (140 Forni Road) .

The 1,000 gallon oil-sand separator would be located within the covered power wash area of the proposed commercial building. The separator is designed and is required for washing facilities to capture pollutants so they do not enter to storm water drainage system. Each week, under a service contract with a vendor, the stored oil and sand particulates are removed from the tank and from the site.

Site grading quantity estimates necessary for the Project are 5,716 cubic yards of cut and 5,033 cubic yards of fill. Grading and construction associated with the Project site would temporarily disturb surface soils and removal of vegetative cover which could potentially result in erosion and sedimentation on site. Site construction will require compliance with Municipal Code regulations involving grading activities, and a City policy requiring storm water runoff from Project activities may not exceed the storm water runoff from pre-project levels. The strict adherence to the Municipal Code and City policy would not cause the Project to increase the level of sediments during storm water runoff.

Development of the Project site would disturb more than one acre and would therefore, be required to obtain coverage under an NPDES General Construction permit. The

implementation of NPDES permits ensures that a state's mandatory standards for clean water and the federal minimums are met. Coverage with the permit would prevent sedimentation and soil erosion through implementation of a Storm Water Pollution Prevention Plan (SWPPP) and periodic inspections by RWQCB staff. A SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. Required elements of a SWPPP include (1) site description addressing the elements and characteristics specific to the Project site; (2) descriptions of Best Management Practices (BMPs) for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed to prevent or control the discharge of pollutants in storm water runoff.

During the construction period, any development on the Project site would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseeding, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of on-site construction activities. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the Regional Water Quality Control Board (RWQCB). Adherence to NPDES requirements is required of all development within the City, incorporation of these requirements with implementation of the standard construction-related SWPPP BMPs discussed above, water quality impacts from runoff during temporary construction activities and long-term operational activities would be less than significant.

- b) The site and the immediate proximity of the site are served by the El Dorado Irrigation District's water service. Commercial development of the site as proposed under the proposed land use classification and zone designation would not cause the use of groundwater for existing or proposed uses. The drilling of wells is not a component of the Project. There are no impacts to groundwater.
- c), d), e) Water drainage movements across the Project area are generally from south to north. Site drainage due to existing and surrounding topography is expected to remain unchanged as a result of proposed development of the site. However all new development construction Projects in the City would include specific design BMPs to ensure that no storm water runoff generated on site (i.e., runoff from developed areas) would be allowed to leave the site without pre-treatment for urban pollutants.

Proposed construction would add impervious surfaces to the site due to the construction of a commercial building, paved parking areas and retaining walls. This increase in impervious surfaces is anticipated to generate storm water flow on the Project site. Proposed grading and drainage plans show that Project storm water runoff would be directed to a northwest corner of the site. A combination of sheet flow over proposed asphalt surfacing, and a drainage system comprised of the installation of drainage inlets, underground storm drain piping would concentrate storm water runoff before discharging into a drainage swale and detention basin located on the Project site. The Drainage Study prepared for the Project drainage system indicates it is designed to accommodate the 10-year and 100-year storm event.

Strict adherence to Municipal Code regulations involving grading and storm water activities as conditions of Project approval would reduce potential storm water impacts to a less than significant level.

- g), h), i) Per the National Flood Insurance Program, the site is located on Map Number 06017C0752E, Panel 752, effective September 28, 2008, the site is not identified as being within the 100-year flood zone area. Therefore, the Project will have no impact directly, indirectly or cumulatively.
- j) The site is not located close to an inland body of water or the Pacific Ocean. Therefore, the proposed Project would not be impacted by a seiche or tsunami.

Per the City’s Health and Safety Element, the Project site is not within a seismic hazard area. Therefore, the site would not be impacted by mudflows.

