

PUBLIC REVIEW DRAFT



Initial Study/Mitigated Negative Declaration

212 Armory Drive Project Placerville, CA

May 2022

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212 Armory Drive Project

Placerville, CA

Initial Study/Mitigated Negative Declaration

Prepared for:

Department of General Services

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Executive Summary

Department of General Services (DGS) proposes to construct the 212 Armory Drive Project (project) in Placerville, California. The project proposes to construct one 4-story affordable multi-family residential building on the corner of Armory Drive and Ray Lawyer Drive. The project includes the development of 83 units, 96 parking spaces, multipurpose room, youth room, laundry room, a courtyard, playground, private open space, and nature walk trail.

The site consists of two parcels, one currently owned by Placer County. This parcel will be transferred to DGS. DGS will be responsible for the long-term ground lease of the site. Jamboree Housing Corporation (Jamboree) would be responsible for the construction and management of the property over the life of the long-term ground lease.

PROJECT DESCRIPTION

The proposed project would provide a total of 83 new affordable housing units for low and moderate-income individuals and families, including 34 one-bedroom units, 27 two-bedroom units, and 22 three-bedroom units. The units are organized in a four-story building on the eastern portion of the site (**Figure 3**). The U-shaped building has ground floor amenities, support spaces, and 12 tuck under covered vehicle parking spaces. The site has an additional 84 surface parking spaces for a total of 87 parking spaces. The amenities would include a multipurpose room, youth room, laundry room, offices, and the leasing lobby.

Outdoor amenities would include a central courtyard, lounge seating under string lights, playground, and a nature trail. The upper courtyard would cover approximately 5,800 square feet and incorporate outdoor living and play areas for multiple age groups. The lower patio covers 1,500 square feet and leads to the nature trail and pedestrian walkway to be constructed on the western side of the site through a wooded area. Landscaping would be designed to incorporate many of the existing trees.

The project's architectural character would be "California Craftsman," which reflects the natural character of the site. Changes in building form, materials, and color would reflect the rhythm of each individual residential unit and include architectural composition shake roofing, shingle and horizontal fiber cement siding, plaster, and stone veneer as a base element. Trellises, trim, and a variety of sloped and gabled roof forms would be used to further accentuate the building form.

The proposed project would include sustainability features such as photovoltaic and thermal solar panels to offset utility usage. Energy-efficient exterior walls, utility systems, and appliances would be incorporated, and on-site electric charging for cars and bikes have been included to minimize the carbon footprint for the project.

Recycling stations would also be incorporated within the building to encourage recycling by residents in a convenient manner.

The project would provide transportation features to promote non-motorized transportation and carpooling. Transportation features include:

- **Bike Parking.** The facility would include convenient indoor overnight and secure bicycle parking for residents. Additional outdoor secure bike parking for residents and guests would also be available.
- **Bike, Skate, Skateboard, and Scooter Access (Rent).** Jamboree would provide or coordinate with a third-party local cycle provider to offer access to bicycles, roller skates, skateboards, and scooters (if feasible) to residents and guests. This would enable equitable access to low-income residents to fully access nearby retail, transit, school, library, and county office facilities.
- **On-site Bike Program.** Depending upon demand, Jamboree also plans to pilot an on-site bike program. Bikes would be purchased and stored on-site and would be available for check-out and check-in on demand.
- **Sidewalks, Walking Paths, Greenery, and Outdoor Furniture.** The development would be designed to encourage walking, with benches, appropriate play equipment, trees and other greenery, appropriate lighting, and signage.
- **Car-Parking Innovation.** Jamboree would explore a carshare and or rideshare program for the site and investigate the potential to obtain funding through the El Dorado Air Quality Management District funding programs.
- **Transit Passes.** Jamboree would facilitate access to transit passes for residents. Low-income residents may be eligible for discounted or free transit passes provided by the government, in which case Jamboree would advise and assist them in procuring passes.

POTENTIAL IMPACTS

Based on the environmental evaluation performed for this Initial Study, the proposed project would have:

- **No Impact** on Agricultural and Forestry Resources, Mineral Resources
- **Less Than Significant Impact** on Aesthetics, Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Noise, Population and Housing, Public Services, Transportation, and Wildfire.
- **Less Than Significant Impact with Mitigation Incorporated** on Biological Resources, Cultural Resources Hazards and Hazardous Resources,

Hydrology and Water Quality, Land Use and Planning, Recreation, Tribal Cultural Resources, and Utilities and Service Systems.

MITIGATION MEASURES

DGS has agreed to implement the following mitigation measures to reduce project impacts to a “Less than Significant” level:

- **Mitigation Measure BIO-1:** The project will implement the following measures to protect nesting birds:
 1. If any construction activities (e.g., clearing, grubbing, or grading) are scheduled during the bird nesting season (typically defined by CDFW as February 1 to September 1), the approved construction contractor shall retain a qualified biologist to conduct a pre-construction survey of the project area, including a 100-foot buffer, as access is available, to locate active bird nests, identify measures to protect the nests, and locate any other special status species. Surveys shall be conducted in all potential habitat located at project work sites and in staging and storage areas.
 2. The pre-construction survey shall be conducted no more than 5 days prior to the implementation of construction activities (including staging and equipment storage).
 3. Any active nest shall not be disturbed until the young have fledged or construction monitored under the direction of a qualified biologist. The Qualified Biologist shall observe any identified active nests prior to the start of any construction-related activities to establish a behavioral baseline of the adults and any nestlings. Once work commences, all active nests should be continuously monitored by the Qualified Biologist to detect any signs of disturbance and behavioral changes as a result of the project. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed, the biological personnel responsible shall cease work causing that change and shall contact the CDFW for guidance
- **Mitigation Measure CUL-1: Inadvertent Discovery.** The State (DGS) and its contractors shall implement the following measures. If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards for prehistoric and 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, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, then 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, then he or she shall immediately notify the State. The agencies shall consult to determine whether the resource is an historical resource or a unique archaeological resource. Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a cultural resource; or 2) that appropriate treatment measures have been completed to their satisfaction. Appropriate treatment measures are those consistent with CEQA Guidelines Section 15126.4(b) and Public Resources Code Section 21083.2.
- If any archaeological find that includes a Native American or potentially Native American resource that does not include human remains, the archaeologist shall notify the Shingle Springs Band of Miwok Indians consistent with Mitigation Measure TCR-2.
- **Human Remains.** The State and its contractors shall implement the following measures. If the find includes human remains, or remains that are potentially human, the State and its contractors shall retain a professional archaeologist to ensure reasonable protection measures are taken to protect the discovery from disturbance. The archaeologist shall notify the El Dorado County Coroner (as per § 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner shall notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD shall have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the State does not agree with the recommendations of the MLD, then the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, The State must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This shall 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. Work cannot 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. This mitigation measure should be carried out consistent with Mitigation Measure TCR-1.
- **Mitigation Measure HAZ-1:** Prior to and during construction, the applicant shall:
 1. Assess and – if necessary – abate the existing buildings for lead-containing materials before the building(s) are demolished.
 2. Gather documentation verifying the abatement of asbestos-containing materials from the Army National Guard.
 3. Test domestic water quality to verify the absence of lead materials in the water system.
 4. Conduct a hazardous building materials survey prior to any proposed demolition to assess existing buildings for lead, asbestos, and other potential hazardous materials (e.g., mercury switches, light ballasts with PCBs, PCBs in caulking).
 5. Obtain appropriate measures including obtaining the necessary permits and utilizing qualified personnel should be taken as necessary, as it relates to any demolition work that may be needed at the site.
 6. Protect surrounding soils from contamination by hazardous building materials during demolition work.
 - **Mitigation Measure HAZ-2:** The contractor shall develop and implement a Health and Safety Plan for construction workers. The protocols will specify how to eliminate or reduce exposure to soils where contamination may be present. Prior to any ground-disturbing activities, the contractor would be required to document that workers are trained on the protocols and must provide a copy of the final Health and Safety Plan on the job site.
 - **Mitigation Measure HYD-1:** The project shall incorporate a stormwater retention and treatment system into the development plans to ensure no net increase in runoff during 2-year peak storm events would enter the existing stormwater drainage system.
 - **Mitigation Measure LU-1:** The project will incorporate design elements to reduce interior noise levels to a limit of 45 dBA. In lieu of these measures, an interior noise control report may be prepared by a qualified acoustic engineer

demonstrating that the proposed building construction would achieve the interior noise reduction requirement of 30 dBA.

- These specific design elements only apply to the 4-story building facades on the east and south facades of the building. The following-noise control measures shall be incorporated into designs to the satisfaction of DGS before construction begins on the site:
 1. Building facades shall include use of stucco with sheathing or cement fiber board with exterior sheathing.
 2. Mechanical ventilation penetrations for exhaust fans shall not face toward the Placerville Speedway. Where feasible, these vents will be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the buildings. Where vents must face toward the Speedway, it is recommended that the duct work be increased in length and make as many "S" turns as feasible prior to exiting the dwelling. This separates the openings between the noise source and the living space with a long, circuitous route. Each time the sound turns a corner, it is reduced slightly. Flexible duct work is preferred for this noise mitigation. Where vents exit the building, a spring-loaded flap with a gasket should be installed to reduce sound entering the duct work when the vent is not in use.
 3. STC 38 minimum-rated windows shall be used for bedrooms and STC 44 minimum-rated windows shall be used for living rooms.
 4. Exterior doors will have an STC rating of 39 or greater.
 5. Interior gypsum at exterior walls shall be 5/8 inch on resilient channel or 5/8 inch on staggered stud wall assembly.
 6. Bedrooms shall be carpeted.
 7. Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation.
 8. No PTACs shall be used.
- **Mitigation Measure TCR-1: WEAP.** The State and its contractors shall implement the following measures. The State shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, as well

as culturally affiliated Native American tribes. The State may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources outlined in mitigation measure CUL-1. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

- **Mitigation Measure TCR-2: Unanticipated Discovery.** The State and its contractors shall implement the following measures. If any suspected TCRs or any archaeological find that includes Native American or potentially Native American resource that does not include human remains are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The State, and/or the on-site archaeologist (if applicable) shall notify Shingle Springs Band of Miwok Indians. The agencies shall consult with the tribe on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Preservation in place is the preferred treatment, if feasible. Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction. This shall be carried out in congruence with the process outlined in mitigation measure CUL-1.

List of Abbreviations

<i>Abbreviation</i>	<i>Definition</i>
AB	Assembly Bill
ADL	aerially deposited lead
AMI	Area Median Income
APCD	Air Pollution Control District
APE	Area of Potential Effect
AQMD	Air Quality Management District
BMP	best management practice
CAL FIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CBC	California Building Code
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Placerville
CO ₂ e	carbon dioxide equivalent
County	El Dorado County
CRHR	California Register of Historical Resources
dBA	Decibels
dbh	diameter at breast height
DGS	Department of General Services
EDCAQMD	El Dorado County Air Quality Management District
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency

LIST OF ABBREVIATIONS

<i>Abbreviation</i>	<i>Definition</i>
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HUD	United States Department of Housing and Development
IS	Initial Study
lbs	pounds
MCAB	Mountain Counties Air Basin
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Plan
MND	Mitigated Negative Declaration
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central information Center
NHPA	National Historic Preservation Act
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
PM	particulate matter
PRC	Public Resources Code
project	212 Armory Drive Project
RHNA	Regional Housing Needs Association
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SMAQMD	Sacramento Metropolitan Air Quality Management District
SWPPP	Storm Water Pollution Prevention Plan
TMDL	Total Maximum Daily Load

<i>Abbreviation</i>	<i>Definition</i>
USFWS	United States Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	vehicle miles traveled

Section 1 Project Information

<i>Type of Information</i>	<i>Project Details</i>
1. Project title:	212 Armory Drive Project
2. Lead agency name and address:	Department of General Services Real Estate Services Division Project Management and Development Branch/Environmental Services 707 Third St., 4th Floor West Sacramento, California 95605
3. Contact person and phone number:	Terry Ash, c/o Gail Ervin, NCE, (510) 215-3620; gervin@ncenet.com
4. Project location:	212 Armory Drive, Placerville, California 95667
5. Project sponsor's name and address:	Jamboree Housing 770 L St., Suite 950 Sacramento, CA 95814
6. General Plan designations:	Commercial
7. Zoning:	Commercial
8. Description of project:	The proposed project would construct approximately 83 new affordable residential units, indoor and outdoor amenities, and 96 parking spaces on a 3.04-acre, vacant Armory site located at 212 Armory Drive.
9. Surrounding land uses and setting:	The site is bordered by Armory Drive to the west and Ray Lawyer Drive to the north. The two-story Placer Village Apartments are adjacent to the project area to the north, with the Placerville Speedway to the east and south, and the Commercial Venture Village to the west.

10. Other public agencies whose approval is required:	Central Valley Regional Water Quality Control Board
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	The tribes were initially contacted regarding the project site on August 18, 2021. Follow-up phone calls were made to all tribes identified by the NAHC on September 22, 2021. Five of the tribes identified by the NAHC responded: the Shingle Springs Band of Miwok Indians (Shingle Springs), the United Auburn Indian Community of the Auburn Rancheria (UAIC), Wilton Rancheria, the Colfax-Todds Valley Consolidated Tribe (CTVCT), and the Washoe Tribe of Nevada and California (Washoe Tribe). A request for consultation was received from Shingle Springs and Wilton Rancheria in the timelines specified by AB-52. Mitigation measures were agreed to during consultation.

Section 2 Introduction

2.1 FOCUS OF THE ENVIRONMENTAL REVIEW

2.1.1 California Environmental Quality Act

The Department of General Services has prepared this Draft Initial Study (IS) pursuant to the California Environmental Quality Act (CEQA) for the proposed 212 Armory Drive Project (project).

The project site is owned by the Department of General Services (DGS) and DGS is the CEQA Lead Agency for the project.

The State Sovereignty Law Executive Order N-06-19 was enacted to set up the hierarchy of government authority from the federal government followed by the State government and the local government (State of California Executive Department 2019). The main purpose is to expand housing opportunities to solve the housing crisis by accelerating housing development on state-owned land as a public use. The E.O. states that "local zoning ordinances do not govern the use of State property, and the State possesses legal authority to enter in to low-cost, long-term leasing agreements with housing developers and accelerate housing development on state-owned land as a public use." The proposed project does not have to conform to local land use authority under State Sovereignty laws because the project will be under a long-term ground lease with Jamboree Housing.

The site does not qualify for a CEQA exemption. Therefore, a CEQA initial study is the appropriate level of environmental review. This Initial Study is an informational document provided to help the public and decision-makers understand the potential effects the project may have on the environment, and how potential adverse effects may be mitigated. Whereas this document has identified potentially significant impacts that can be reduced to less than significant with the adoption of mitigation measures, a Mitigated Negative Declaration (MND) has been prepared.

The Notice of Intent to Adopt a Mitigated Negative Declaration provides notice to interested agencies and the public that it is DGS's intent to adopt an MND and, pending public review, expects to determine from this IS that the proposed project would not have a significant effect on the environment as mitigated. This Public Review Draft IS/MND is subject to modification based on comments received by interested agencies and the public.

2.2 SUMMARY OF FINDINGS

The following environmental factors would be potentially affected by this project, involving at least one impact that would be a "Potentially Significant Impact" without the implementation of mitigation measures:

- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

Based on the environmental evaluation performed for this IS (Section 4), the proposed project would have:

- **No Impact** on Agricultural and Forestry Resources, Mineral Resources
- **Less Than Significant Impact** on Aesthetics, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gases, Population and Housing, Noise, Public Services, Transportation, and Wildfire.
- **Less Than Significant Impact with Mitigation Incorporated** on Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Recreation, Tribal Cultural Resources, and Utilities and Service Systems. The project would implement mitigation measures as described herein to reduce potential impacts to a Less Than Significant level.

2.3 REQUIRED PERMITS AND ADDITIONAL APPROVALS

2.3.1 Responsible Agencies

- Central Valley Regional Water Quality Control Board (SWPPP)

2.4 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because 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 (EIR) 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 EIR 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, nothing further is required.

Signature

Date

Name

Title

Section 3 Project Description

Jamboree Housing Corporation (Jamboree), in cooperation with DGS, proposes to construct the 212 Armory Drive Project in Placerville, California. The project proposes to demolish the existing vacant armory building and ancillary structures, clear a portion of the site, and construct one 4-story residential building with 83 units on the corner of Armory Drive and Ray Lawyer Drive. The project would include 87 parking spaces, and amenities for residents including a multipurpose room, youth room, laundry room, courtyard, playground, private open space, and nature walk trail.

A portion of the site is owned by the State of California, and will be provided to the project sponsor, Jamboree, on a long-term lease. Jamboree will construct the project and provide onsite management and services. The northeast corner of the site is owned by El Dorado County and will be transferred to DGS prior to the long-term lease agreement with Jamboree.

3.1 PROJECT LOCATION

The project is located in the City of Placerville, El Dorado County, California (Assessor's Parcel Numbers: 325-280-003 and 325-240-011) (**Figure 1**). The project site is located on a partially developed, State-owned and County-owned 3.04-acre site located at 212 Armory Drive at the southwest corner of Armory Drive and Ray Lawyer Drive (**Figure 2**). The Placerville Speedway is located approximately 300 feet to the southeast.

3.2 BACKGROUND

The southern portion of the site is owned by the State and managed by DGS. The northwest corner of the site is currently owned by the County. The southern portion of the site was formerly a U.S. Army facility, the site currently contains an armory and other accessory buildings. The buildings were most recently used as recruiting offices for the Army National Guard. Jamboree submitted a request for proposals for the design and development of the site to construct affordable housing on the state-owned land. The project would comply with the goals expressed by the California Executive Order N-06-19, which ordered DGS and the Department of Housing and Community Development to identify excess State-owned property for conversion to affordable, sustainable, and innovative housing projects¹. The northern portion of the owned by the County is currently vacant.

¹ [Executive Order N-06-19 Affordable Housing Development \(ca.gov\)](#)