Sources

F.E.M.A. Flood Insurance Rate Map, Community Map Number 06017C0752E, Panel 752 (2008)
 Drainage Study Report for Niemann’s Auto Touch. Dillingham, Jim. D&Z Structural Engineering, Inc., dated. July 2018
 Placerville General Plan Health and Safety Element
 Placerville Municipal Code
 Sheets C1.1, C1.2, C1.3, C1.4, C1.5, C1.6, C1.7, C2.1, C2.2, C2.3, U2.1 and U2.2- Niemann’s Auto Touch, prepared by Dillingham, Jim. D&Z Structural Engineering, Inc., dated. July 2018

X. LAND USE AND PLANNING. Would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- a) Physical division of the community typically manifests itself by the construction of a major highway, a storm channel, the closing of roads or the construction of utility transmission lines. The request would amend the Commercial General Plan land use designation text, removing the auto sales and services exception from the designation, along with the construction and use of an auto service use. These changes and proposed development Project construction would not construct a highway, storm channel, or the closing of roads or the construction of utility transmission lines. No physical divisions have been identified. No impacts are therefore anticipated.
- b) The site is designated and zoned Commercial (C) on the City of Placerville General Plan Land Use Map and the Zoning Map. The request would amend the text of the Commercial land use designation by removing the exclusion of auto sales and services as an allowable use. By removing the exclusion from the designation it would allow for an application for an auto service conditional use and the accompanying site plan review requests required under City Code due to new commercial construction to be applied for. No changes to the text of the Commercial Zone are necessary for auto sales and service uses as they currently are conditional uses requiring obtaining a conditional use permit from the Planning Commission.

The text amendment would be applicable to all Commercial designated land use areas within the City. There are two Commercial designated and classified corridors within Placerville, along with a few parcels outside of these corridors that are adjacent to the Project site. One of the corridors includes most of Placerville Drive from Big O Tires to the US 50 Placerville Drive undercrossing. The second corridor includes the section of Main Street from the Druid Monument easterly to the Broadway, Main Street and Mosquito Road intersection.

There are a total of fifteen existing auto sales and service uses currently operating within the above mentioned Commercial Zones. Eight operate under conditional use permits. Others appear to have had continuous operations of auto related uses on them prior to and since General Plan adoption in 1990.

There are three new car dealerships within Placerville that operate within the Highway Commercial (HWC) classification and designation that adjoins the site. See Table 3. These are Thompson's Toyota, Thompson's GMC and Thompson's Jeep RAM. They operate under conditional use permits within the HWC.

The Community Design Element contains two goals and several policies regarding construction development of commercial land uses. These are as follows:

Goal I: To promote architectural quality throughout Placerville.

Policy 1. The City shall ensure that new development will be a positive addition to the city's environment and not detract from the nature and character of appropriate nearby established development because of architectural style, scale, or location.

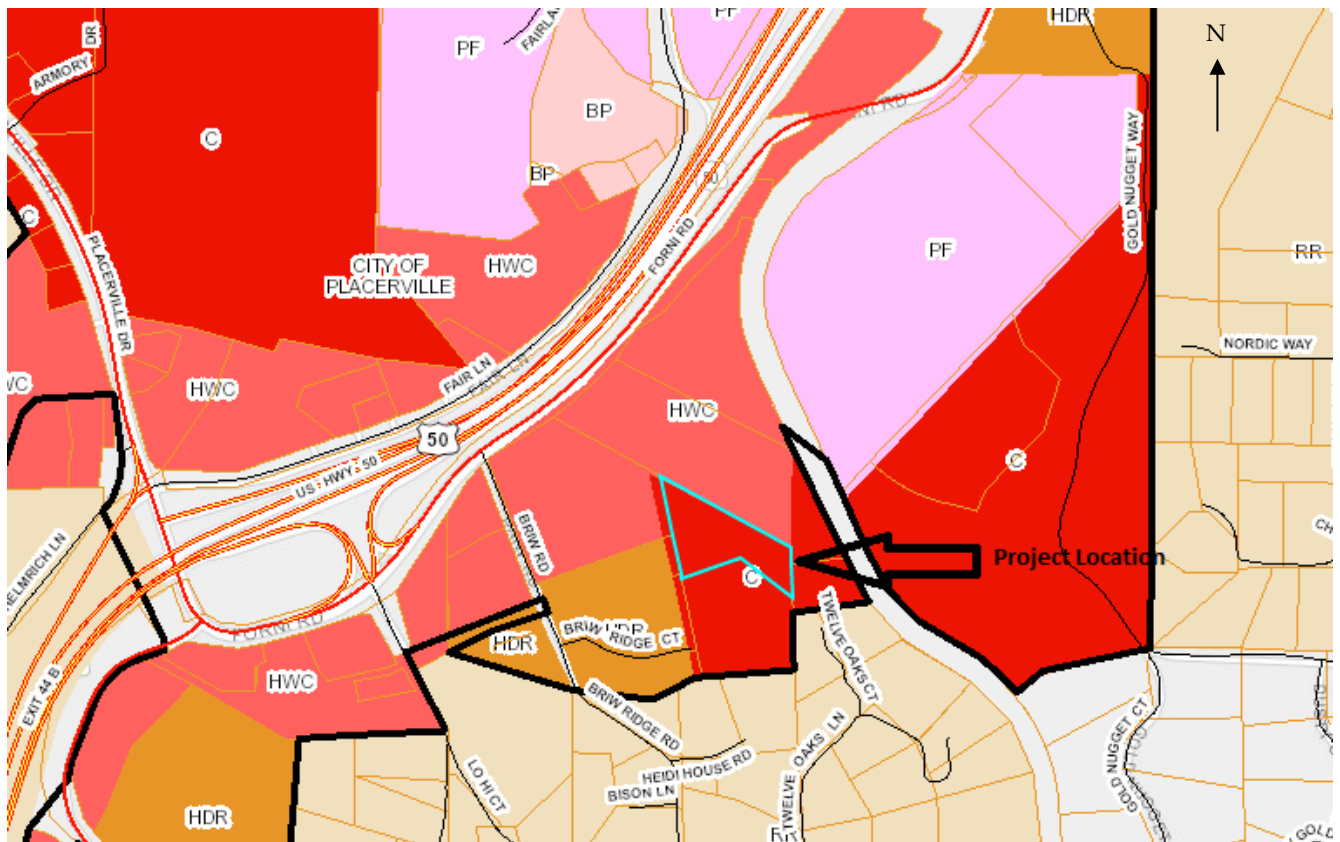
Policy 4. The City shall condition development projects to minimize grading due to building and foundation construction.

Goal J: To promote development of aesthetic and functional signage and reduce visual clutter.

Policy 1. The City shall only allow new signs that are appropriate in design and scale, while making adequate provisions for business identification.

The Project appears consistent with these goals and policies. Building design shares appearance, form, scale and function to that of adjacent auto sales and service uses. Proposed commercial development of the Project site under CUP18-01 and SPR18-02 will be subject to the provisions of Chapter 7, Title VIII of the City Code, the City's Grading, Erosion and Sediment Control regulations. Standard conditions under these City regulations would appear to minimize the potential grading impacts to a less than significant level.

Figure 3. Project Location and Existing General Plan Designation



- c) The proposed Project would not conflict with any applicable adopted habitat conservation plan or natural community conservation plan as there is no plan habitat conservation plans exists for site within the City. In the absence of an applicable habitat conservation plan or natural community conservation plan, the Project would not result in any conflicts with an adopted habitat conservation plan or natural community conservation plan. Therefore, the Project will have no impact directly, indirectly or cumulatively.

Sources

XI. MINERAL RESOURCES. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

a, b) The State Geologist Mineral Resource Zone (MRZ) Maps for El Dorado County were reviewed to determine if the Project would have potential impacts to mineral resources such as lime, salt, gold, silver, sand and gravel. According to the MRZ maps, the Project site is not in an area where significant, measured or indicated mineral deposit resources of limestone, salt, sand or gravel are present. Therefore, the Project will have no impact directly, indirectly or cumulatively.

Source

California Department of Conservation, California Geological Survey, Mineral Land Classification of El Dorado County, California, CGS Open-File Report 2000-03 (2001)

XII. NOISE. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

borne vibration or ground borne noise levels?

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Analysis

a, d) Noise generated from equipment, tools, and vehicles used for site clearing, grading, and the construction of the commercial facility has the potential to cause a temporary increase in the ambient noise level of the site and immediate surroundings. These activities are temporary in that they will not be present upon completion of the commercial development Project for the site. The temporary increase is expected to be minimized to a less than significant level upon adherence to the following mitigation measure.