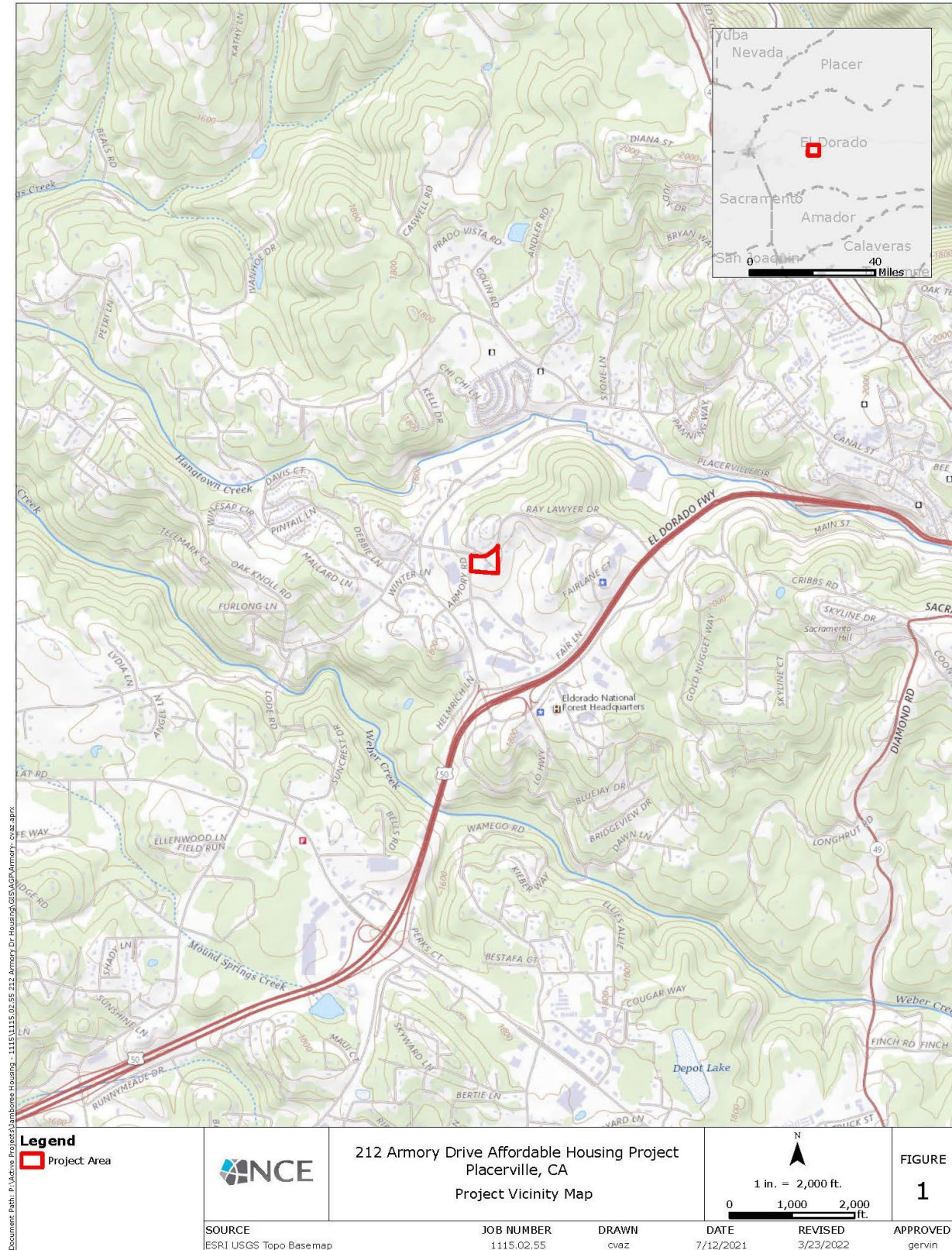

Figure 1. Project Vicinity Map



Figure 2. Project Location Map

3.3 PROJECT OBJECTIVES

The purpose of the project is to provide affordable permanent multifamily housing opportunities in the City of Placerville on excess State-owned property. The project would contribute to the City's housing construction needs under the Sacramento Area Council of Governments Regional Housing Needs Assessment (RHNA); the RHNA calls for the construction of 259 housing units between 2021 and 2029 (SACOG 2020). The project would service a wide range of incomes, including households earning 30% or less of Area Median Income (AMI) to those earning 80% or less AMI. In addition, infill development is recognized by the City, as well as the State of California, as needed to reduce vehicle miles traveled and the regional impact of development on air quality and climate change.

3.4 EXISTING CONDITIONS

The project area consists of two parcels; one approximately 2.58-acre parcel owned by the State and one approximately 0.46-acre parcel owned by the County. The Site currently contains a large 12,000 square foot building (main building) built sometime between 1952 and 1962, and a 2,000 square foot auxiliary building which replaced up to three smaller auxiliary buildings, sometime between 1993 and 2006. The two existing buildings and associated driveway, parking lots, and sidewalks make up the eastern half of the site. The western half of the site is and has historically been undeveloped land with several large trees and native grasses, with the exception of a driveway along the southern perimeter of the Site and Armory Road. The northeastern half is undeveloped with several large trees and native grasses.

The project vicinity area includes a mix of land uses, including commercial, residential, the County Fairgrounds, and undeveloped properties. The site is bordered by Armory Drive to the west and Ray Lawyer Drive to the north. The Placer Village Apartments are adjacent to the project area to the north, with the Placerville Speedway to the east and south, and the Commercial Venture Village to the west.

3.5 PROJECT FEATURES

The proposed project would provide a total of 83 new affordable housing units for low and moderate-income individuals and families, including 34 one-bedroom units, 27 two-bedroom units, and 22 three-bedroom units. The units are organized in a four-story building on the eastern portion of the site (**Figure 3 through Figure 7**). The U-shaped building has ground floor amenities, support spaces, and 12 tuck under covered vehicle parking spaces. The site has an additional 84 surface parking spaces for a total of 96 parking spaces. The amenities would include a

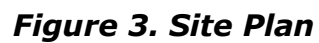




Figure 4. Building Plan for Basement and First Floor

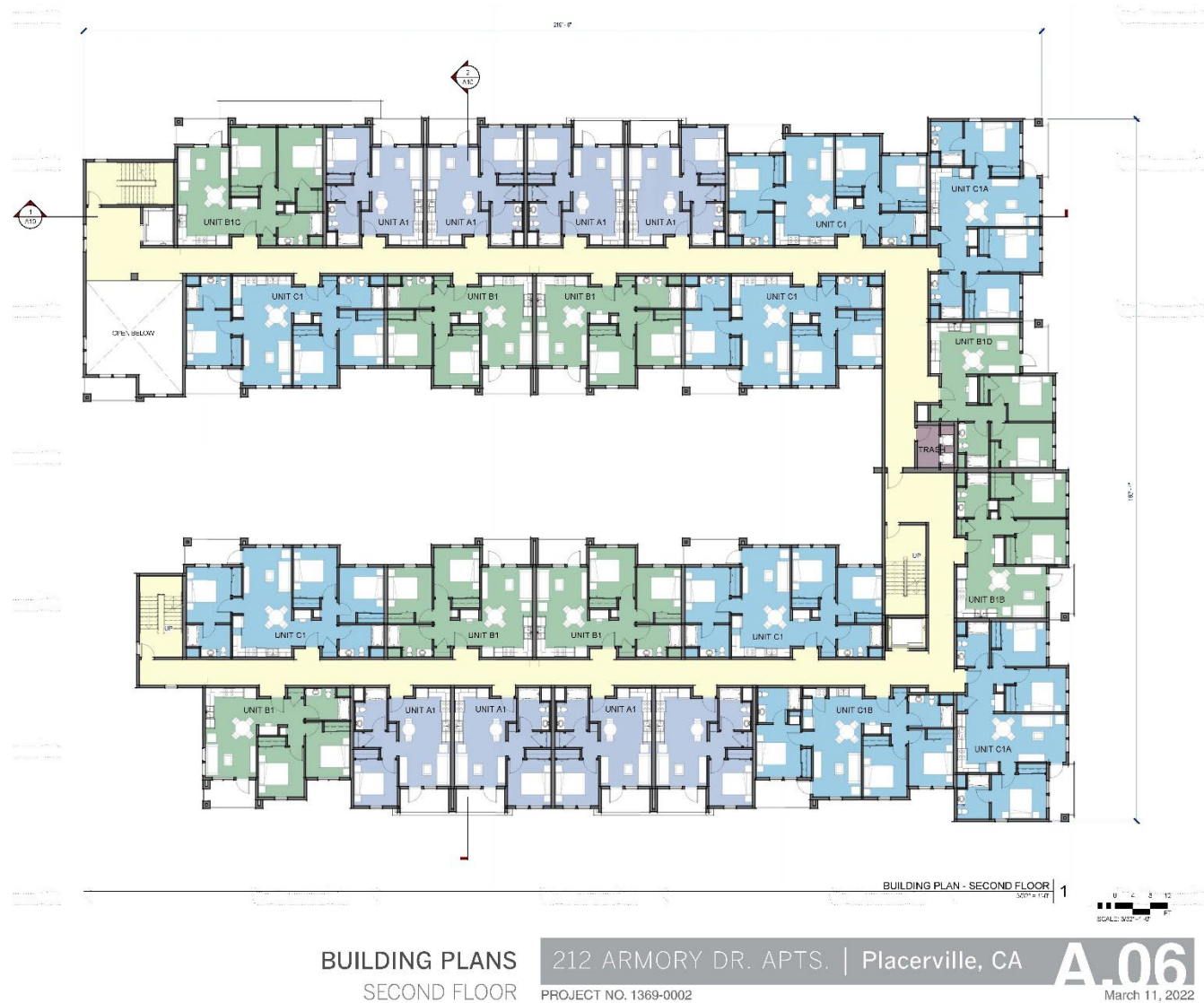


Figure 5. Building Plan for Second Floor

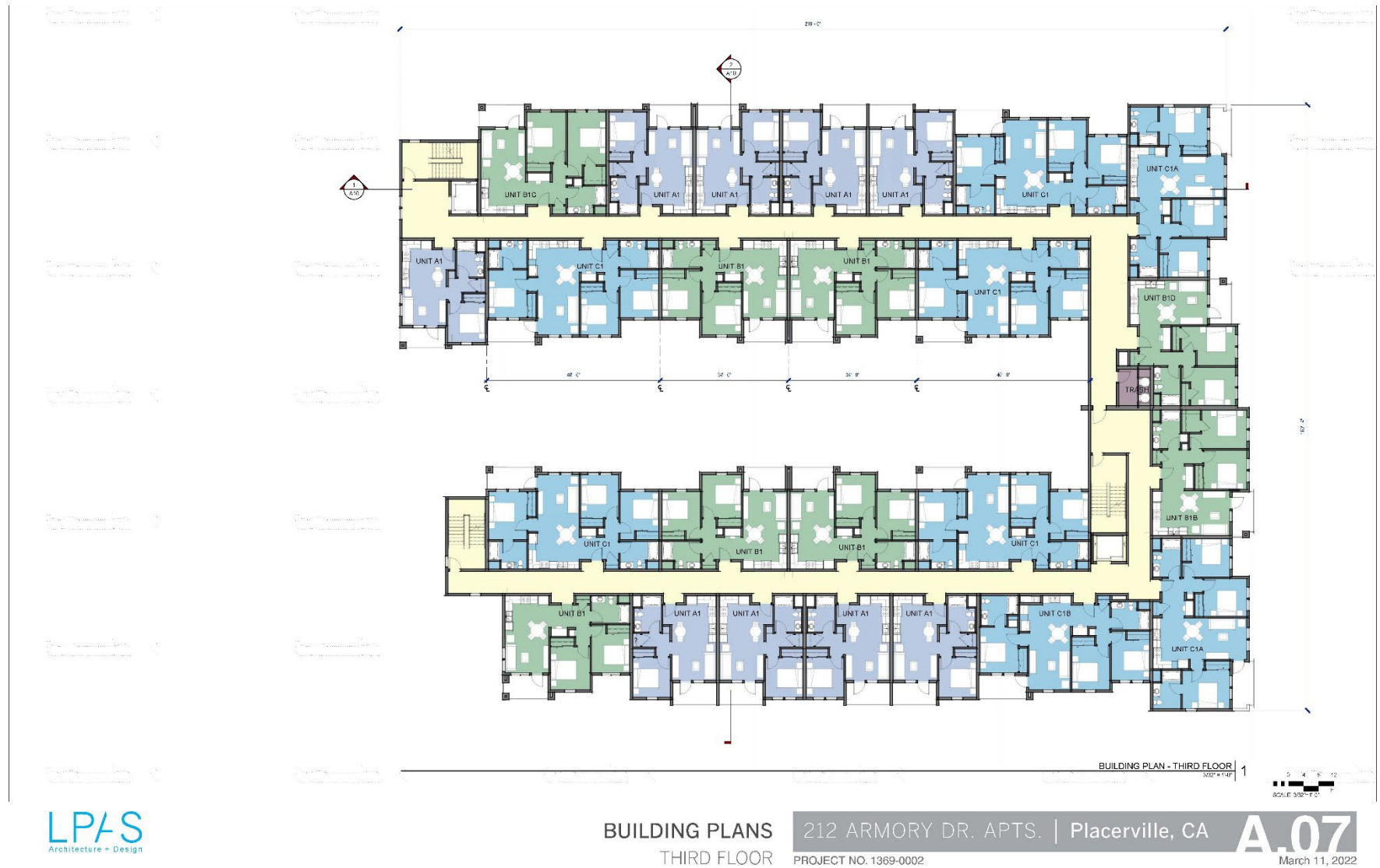


Figure 6. Building Plan for Third Floor



multipurpose room with a kitchen, youth room, laundry room, and property management and leasing offices.

Outdoor amenities would include a central courtyard, playground, and a nature trail. The upper courtyard would cover approximately 5,800 square feet and incorporate outdoor recreation and play areas for multiple age groups. The lower patio would cover 1,500 square feet and connect to a nature trail on the western side of the site through a wooded area. Landscaping would be designed to incorporate many of the existing trees. The project's architectural character would be "California Craftsman," which reflects the natural character of the site. Changes in building form, materials, and color would reflect the rhythm of each individual residential unit and include architectural composition such as shake roofing, shingle and horizontal fiber cement siding, plaster, and stone veneer as a base element. Trellises, trim, and a variety of sloped and gabled roof forms would be used to further accentuate the building form (**Figures 8 through 10**).

The proposed project would include sustainability features such as photovoltaic and thermal solar panels to offset utility usage. Energy-efficient exterior walls, utility systems, and appliances would be incorporated, and on-site electric charging for cars and bikes have been included to reduce the carbon footprint for the project. Recycling stations would also be incorporated within the building to encourage recycling by residents in a convenient manner.

The project would provide transportation features to promote non-motorized transportation and carpooling. Transportation features include:

- **Bike Parking.** The facility would include convenient indoor overnight and secure bicycle parking for residents. Additional outdoor secure bike parking for residents and guests would also be available.
- **Bike, Skate, Skateboard, and Scooter Access (Rent).** Jamboree would provide or coordinate with a third-party local cycle provider to offer access to bicycles, roller skates, skateboards, and scooters (if feasible) to residents and guests. This would assist residents access nearby retail, transit, school, library, and county office facilities.
- **On-site Bike Program.** Depending upon demand, Jamboree also plans to pilot an on-site rental bike program.
- **Sidewalks, Walking Paths, Greenery, and Outdoor Furniture.** The development would be designed to encourage walking, with benches, appropriate play equipment, trees, and other greenery, lighting, and signage.



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EXTERIOR ELEVATIONS

212 ARMORY DR. APTS. | Placerville, CA

PROJECT NO. 1369-0002

A.11
March 11, 2022

Figure 8. Front Building Elevations



EXTERIOR ELEVATIONS

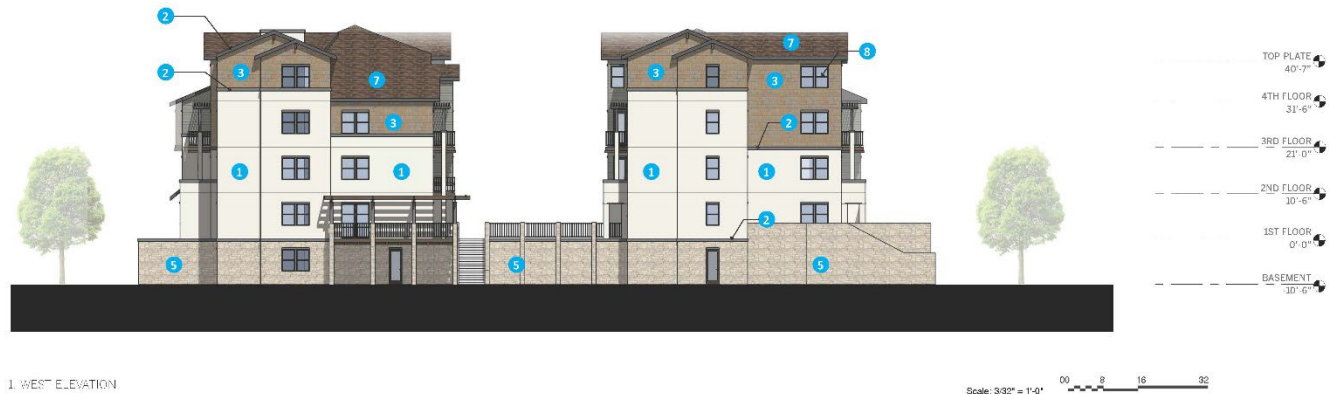
212 ARMORY DR. APTS. | Placerville, CA

PROJECT NO. 1369-0002

A.12

March 11, 2022

Figure 9. Back view of the Building Elevations



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EXTERIOR ELEVATIONS

212 ARMORY DR. APTS. | Placerville, CA
 PROJECT NO. 1369-0002
A.14
 March 11, 2022

Figure 10. Side view of Building Elevations

- Car-Parking Innovation. Jamboree would explore a carshare and or rideshare program for the site and investigate the potential to obtain funding through the El Dorado Air Quality Management District funding programs.
- Transit Passes. Jamboree would assist residents obtain transit passes, which may be provided at a reduced price by the local transit agency.

3.5.1 Construction

Construction is scheduled to take 16 months, and would involve the following:

Demolition

The existing armory and accessory buildings would be demolished and removed from the project area. Existing hardscape including asphalt paving and sidewalks would be removed.

Grubbing/Rough Grading

Overgrown vegetation that would interfere with construction would be removed from the project area. Tree clearing would be necessary within the project site. Rough grading would shape the construction site and slopes.

Excavation and Site Work

Following rough grading, additional excavation would bring the project area to final grade and prepare the soil for underground piping and structural slabs. Site work would involve installing underground utility pipes (some pipes may be 6-inch-diameter or larger), manholes, structural foundations, curbs, gutters, and sidewalks. Excavation for concrete foundations and underground drainage pipes would be performed with excavators and/or backhoes.

Structural Facilities

This phase would consist of compacting and preparing the soil for all structural facilities and developing piers for foundation systems. Prior to pouring concrete, structural forms, rebar, and conduits would be installed for each building. After the concrete is poured, it would be finished and cured before the forms are removed, and the overhead structural steel and roof decking would be erected.

Paving, Striping, Landscaping

All parking areas, roads, and designated locations would be paved and striped. Paving would be performed incrementally throughout the site area as large construction and non-rubber tread equipment is removed from the site. Landscaping includes the installation and/or construction of plantings and hardscapes, water features, walls, outdoor lighting, and drainage.

3.5.2 Equipment and Labor Force

Various types of equipment would be needed for the construction of the project elements at the site. Construction equipment would include excavators, backhoes, bulldozers, cement trucks, cranes, graders, and a wheeled roller. Water trucks with a tank size of 2,000 to 4,000 gallons would be used for dust-control during construction.

A skilled labor force would be required to complete this project, including civil/earthwork personal, excavators, masons, painters, plumbers, landscapers, carpenters, cement finishers, operating engineers, electricians, and craftsmen. The number of workers at the construction site would vary based on the phase and complexity of construction.

Work would generally be completed during daylight hours, typically 8:00 a.m. to 6:00 p.m., or as specified by the City's Municipal Codes. During the construction period, construction would generally be performed 5 days per week (weekend work may occur occasionally depending on schedule), year-round, except for standard U.S. holidays. There would be no on-site temporary workforce housing, and parking of employee recreational vehicles or trailers would be prohibited.

3.6 CONSTRUCTION CONTROLS

The project would be required to comply with local, State, and federal regulations pertaining to the protection of human health, safety, and the environment. The following required construction controls from local, State, and federal agencies are incorporated into the project design and are considered a part of the proposed project.

3.6.1 Air Quality

The El Dorado County Air Quality Management District (AQMD) District Rule 223 includes requirements for construction projects. Control measures for construction and other earth moving activities must follow the guidelines presented in Rule 223-1, Table 1 (Best Management Practice). These requirements include, but are not limited to, creation and implementation of a Fugitive Dust Control Plan, track out management practices at the construction site, visible emissions limitation, vehicle speed limitations, materials handling, and control for stockpiles and disturbed areas.

3.6.2 Geology and Soils

The project would require Jamboree to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the Central Valley Regional Water Quality Control Board (RWQCB) to comply with the NPDES Construction Storm Water Permit (Order No. 2009-0009-DWQ) and City's MS4 permit.

The purpose of the SWPPP is to protect soil and water resources from impacts during construction, including groundwater. As part of the SWPPP, the contractor would be required to prepare and adhere to a Temporary Best Management Practices (BMP) Plan, a Spill Contingency Plan, and a Dewatering Plan approved by the Central Valley RWQCB. The plan would designate BMPs to minimize impact from erosion and sedimentation. At a minimum, the following geology and soils controls must be implemented:

- Place temporary erosion-control devices downgradient of dirt piles, excavated areas, or stockpiles.
- Place coverings on all dirt piles during non-working hours.
- Install fencing to protect existing vegetation where feasible.
- Revegetate disturbed areas to stabilize soils.
- Stabilize disturbed areas with mulch until vegetation is reestablished.
- Use tracking controls.
- Park only on paved areas.

3.6.3 Greenhouse Gas Emissions and Green Energy

California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations. The following practices would be incorporated to control exhaust emissions from diesel-powered fleets working at the construction site:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by 33 California Code of Regulations 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.
- Use a CARB-approved low-carbon fuel for construction equipment (nitrogen oxide emissions from the use of low-carbon fuel must be reviewed and increases mitigated).