Mitigation Measure

NOI-1: The Project proponent for the commercial development on the site shall control all construction related to development on the Project site so that it is limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction shall be allowed on Sunday, or on City-recognized or federally-recognized holidays. A note to this effect shall be placed on the construction plans.

Timeframe for Implementation: During construction activities

Responsibility for Implementation: Developer

Oversight of Implementation: Development Services – Building and Engineering Divisions

- b) During Project construction activities ground borne vibration or shaking may be generated from grading and construction equipment. Strict adherence to the time and days specified in Mitigation Measure NOI-1 would limit the ground shaking effects in the Project area to a less than significant level.
- c) Permanent increases in ambient noise levels in the Project vicinity above levels existing without the Project would not occur due to the Project, as the auto detailing service use is not a substantial generator of noise. Impact is considered less than significant.
- e) Placerville Airport is located approximately 3.2 miles east of the site. The site is not situated within the Placerville Airport Influence Area, therefore the Project will have no impact directly, indirectly or cumulatively to the Placerville Airport.
- f) There are no known private airstrips within the vicinity of the Project site. As a result, the Project would not expose people residing or working in the Project area to excessive noise levels from a private airstrip. Therefore, the Project will have no impact directly, indirectly or cumulatively.

Sources

Placerville Airport Land Use Compatibility Plan
 City of Placerville General Plan

XIII. POPULATION AND HOUSING. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

a, b, c) The site is currently in use as a temporary vehicle storage area for the Thompson Auto Group auto sales and service uses located north and east of the site. Proposed use is an auto detailing service use. Constructions of housing, roads or substantial extension of water and sewer delivery systems are not project components. Therefore, the Project will have no impact directly, indirectly or cumulatively to induce population growth, displace existing housing or displace people.

Sources

Placerville Municipal Code, *Zoning Ordinance*
 City of Placerville Zoning Map
 City of Placerville General Plan Land Use Map

XIV. PUBLIC SERVICES.

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

Fire Protection: The site is located within the El Dorado County Fire Protection District. The District’s Station 25, located at 3034 Sacramento Street, is 1.25 miles east of the site. Per the Fire District, Station 25 is staffed 24 hours a day, 7 days a week by an Engine Company and a Medic Unit. The engine is staffed with one Captain-EMT or Captain-Paramedic, one Firefighter-EMT or Firefighter-Paramedic, and one Apprentice Firefighter. The medic unit is staffed with a Firefighter-Paramedic and either a second Firefighter-Paramedic or a Firefighter-EMT. Volunteers and off-duty personnel staff other apparatus housed at Station 25 when there needs warrant. Response time to the site would be approximately five minutes. Due to the proximity of the site to existing Station 25, the Project would not have impact response times for fire protection services. The Project would therefore not necessitate a need for new facilities.

The Fire District developed and the City has adopted a development impact fee for fire services and facilities payable at time of development permit issuance. The impact fee as of the date of this Initial Study is \$1.10 per square foot for residential and commercial construction. Potential impacts to fire protection resources; therefore are considered less than significant due to code provisions and the payment of impact fees in effect at the time of permit issuance.

Police Protection: Police services for the site and other areas within the City are provided by the City of Placerville Police Department. The need for a new or expanded police station or a potential degradation of response time or personnel services resulting from the potential residential development is not anticipated in that the Police Department is located within 2 miles east of the site. Therefore, the Project will have no impact directly, indirectly or cumulatively.

Schools and Parks: This relatively small infill development Project would have minimal if any direct or indirect impact on public schools or parks.

Traffic Impact: The City has established a Traffic Mitigation Fee under Section 8-15-1 of City Code. The intent of the fee is that the general plan of the city requires that the city be provided, in a time frame related to its development, with an adequate level of traffic and circulation infrastructure. New development, and the expansion of existing development, within the city imposes a burden on the existing traffic and circulation infrastructure by adding additional traffic and by creating a need for new traffic and circulation infrastructure. Such burdens may vary by the type of land use. Payment of the development fee in effect at the time of development permit issuance is expected to reduce the potential traffic impacts to a less than significant level.