3.6.4 Hydrology and Water Quality

The project's post-construction water quality obligations would be set by jurisdiction, with the City's MS4 permit controlling in the City's right-of-way.

As discussed above, the project shall develop and implement a project specific SWPPP, including a Temporary BMP Plan, a Spill Contingency Plan, and a Dewatering Plan.

These plans must outline measures that will protect hydrology and water quality resources, including groundwater, from negative impacts during construction. The SWPPP would need to be approved by the Central Valley RWQCB.

A Dewatering Plan shall be prepared and submitted for approval by the City and the Central Valley RWQCB prior to commencement of construction.

Section 4 Environmental Evaluation

The following sections evaluate the potential adverse impacts of the project in compliance with CEQA. Appendix G of the CEQA Guidelines provides a sample checklist with a series of questions designed to enable the lead agency to identify project impacts with respect to 20 environmental topics; this IS generally follows this checklist.

Except where a specific threshold has been adopted by a public agency and is specified in the sections below, such as an air quality threshold, Appendix G of the CEQA Guidelines are used as thresholds of significance for the CEQA checklist questions.

Potential environmental impacts are described as follows:

- **Potentially Significant Impact:** An environmental impact that could be significant and for which no feasible mitigation is known. If any potentially significant impacts are identified in this Checklist, an EIR must be prepared.
- **Less than Significant Impact with Mitigation Incorporated:** An environmental impact that requires the implementation of mitigation measures to reduce that impact to a less than significant level.
- **Less than Significant Impact:** An environmental impact may occur; however, the impact would not exceed significance thresholds.
- **No Impact:** No environmental impacts would result from implementation of the project.

4.1 AESTHETICS**4.1.1 Environmental Setting**

The project is located on the western side of El Dorado County in the Sierra Nevada foothills. Views in the area are dominated by hilly terrain, trees, buildings, and roadways.

The project site is situated in an area of mixed land uses, including commercial, residential, and municipal properties. The site is bordered by Armory Drive to the west and Ray Lawyer Drive to the north. The two-story Placer Village Apartments are adjacent to the project area to the north, with the Placerville Speedway to the east and south, and the Commercial Venture Village to the west.

4.1.2 CEQA Checklist Summary

Except as provided in Public Resources Code Section 21099, would the project:

CEQA Question	Impact Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?	Less Than Significant Impact
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?	Less Than Significant Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Less Than Significant Impact

4.1.3 Answers to CEQA Checklist Questions

Except as provided in Public Resources Code Section 21099:

a) Would the project have a substantial adverse effect on a scenic vista?***No Impact***

The proposed project would not interfere with any scenic vistas or damage any scenic resources. The project contains an existing armory building and smaller accessory buildings. The parcels are relatively flat on the eastern and northern side and has hilly terrain with significant tree cover on the western side. The site is surrounded by commercial, municipal, and residential properties. Although the

project would reduce the number of trees on site and change the character of the site, the existing visual character in the vicinity of the proposed project area is not considered scenic and there would be no impact to scenic vistas.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact

The proposed project site is not located near a designated State scenic highway according to the California State Scenic Highways list (California Department of Transportation 2021). The proposed project area has no rock outcroppings, historic structures (see Section 4.5, below), or other scenic resources. The project would remove trees to build the residential buildings; 116 trees were identified on the site with a diameter at breast height (DBH) greater than 4 inches. Some mature trees along Armory Drive and Ray Lawyer Drive would be retained. The project design would incorporate many of the existing trees into the landscaping design, but it is expected that some existing trees and shrubs would be cut, trimmed, or removed.

c) In non-urbanized areas, would the project 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?

Less Than Significant Impact

The proposed project site is in an urbanized area surrounded by multi-family housing, commercial and the Speedway, although the presence of slopes and trees in the area provides a somewhat low-density visual character. Public views of the development from Armory Drive would be somewhat obscured by the mature trees and setbacks from the roadway. Public views of the development will be visible from Ray Lawyer Drive.

The buildings are designed to comply with the City Design Guidelines and Municipal Code. The building elevations would be visible through the trees from Armory Drive and Ray Lawyer Drive; however, the proposed project is planned to have similar scale, density, and building materials to the existing multi-family to the north of the project site. The project would use a variety of sloped and gabled roofs to further accentuate the building form and reduce the perceived building mass.

In addition, the project would implement a Landscape Plan to enhance the overall visual character of the site. The project plans to plant new trees and preserve some existing mature trees on the site. Landscaping would also include shrubs, perennials, vines, sod lawn, and groundcover. Therefore, the proposed project

would not conflict with applicable zoning and other regulations the local government adopted to protect scenic quality.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact

The proposed project would replace current lighting at the Armory with new security lighting for the residential development. The nearest sensitive receptors are associated with residential apartments to the north, which rise above Ray Lawyer Drive at the top of the hill. The residential, commercial, and municipal land uses adjacent to the project site already provide an existing source of light and glare, and, as such, this project would not result in a significant increase in light or glare in the area. Energy efficient low-E glass windows will be obscured by mature trees and would not be a significant source of glare. Exterior lighting would be designed with shields and light would be directed only onto the parking and pedestrian areas. Therefore, the proposed project would have a less than significant effect on day and nighttime views in the area.

4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 Environmental Setting

According to the City General Plan Land Use Map, the project area is zoned for Commercial use and is currently occupied by an armory. There are no agriculture or forestry land uses on or near the project site.

4.2.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

4.2.3 Answers to CEQA Checklist Questions

a) Would the project 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?

No Impact

The project is not located in an area of 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 (California Department of Conservation 2016). The site is currently developed; therefore, the project would have no impact on farmland or conversion of farmland to non-agricultural use.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

There are no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the vicinity; therefore, there are no Williamson Act contracts in the vicinity. Because there are no agricultural zoning designations and no Williamson Act contracts associated with the project site, there would be no impact.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

There are no forestland or timberland land uses or zoning designations in the project vicinity. The site is currently developed in urban uses and would not result in the conversion of forest land or land zoned for forest land. Therefore, the project does not have the potential to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

Refer to response 4.2.3(c). The project would not result in the loss of forest land or the conversion of forest land.

e) Would the project 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?

No Impact

Refer to responses 4.2.3(a-d). The site is currently developed and zoned for commercial uses, and there is no potential for this infrastructure project to result in a conversion of land from farmland or forest land associated with the project. Therefore, there would be no impact on farmland or agricultural uses.

4.3 AIR QUALITY

4.3.1 Environmental Setting

The topography of a region can substantially impact air flow and resulting pollutant concentrations. California is divided into 15 air basins with similar topography and meteorology to better manage air quality throughout the state. Each air basin has a local air district that is responsible for identifying and implementing air quality strategies to comply with ambient air quality standards.

The project is located within the El Dorado County portion of the Mountain Counties Air Basin (MCAB). Mobile sources of air pollution, mainly sawdust from milling operations, are among the most significant sources of air pollution in the MCAB. Due to the City's location on the western slope of the Sierra Nevada, Placerville air circulation shifts from warm, upslope, westerly breezes during the day, to cool, downslope, easterly breezes at night. This flow contributes to good air circulation, allowing pollutants to be pushed out of the basin. The project area is in attainment for all standards except for 8-hour ozone and fine particulate matter (PM_{2.5}).

4.3.2 Regulatory Setting

Air Quality Standards

Air quality in the region is regulated by several agencies including the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the El Dorado County Air Pollution Control District (APCD). These agencies develop rules, regulations, policies, and/or plans to achieve the goals and directives imposed through legislation.

The EPA is responsible for implementing the federal Clean Air Act (1970), including establishing health-based National Ambient Air Quality Standards (NAAQS) for air pollutants. NAAQS established for criteria pollutants under the Clean Air Act are ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, PM₁₀, and PM_{2.5}, and lead. The standards set for criteria pollutants are periodically reviewed and revised as applicable.

In California, CARB is responsible for implementing the California Clean Air Act (1988) and has established California Ambient Air Quality Standards, which are to date more restrictive than the national standards. In general, CARB works with local agencies to develop policies, guidance, and regulations related to State and federal ambient air quality standards; coordinates with local agencies on transportation plans and strategies; and aids local districts and transportation agencies in meeting air quality standards established under both the federal and California clean air acts.

Local - El Dorado County Air Quality Management District (EDCAQMD)

The EDCAQMD is the primary agency responsible for air quality regulation in the project area. As part of that role, the EDCAQMD has prepared the 2002 CEQA *Guide to Air Quality Assessment* (El Dorado County AQMD 2002). The purpose of the guide is to facilitate the evaluation and review of air quality impacts for projects in El Dorado County that are subject to CEQA. The guide has established construction thresholds for air quality for the priority pollutants shown in Table 1. Where no local thresholds are identified, the EDCAQMD relies on the state AAQS.

Table 1. El Dorado County Air Quality Thresholds

Pollutant	Construction Threshold	Operational Threshold
ROG	82 lbs/day	82 lbs/day
NOx	82 lbs/day	82 lbs/day
PM10	50 µg/m ³	50 µg/m ³
PM2.5	35 µg/m ³	35 µg/m ³
Carbon Monoxide	9.0 ppm (10 mg/m ³)	9.0 ppm (10 mg/m ³)

Table Notes:

lbs/day = pounds per day

ROG = reactive organic gases

NOx = nitrogen oxides

PM = particulate matter; number refers to size of PM in microns in diameter or smaller

Source: El Dorado County AQMD 2002; CARB 2016

4.3.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact
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?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

4.3.4 Answers to CEQA Checklist Questions

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact

Projects that could generate emissions in excess of the EDCAQMD thresholds or State AAQS would be considered to potentially conflict with or obstruct implementation of the applicable air quality plan. For development projects whose only operational emissions come from increased vehicular traffic (e.g., a mall or residential development), screening based on project size or activity may be used to determine whether the project will exceed the threshold of significance for total emissions from project operation. The District has determined, based on conservative assumptions, that apartment complexes 350 units or larger and on 12 acres or more would potentially result in emissions above the EDCAQMD's thresholds of significance for ROG and NOx (82 lbs/day). The EDCAQMD has determined that projects at least 10% below the operational screening would not violate the EDCAQMD or AAQS thresholds of significance or require further analysis. If ROG and NOx mass emissions are determined to be not significant under the provisions above, then the EDCAQMD has determined it can be assumed that exhaust emissions of other air pollutants from the operation of equipment and worker commute vehicles are also not significant. The proposed project would construct 83 units on a 3.04-acre infill site that falls well below the EDCAQMD screening levels and therefore would not exceed EDCAQMD or AAQS thresholds, and no additional analysis is warranted.

The project is required to comply with AQMD Rule 223, which includes requirements for construction projects, including preparation of a Fugitive Dust Control Plan. Other control measures for construction and other earth-moving activities must follow recommendations presented in Table 1 (Best Management Practice) of Rule 223-1. These BMPs include, but are not limited to, stabilizing disturbed soil, limiting vehicular traffic, applying water to disturbed soil, limiting size of staging area, and using tarps to cover loose soils.

Because the project would generate emissions well below significance thresholds and provide infill redevelopment of a vacant urban property, implementation of the project would not conflict with or obstruct implementation of applicable air quality plans.

b) Would the project 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?

Less Than Significant Impact

The project would be in an identified non-attainment area for PM_{2.5} (moderate) and 8-hour ozone (severe). However, emissions resulting from project construction and operation fall well below the EDCAQMD screening levels. The EDCAQMD has determined that projects that do not exceed significance thresholds would not generate emissions that are cumulatively considerable.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact

Children, the elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution are considered sensitive receptors. Locations where sensitive receptors may congregate include hospitals, schools, and daycare centers, and other locations as determined by the EDCAQMD or CARB (California Health and Safety Code § 42705.5(a)(5)).

The nearest sensitive receptor location to the project area is the Herbert C. Green Middle School, located approximately 1.9 miles south of the project site. Residential uses approximately 150 feet north of the site may also be considered sensitive to emissions.

As discussed in 4.3.4(a), the project is well below the size that would generate significant emissions. The project includes construction controls that protect against significant amounts of pollutants being generated by the project during construction. Emissions generated during project construction would be less than significant due to the temporary nature of activities and minor use of emissions-generating equipment, as well as distance from the source. Therefore, project effects on sensitive receptors would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, and chemical manufacturing facilities. The proposed project is residential and would not generate odors of concern. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Therefore, odor impacts from the proposed project would be less than significant.

4.4 BIOLOGICAL RESOURCES

4.4.1 Environmental Setting

The project area is characterized as urban land with patches of mixed live oak and blue oak woodland in undeveloped areas of the site. Nonnative grasses and forbs dominate the understory in undeveloped areas. Landscape trees and shrubs are also present around the buildings and parking area. A reconnaissance-level field survey of the project area was conducted on July 29, 2021. An additional field survey was conducted on March 9, 2022, to update the results of the earlier survey due to changes in the project area footprint. These surveys focused on identifying the presence of special status species or their habitat within the project vicinity; no special status species were observed within or adjacent to the project area. A tree survey was also conducted on-site during both surveys; 116 trees were documented with a diameter at breast height (DBH) greater than 4 inches. No aquatic resources were identified on the site.

Database Search

Regulatory databases were reviewed to determine if any special status species have the potential to occur within the project area. The following special status species have occurrence records within 1 mile of the proposed project site (NCE 2022a):

- Plants: Parry's horkelia (*Horkelia parryi*) and Oval-leaved viburnum (*Viburnum ellipticum*)
- Mammals: Fisher (*Pekania pennanti*)
- Birds: Bank swallow (*Riparia riparia*)
- Amphibians: Foothill yellow-legged frog (*Rana boylei*)

4.4.2 Regulatory Setting

Migratory Bird Treaty Act (MBTA)

The MBTA makes it unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, or kill migratory birds. The law applies to the removal of nests (such as swallow nests on bridges) occupied by migratory birds during the breeding season. California Fish and Game Code (Section 3500) also prohibits the destruction of any nest, egg, or nestling.

Local – Tree Removal

Title 8, Chapter 13 of the City of Placerville Code of Ordinances addresses tree removal regulations including canopy cover retention standards and permit requirements for projects that require tree removal. The applicant will comply with the intent of this code.

4.4.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
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 & Wildlife (CDFW) or U.S. Fish & Wildlife Service (USFWS)?	Less Than Significant Impact with Mitigation Incorporated
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 CDFW or USFWS?	No Impact
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?	No Impact
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?	Less Than Significant Impact with Mitigation Incorporated
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact
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?	No Impact

4.4.4 Answers to CEQA Checklist Questions

a) Would the project 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 & Wildlife (CDFW) or U.S. Fish & Wildlife Service (USFWS)?

Less Than Significant Impact with Mitigation Incorporated

A query of federally listed wildlife species for the U.S. Geological Survey 7.5-minute quadrangle encompassing the project area was obtained from the USFWS's Sacramento Endangered Species Office Information Planning and Conservation website on July 9, 2021 (USFWS n.d.). Additional information about the distribution of special status species with the potential to occur within the project area was compiled from the CDFW California Natural Diversity Database for occurrences of special status species within a 1-mile radius of the proposed project alignment as

well as from aerial photographs of the project area. Information on the distribution of special status species with potential to occur in the project region also was compiled from published literature. A field survey was conducted at the site on July 29, 2021 (NCE 2020a).

As noted in **Section 4.4.1**, five federally listed wildlife species were identified with the potential to be within the project area:

- Plants: Parry's horkelia (*Horkelia parryi*) and Oval-leaved viburnum (*Viburnum ellipticum*)
- Mammals: Fisher (*Pekania pennanti*)
- Birds: Bank swallow (*Riparia riparia*)
- Amphibians: Foothill yellow-legged frog (*Rana boylei*)

Based on the reconnaissance-level survey, background research of occurrence records for special status species, and the lack of suitable habitat present, it is unlikely that any special status species occur within the project area.

However, the project area and adjacent lands contain trees that may provide habitat for migratory birds. Migratory birds are protected under the MBTA, and birds of prey are also protected in California under provisions of the State Fish and Game Code, Section 3503.5. Both make it illegal to "take" protected species except under the terms of a permit. It is possible that nesting habitat could be disturbed during construction due to tree removal, noise, and vibrations from construction equipment. This would be a potentially significant impact on migratory birds and/or birds of prey.

Implementation of **Mitigation Measure BIO-1** would reduce potentially significant impacts to migratory birds and/or birds of prey to less than significant.

- **Mitigation Measure BIO-1:** The project will implement the following measures to protect nesting birds:
 1. If any construction activities (e.g., clearing, grubbing, or grading) are scheduled during the bird nesting season (typically defined by CDFW as February 1 to September 1), the approved construction contractor shall retain a qualified biologist to conduct a pre-construction survey of the project area, including a 100-foot buffer, as access is available, to locate active bird nests, identify measures to protect the nests, and locate any other special status species. Surveys shall be conducted in all potential habitat located at project work sites and in staging and storage areas.
 2. The pre-construction survey shall be conducted no more than 5 days prior to the implementation of construction activities (including staging and equipment storage).

3. Any active nest shall not be disturbed until the young have fledged or construction monitored under the direction of a qualified biologist. The Qualified Biologist shall observe any identified active nests prior to the start of any construction-related activities to establish a behavioral baseline of the adults and any nestlings. Once work commences, all active nests should be continuously monitored by the Qualified Biologist to detect any signs of disturbance and behavioral changes as a result of the project. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed, the biological personnel responsible shall cease work causing that change and shall contact the CDFW for guidance.

Finding: Implementation of Mitigation Measure BIO-1 would reduce potentially significant impacts to migratory birds and birds of prey to less than significant.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?

No Impact

Sensitive natural communities are those listed in the CDFW's California Natural Diversity Database due to the rarity of the community in the state or throughout its entire range. During the site surveys, no sensitive natural communities or riparian habitats were identified within or adjacent to the project area. Thus, the proposed project would have no impact on any riparian habitats or sensitive natural communities.

c) Would the project 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?

No Impact

During the two reconnaissance surveys, no drainages were identified within the project area. The National Wetlands Inventory (NWI) interactive online map was reviewed for the proposed project site (USFWS 2021). According to the NWI, the proposed project is not located on or in the vicinity of a wetland identified by the USFWS. Therefore, the project would have no impact on any state or federally protected wetlands.

d) Would the project 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?

Less Than Significant Impact with Mitigation Incorporated

There are no established migratory corridors associated with the project area or vicinity. Construction could temporarily interrupt local movement of native resident or migratory wildlife species through the project site.

As discussed above, the project area may contain nesting habitat for migratory birds or birds of prey. With implementation of **Mitigation Measure BIO-1**, bird species utilizing the project area for nesting would be protected against significant impacts.

Finding: Implementation of Mitigation Measure BIO-1 provides sufficient species protection during construction to mitigate potential adverse effects on resident or migratory species to less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact

As noted in **Section 4.4.1**, 116 trees were identified on the site with a diameter at breast height (DBH) greater than 4 inches. The project design would incorporate many of the existing trees into the landscaping design, but it is expected that some existing trees and shrubs would be cut, trimmed, or removed. The project would generally comply with the requirements of the City of Placerville Municipal Code Title 8 Chapter 13 regarding Woodland Alteration Permit and Plan. Therefore, the proposed project would not significantly conflict with local policies and ordinances protecting biological resources.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact

There are no known Habitat Conservation or Natural Community Conservation plans associated with the project area. No impacts are anticipated, and no mitigation measures are required.

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

The area of potential effect (APE) for cultural resources includes the approximate 3.04-acre project area and the area extending approximately 100 meters outside the area of direct effect. The project area consists of an armory building and other accessory buildings that have been historically used as recruiting offices by the Army National Guard.

4.5.2 Regulatory Setting

Federal

The National Historic Preservation Act defines the role and responsibilities of the federal government in historic preservation and established the National Register of Historic Places. The NHPA directs agencies to identify and manage historic properties under their control, to undertake actions that would advance the Act's provisions and avoid actions contrary to its purposes, to consult with others while carrying out historic preservation activities, and to consider the effects of their actions on historic properties.

State

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The CRHR helps government agencies identify and evaluate California's historical resources and indicates which properties are to be protected, to the extent prudent and feasible, from substantial adverse change (PRC §5024.1(a)). Any resource listed in, or eligible for listing in, the CRHR must be considered during the CEQA process.