Other Public Utilities: No adverse impacts to the City's sewer system as the Project location and vicinity are served by the City's sewer system. The current City Sewer Master plan shows that there is an existing 12" City sewer main located within the adjacent parcel to the east, 140 Forni Road. This sewer main connects to an existing 8" main within Forni Road main and then to a 12" line downstream within Fair Lane. The 12" sewer main in has capacity to accept the additional sewage that will be generated by this potential Project.

The City has established Capital Improvement Charges (CIC) for new sewer connection services to the City system. New development and the expansion of existing development within the city impose a burden on the City sewer system. Payment of the CIC in effect at the time of development permit issuance is expected to reduce the potential impacts to the City sewer system to a less than significant level.

Sources

El Dorado County Fire District website: <http://eldoradocountyfire.com/>

Placerville City Code

Placerville Sewer Master Plan

XV. RECREATION.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

a-b) Potential impacts to parks and other recreation facilities from the commercial auto service use are not expected with this Project. The Project does not include recreational facilities nor would it cause the expansion of existing recreation facilities. Impact either directly, indirectly or cumulatively are considered less than significant.

Sources

City of Placerville City Code
Placerville Area Parks and Recreation Master Plan (2009)

XVI. TRANSPORTATION/TRAFFIC. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the City for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Result in inadequate parking capacity?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Analysis

a-b) The roadway network providing Project access and circulation Forni Road. Forni Road is classified under the General Plan Transportation a west-east major collector that runs parallel to US50 from its intersection with Main Street in the east to its intersection with Placerville Drive in the west. It is a two-lane with a center auxiliary lane between Ray Lawyer Drive and Lo-Hi.

The commercial auto detailing service use is expected to generate as many as 62 vehicle trips per day (Trip Generation Rates from the 8th Edition of the Institute of Transportation Engineers Report). The Project addition of 62 vehicle trips would create an slight increase in vehicle trips along Forni Road. As of 2015, Forni Road was operating with an average daily traffic (ADT) of 4,760, or Level of Service (LOS) A. LOS A ranges from 0 to 7,500. Capacity on Forni Road is estimated to be 12,500, or LOS F. The Project’s estimated potential increase of 62 vehicle trips would not reduce the level of service along Forni Road to an unacceptable service level or exceed the capacity of the street system.

c) The Project site is not located within the Placerville Airport Overflight Area as designated by the Placerville Airport Land Use Plan. The Placerville Airport runway is approximately 3.17 miles east of the Project site. The airport’s elevation is 2,585 feet above sea level. Peak Project site elevation is 1,722’. Therefore, there are no impacts to air traffic patterns.

d, e) The Project site is located on an undeveloped site, in a developed area of the City. Access to the site from the public street, Forni Road, is by an existing private access easement through

the adjoining property to the east containing Thompson's Toyota. No new roads would be constructed with this Project; therefore the Project would not substantially increase hazards due to a design feature or effect emergency access to the site or the adjoining property.

- f) Onsite parking is a requirement of construction for uses specified under the City's Parking Regulations (Section 10-4-4 of the Zoning Ordinance). Automobile service center uses are required under these regulations to have a minimum of 1 parking stall for each 500 square feet of maintenance area, and 1 stall per 200 square feet of office area. In addition, this commercial use would require one loading berth.

Total maintenance area for the service center is 6,918 square feet. Total office area is 355 square feet. A total of 16 onsite parking stalls would be required under the City's Parking Regulations. Sixteen parking stalls, including one accessible parking stall and one loading berth is proposed. Parking requirements would be met. No impact.

- g) The El Dorado County Transit Authority (El Dorado Transit) serves the Project vicinity with two stops serving Forni Road and Briw Road. Bike lanes are installed along Forni Road, connecting westerly to the Bob Smart Honorary Bridge Trail, a Class I facility that crosses the Weber Creek Bridge to Missouri Flat Road, and to the east to the El Dorado Trail, also a Class I bike facility. No impact.

Sources

Institute of Transportation Engineers Report, *Trip Generation Rates* (8th Edition)
 General Plan Transportation Element, Land Use / Circulation Element, Health and Safety
 Placerville Airport Land Use Compatibility Plan
 City of Placerville, *Non-Motorized Transportation Plan*

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

Analysis

a, b, e) Due to the size and scope of the commercial development, anticipated wastewater usage for the auto service use are not expected to impact the City's local treatment or distribution facilities, or require the expansion of new water or wastewater treatment facilities.