Local

The City of Placerville General Plan, Section V, Goals G and H, addresses the preservation of historical heritage and Placerville's Native American heritage (City of Placerville 2004).

4.5.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	Less Than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact with Mitigation Incorporated

4.5.4 Answers to CEQA Checklist Questions**a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?*****Less Than Significant Impact***

An investigation was conducted to locate, describe, and evaluate cultural resources present within the APE. The eastern portion of the APE has experienced some level of previous disturbance (e.g., cut and fill activities and urban development). A records search was conducted at the North Central Information Center for resources within the APE as well as resources in the vicinity around the APE (archival study area (NCE 2021a).

A historical evaluation was conducted on the existing armory buildings on-site in 2003 and the site was determined to be not eligible for inclusion on the National Register of Historic Places under any of the criteria established by 36 CFR 60.4 (Mellon 2003). This historic evaluation of California Army National Guard (CA ARNG) armory buildings was conducted by Jones & Stokes in 2003 on behalf of the CA ARNG and has received concurrence from the State Historic Preservation Office (SHPO). SHPO concluded that the armories were constructed that the armory was constructed by using a standardized plan, which lack sufficient distinction to convey significance of a national character. Therefore, the proposed project is not anticipated to have an impact on historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?***Less Than Significant Impact***

The search results indicated no archaeological sites or inventories were previously recorded within the APE, nor have any archaeological sites been formally recorded within 100 meters of the APE.

The APE is considered to have low archaeological sensitivity and is unlikely to have preserved prehistoric sites. The general topography of the site indicates that the eastern half of the APE, where the armory building is currently located, was flattened for the building's construction. Construction would have damaged or destroyed any potentially buried cultural resource material. On the west side of the armory building, there is a steep slope that slightly levels out into a small natural basin. Based on the archival review, an eroded drainage was modified into an access trail through the western portion of the APE. If archaeological resources are present in the APE, they would be of a secondary nature, lacking contextual integrity or association due to the extent of previous construction and landscaping.

No cultural resources were identified within or adjacent to the APE. Based on the archival research and site reconnaissance conducted as part of the cultural resource's investigation, the project-related disturbance would be limited to previously disturbed areas and steeply sloped areas unlikely to hold archaeological potential. Therefore, the proposed project would have a less than significant impact on archaeological resources during construction.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated

Based on the prehistoric and historic uses of the area and the prior ground disturbance within the APE, and minimal construction depths, human remains are not expected to be discovered during construction activities. Additionally, the project is required to comply with the following Mitigation Measure, should human remains be encountered during construction:

*Implementing **Mitigation Measure CUL-1** would reduce potentially significant impacts to any human remains too less than significant.*

Mitigation Measure CUL-1: Inadvertent Discovery

The State (DGS) and its contractors shall implement the following measures. If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and 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, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, then 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, then he or she shall immediately notify the State. The agencies shall consult to determine whether the resource is an historical resource or a unique archaeological resource. Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a cultural resource; or 2) that appropriate treatment measures have been completed to their satisfaction. Appropriate treatment measures are those consistent with CEQA Guidelines Section 15126.4(b) and Public Resources Code Section 21083.2.
- If any archaeological find that includes Native American or potentially Native American resource that does not include human remains, the archaeologist shall notify the Shingle Springs Band of Miwok Indians consistent with Mitigation Measure TCR-2.
- **Human Remains.** The State and its contractors shall implement the following measures. If the find includes human remains, or remains that are potentially human, the State and its contractors shall retain a professional archaeologist to ensure reasonable protection measures are taken to protect the discovery from disturbance. The archaeologist shall notify the El Dorado County Coroner (as per § 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner shall notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD shall have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the State does not agree with the recommendations of the MLD, then the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, The State must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This shall 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. Work cannot 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. This mitigation measure should be carried out consistent with Mitigation Measure TCR-1.

Finding: Implementing Mitigation Measures CUL-1 would reduce potentially significant impacts to inadvertent discoveries and human remains.

4.6 ENERGY

The State relies on energy conservation, waste reduction practices, sustainable buildings, and innovative land use planning to reduce energy impacts.

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- Decreasing overall per capita energy consumption,
- Decreasing reliance on natural gas and oil, and
- Increasing reliance on renewable energy resources.

4.6.1 Environmental Setting

Within the project area, energy use historically included operations within the existing armory and accessory buildings.

4.6.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact

4.6.3 Answers to CEQA Checklist Questions

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact

The proposed project would introduce new residential land uses to the site, which would use fuel and energy. Both construction and operation of the proposed project would result in energy consumption. As discussed in **Section 3.6**, the project would implement Rule 223-1, which includes use of BMPs to reduce use of fossil fuels and increase energy-efficiency of construction vehicles.

The proposed project would be an infill project and would be constructed to be generally consistent with the goals and policies related to energy in the City of Placerville General Plan, Section II, Goal G, and Section V, Goal F (City of Placerville 2004). The proposed project would incorporate energy-efficient features into the

residential buildings in accordance with City and State requirements. Sustainability features include photovoltaic and thermal solar panels to offset utility usage. On-site electric charging for cars and bikes would minimize the carbon footprint for the project. Recycling stations would also be incorporated within each building to encourage recycling by residents in a convenient manner. Considering these project features, long-term operational energy consumption would not result in inefficient, wasteful, or unnecessary use of energy.

The proposed project would develop residential land uses in an existing urban and infill area. Residents have access to public transit to reach job centers and other amenities, thereby reducing motor vehicle trips (see **Section 4.17.1, Transportation**). Residents could also use non-motorized modes of transportation to reach existing services in the vicinity of the site, which would further reduce transportation fuel demand. Thus, the proposed project would have a less than significant impact due to the inefficient, wasteful, or unnecessary use of energy.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact

The proposed project is an infill residential development project on existing developed parcels, consistent with sustainability goals for the State and the City. The project would meet or exceed Title 24 construction requirements and implement BMPs to reduce fossil fuel use by construction vehicles. The proposed 2023 California Building Code (CBC) would require solar panels on commercial buildings; the proposed project will provide solar to further reduce energy demand, consistent with the proposed Code requirement for the local zoning. The project would therefore not conflict with adopted State and City goals and policies for energy efficiency and sustainability.

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

The project is located on a two-parcel, 3.04-acre site that has been partially developed within the City of Placerville in El Dorado County.

Regional Geologic Setting

The project area is in the central part of the northwest-trending belt of metamorphic rock that underlies the western slope of the Sierra Nevada (City of Placerville 2004). Structural belts in this region are bounded by the Bear Mountains and Melones fault zones, and typically are characterized by extensive folding, faulting, and shearing (Earhart 1988).

Seismicity and Faulting

There are no active faults or major earthquake epicenters in the City. The Melones Fault, an inactive fault, passes through the town and extends more than 45 miles to the north and south. Placerville is situated on a foundation of firm bedrock, making the area resistant to any ground shaking that might result from seismic activity (City of Placerville 2004).

Liquefaction

Liquefaction can occur when wet or saturated cohesionless soils temporarily lose strength due to the buildup of excess water pressure during events such as earthquakes. The soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded sand. The site is overlain by dense soils underlain by bedrock at shallow depths; thus, the potential for liquefaction at the project site is low.

Groundwater

The proposed project area is not located within a recognized California groundwater basin or subbasin. The nearest recognized groundwater basin is the South American subbasin of the Sacramento Valley Groundwater Basin, the boundary of which is located approximately 20 miles west of the subject property (California Department of Water Resources 2003). In the area, groundwater likely occurs in bedrock fractures and shallow alluvial materials, the extent and interconnectedness of which is highly variable.

Soils

The Web Soil Survey show two mapped soils in the project area (Natural Resources Conservation Service n.d.). The project site is composed of Boomer gravelly loam 3 to 15 percent slopes and 8 to 35 percent slopes, dry. Boomer gravelly loam consists of deep and very deep, well-drained soils that formed in material weathered from metavolcanic and basic igneous rocks. These soils are on foothills and mountains

and are typically at the transition between these landscapes. The hydrologic group of the Boomer unit is characterized as well-drained; the capacity of the most-limiting layer to transmit water is described as moderately low (0.01 to 0.14 inches per hour) (City of Placerville 1990).

4.7.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Could the project directly or indirectly cause potential substantial adverse effects, including 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.	Less Than Significant Impact
ii. Strong seismic ground shaking?	Less Than Significant Impact
iii. Seismic-related ground failure, including liquefaction?	Less Than Significant Impact
iv. Landslides?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	No Impact
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?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

4.7.3 Answers to CEQA Checklist Questions

a) Would the project directly or indirectly cause potential substantial adverse effects, including 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.

Less Than Significant Impact

The project area is not within an Alquist-Priolo Earthquake Fault Zone that designates a known active fault. Although the area is seismically active, there is no evidence of faults within 5 miles of the project area that could be subject to rupture.

The improvements of the proposed project would be constructed in accordance with local, State, and federal earthquake safety regulations. Therefore, the project would have a less than significant impact related to loss of life and/or injury from a rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

Less Than Significant Impact

The primary geologic hazard in the project area is the potential for low to moderate ground shaking associated with the inactive Melones Fault. However, the City lies on a foundation of firm bedrock, making the area very resistant to any ground shaking that may result from seismic activity within the vicinity. Factors determining the characteristics of earthquake ground motion at the project area would depend upon the magnitude of the earthquake, distance from the zone of energy release, travel path, topographic effects, subsurface materials, and rupture/source mechanism.