The City has adequate wastewater treatment plant capacity to serve the Project. Therefore, the Project will have no impact directly, indirectly or cumulatively.

c) An onsite storm water drainage system is proposed for this Project. It is described and discussed in Section IX. Hydrology and Water Quality of this Initial Study. Strict adherence to Municipal Code regulations involving grading and storm water activities as conditions of Project approval would reduce potential environmental effects caused by the construction of the storm water system to a less than significant level.

d) The Project location is within the El Dorado Irrigation District (EID) water service delivery of Placerville. Under standard development procedure, the site developer would be required to meet EID requirements and pay connection fees as applicable to a potential housing

development. EID requirements include filing a request for a Facility Improvement Letter (FIL) from the District.

EID issued a FIL dated February 15, 2018 (Appendix B), that states that as of January 1, 2017, there were 12,630 equivalent dwelling units (EDUs) available in the Western/Eastern Water Supply Region. The Project would require 1 EDU. There are existing EID 8-inch water lines located on adjacent parcels located northerly and westerly of the Project site property boundary. The FIL stated that the existing water system must be connected with the proper extensions to either of these water lines constructed to meet EID specifications that it can deliver the minimum fire flow requirement by the El Dorado County Fire District of the Project (1,500 gallons per minute for a 2-hour duration while maintaining a 20-pounds per square inch residual pressure).

The Project would connect to the 8-inch water line located northerly on the parcel containing Thompson's Toyota. A 20-foot wide easement on the Project site is proposed that would be granted to EID. An underground water pipe connection to the Project site from the existing EID 8-inch water line, along with a new fire hydrant, would be contained in the easement.

Sufficient water supplies are therefore available to serve the Project from existing EID water resources. There is no impact.

- f) The City of Placerville has a franchise agreement with Waste Connections Inc., doing business as El Dorado Disposal Services, to provide solid waste disposal within the City. Solid waste collected by Waste Connections is transferred to landfills in Stockton and Sacramento where capacity exists to serve the site and development. Therefore, the Project will have no impact directly, indirectly or cumulatively.
- g) The City of Placerville has a franchise agreement with Waste Connections, Inc., doing business as El Dorado Disposal Services, to provide solid waste disposal within the City. Solid waste pickup is required by the City of Placerville under Section 7-1A-3 of Municipal Code. Impact would be less than significant with strict compliance with Municipal Code for solid waste disposal.

Sources

California Building Code

City of Placerville Municipal Code

El Dorado Irrigation District letter from Michael Brink, P.E. Supervising Engineer.

February 15, 2018

Staff consultation with the City of Placerville, City Engineer

Staff consultation with the City of Placerville, Director of Finance

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

- a) Based on the analysis contained in this Initial Study, impacts to Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation/Traffic, Utilities and Service Systems would have no or a less than significant potential to degrade the quality of the environment, would have no impact on the habitat of wildlife or fish species, fish or wildlife population, or rare or endangered plants or animals.

No known archaeological resources were identified in the General Plan for the Project site. Therefore, the Project would not likely impact an archaeological resource or to disturb human remains. However, there is the possibility of accidental archaeological and human remains discoveries during construction-related ground-disturbing activities. To address these unanticipated and accidental discoveries, the mitigation measures incorporated are expected to minimize potential environmental impacts to a less than significant level.

- b) The Project is an infill development. Based on the analysis contained in this Initial Study, the Project's land uses are consistent with the City's land use projections and intent. The Project would not produce impacts that considered with the effects of other past, present and probable future projects, would be cumulatively because potential impacts were to be less than significant with the implementation of mitigation measures identified in this Initial Study.
- c) Based on the analysis contained in this Initial Study and the mitigation measures for Section V: Cultural Resources and Section XII: Noise, the mitigation measures incorporated are expected to minimize possible substantial adverse effects on human beings, either directly or indirectly environmental to a less than significant level.

Appendices

(These are on file with the Development Services Department Planning Division)

- A. Project Greenhouse Gas Emission Estimate - CalEEMod**
- B. El Dorado Irrigation District Facility Improvement Letter**