As part of the project design process, a geotechnical report would be prepared to provide guidance and requirements for design and construction activities. Registered geologists and registered engineers would prepare the report, which would describe the methods and results of a geotechnical investigation; develop design recommendations for foundation type, grading, pavement design, and other pertinent topics; and verify that the proposed project can develop the site as planned. All buildings would be built in conformance with the requirements of the California Building Code (CBC) to withstand anticipated geological risks. The project could expose people or structures to adverse effects involving small to moderate seismic ground shaking, but the potential risks are not substantial, and the project's impacts are therefore less than significant.

iii. Seismic-related ground failure, including liquefaction?***Less Than Significant Impact***

As discussed in the Environmental Setting, based on the subsurface characteristics, the potential for soil liquefaction at the project site is low. All structures would be designed to withstand strong ground motion and ground failure (liquefaction) resulting from a design earthquake in accordance with the adopted standards. The proposed project would incorporate the recommended project design specifications outlined in the required geotechnical investigation; therefore, no additional-project specific mitigation measures are proposed and impacts resulting from liquefaction are anticipated to be less than significant.

iv. Landslides?***Less Than Significant Impact***

The proposed project is relatively flat on the eastern and northern side and has slopes on the western side. The project proposes to construct one 4-story building with 83 units on the eastern portion of the site and a parking lot on the northern, eastern, and southern portion of the site. No buildings would be placed on the sloped western portion of the site. The City Municipal Code, the CBC, and other related construction standards address common engineering practices requiring special design and construction methods to reduce or eliminate potential landslides. The project would also generally comply with the City's excavation ordinance that outlines construction requirements for areas of excessive slope, thereby assuring that minimal damage resulting from slope instability occurs (City of Placerville 2004).

b) Would the project result in substantial soil erosion or the loss of topsoil?***Less Than Significant Impact***

The eastern half of the proposed project site is relatively flat and developed. The potential for substantial soil erosion is considered minimal. Although construction would be on the relatively flat portions of the site, erosion-control BMPs would be implemented as part of the SWPPP. BMPs would minimize potential soil erosion during construction. Such BMPs could include, but are not limited to, using a sediment trap for all drains, placing straw bale barriers and/or mulch (straw or hydraulic) throughout the property, and the placing geotextile mats on any of the sloped areas. The construction controls implemented as part of the SWPPP (**Section 3.6.2**) would ensure that this impact would be less than significant.

c) Would the project 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?***Less Than Significant Impact***

Lateral spreading occurs when the ground slides down very gentle slopes or toward stream banks riding on a buried liquefied layer. The project area lies on a foundation of bedrock that is extremely stable. There are no streams on or adjacent to the project site and there is no potential for liquefaction in this area. Therefore, the project would have a less than significant impact on lateral spreading, subsidence, and liquefaction.

d) Would the project 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?

No Impact

The project area does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994). The project would comply with federal, State, and local building regulations to ensure the adequate design and construction of building foundations to resist soil movement. The project would not create substantial direct or indirect risks to life or property.

e) Would the project 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?

No Impact

The project does not propose the use of in-ground sewage disposal such as septic tanks/leachfields and would not require use of alternative wastewater disposal services; therefore, there would be no impact from these systems.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact

The North Central Information Center records search revealed there are no paleontological resources identified within the project area. No unique geological resources were identified within the project boundary and no sedimentary fossiliferous geologic structures underly the project area. Therefore, the project would not directly or indirectly destroy any unique paleontological resources or unique geologic feature.

4.8 GREENHOUSE GAS EMISSIONS

The term greenhouse gas is used to describe atmospheric gases that absorb solar radiation and subsequently emit radiation in the thermal infrared region of the energy spectrum, trapping heat in the Earth's atmosphere. Greenhouse gases of concern include carbon dioxide, methane, nitrous oxide, and fluorinated gases. Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases have a broader, global impact.

Greenhouse gases differ by the amount of heat each trap in the atmosphere, known as global warming potential. Carbon dioxide is the most significant greenhouse gas, so amounts of other gases are expressed relative to carbon dioxide, using a metric called "carbon dioxide equivalent" (CO₂e). The global warming potential of carbon dioxide is assigned a value of 1, and the warming potential of other gases is assessed as multiples of carbon dioxide. Generally, estimates of all greenhouse gases are summed to obtain total emissions for a project or given time period, usually expressed in metric tons or million metric tons CO₂e.

4.8.1 Environmental Setting

The proposed project site is located in the City of Placerville in El Dorado County. The primary source of GHG within El Dorado County is fossil fuel consumption from the transportation sector, representing approximately 70% of countywide GHG emissions. Other sources of GHG emissions include (El Dorado County AQMD 2021):

- Residential (approximately 20%)
- Commercial/industrial (approximately 7%)
- Waste/landfill (approximately 3%)
- Agriculture (approximately 1%)

4.8.2 Regulatory Setting

State

The State of California has taken several legislative steps including Assembly Bills (AB) and Executive Orders to reduce increases in GHG emissions. CARB is the lead agency in the development of reduction strategies for greenhouse gases in California (CARB 2021). California's GHG reduction requirements aim to reduce vehicle miles traveled, thereby improving air quality by reducing GHG emissions from automobiles.

Regional

At this time, El Dorado County has not adopted any quantitative federal or State guidelines for GHG emission impacts. However, the EDCAQMD was part of a committee of air districts in the Sacramento region involved in the development of GHG thresholds for the Sacramento Area Council of Governments (SACOG) region, which have been established by the Sacramento Metropolitan Air Quality Management District (SMAQMD). These thresholds limit GHG emissions to 1,100 metric tons CO₂e per year for the construction phase of projects or the operational phase of land use development projects, or 10,000 direct metric tons CO₂e per year from stationary source projects.

If a project exceeds this threshold, the level of mitigation is based on demonstrating consistency with CARB's Climate Change Scoping Plan and the AB 32 goal for reducing GHG emissions, which is currently a 21.7 percent reduction from 2020 "no action taken" emissions (SMAQMD 2019).

Infill development is recognized by SACOG's Regional Plan, as well as the State of California, as needed to reduce vehicle miles traveled and the regional impact of development on air quality and climate change.

The El Dorado County AQMD does not provide guidance for construction-related greenhouse gas (GHG) emission-reduction measures. Therefore, the project would incorporate measures developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD) for reducing construction related GHG emissions.

4.8.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

4.8.4 Answers to CEQA Checklist Questions

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact

Because the project falls well below the EDCAQMD operational and construction screening levels for low-rise apartments, and therefore well below 1,100 metric

tons CO₂e per year, the project does not propose any actions that would result in long term GHG emissions or overall increases in GHGs from operational or construction sources, as described in **Section 4.3**.

The proposed project would construct an infill residential development and operate an energy-efficient residential building with direct access to transit services in compliance with City and State requirements. Sustainability features include photovoltaic and thermal solar panels to offset utility usage with clean energy. Energy-efficient building exterior walls, utility systems, and appliances would be incorporated, and on-site electric charging for cars and bikes would help minimize the carbon footprint for the project. Residents would have easy access to public transit to reach job centers, and are within walking distance to shopping and entertainment, thereby reducing motor vehicle trips.

As presented in **Section 3.6.3**, the project would implement BMPs from Rule 223-1 which includes measures to improve fuel efficiency, minimize idling, and limit emissions during construction.

The project includes measures to limit emissions during construction and includes energy-efficient features, and with the limited size of the project and its nature as an infill redevelopment project with transit access, the project would result in a less than significant impact regarding GHG emissions.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact

As discussed in **Section 4.8.4(a)**, the project would have a less than significant contribution to GHG emissions during construction and operation. Given that emissions would be short-term, increases in construction related GHG emissions would not be considered significant and would not limit the State's ability to attain the goals identified in AB 32 because impacts would be temporary, and emissions will be well below the significance threshold. Once operational, the project would help attain the State's goals defined in AB 32 as an infill, affordable housing project with transit access; therefore, the project would be consistent with State and regional goals to reduce GHG emissions.

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Environmental Setting

Regulatory database search results indicated that most sites in the region (pursuant to Government Code 65962.5) are located in the commercial area approximately 1.5 miles northeast of the proposed project site. No hazardous waste sites in the immediate project vicinity were identified in the GeoTracker (State Water Regional Control Board 2021) or EnviroStor (Department of Toxic Substances Control 2021) databases.

The project site is locally zoned as "Commercial" and currently contains a large 12,000 square foot building (Armory) built sometime between 1952 and 1962, a 2,000 square foot auxiliary building which replaced up to three smaller auxiliary buildings, sometime between 1993 and 2006, and a small structure with an unknown construction date. Construction practices prior to 1978 typically involved the use of lead-based paint, asbestos building materials, and other hazardous materials.

An update to an existing Phase I Environmental Site Assessment (ESA) was prepared to identify and confirm, to the extent feasible, the potential for Recognized Environmental Conditions resulting from the improper use, manufacture, storage, and/or disposal of hazardous or toxic substances at or in the vicinity of the project site that may be encountered during construction. The 2018 Phase I ESA and the 2022 Phase I ESA Update (NCE 2022b) did not identify any recognized environmental concerns but did identify potential concerns including asbestos, and lead and arsenic from lead-containing paints (LBP) used in the construction of existing or former buildings at the site, as well as the potential for elevated lead levels in near surface soils as a result of aerially deposited lead (ADL) along roadsides. The reconnaissance survey identified that the exterior paint of the armory building was flaking.

Based on these findings, a Limited Phase II investigation (NCE 2021b) was conducted to assess the presence of elevated levels of aerially deposited lead (ADL) and potential impacts from lead-based paint from existing and former buildings on site. There were no reported lead detections that exceeded regulatory screening levels for soil in a residential setting. However, all reported arsenic detections exceeded the screening levels.

4.9.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
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?	Less Than Significant Impact with Mitigation Incorporated
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
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?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

4.9.3 Answers to CEQA Checklist Questions

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact

Neither roadway abutting the project site is used as a route for transporting hazardous materials. The proposed project involves the construction of multi-family housing and does not involve any routine transport, disposal, or use of hazardous materials beyond those used during construction or normal maintenance.

The project's use of hazardous materials during construction is limited to fuels and other maintenance-related chemicals to run equipment machinery. The use, storage, and management of fuels and other vehicle-related chemicals and

construction materials would be managed according to the on-site SWPPP. For example, the SWPPP would require that equipment fueling and maintenance, if performed at the job site, must be performed in a designated area utilizing secondary containment with a spill kit nearby. Rinsing of concrete tools and chutes would also be performed according to the SWPPP, including utilizing concrete washouts and/or requiring that wastewater be kept within the concrete truck and hauled offsite for recycling.

Operational use by households would consist mainly of cleaning, maintenance, and gardening supplies. Household hazardous waste is handled by El Dorado Disposal.

The Department of Transportation limits the transportation of hazardous waste that can be transported at one time to 15 gallons (combined total). Therefore, the use of hazardous materials during construction and operation would be limited and would not create a significant hazard to the public or the environment.

b) Would the project 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?

Less Than Significant Impact with Mitigation Incorporated

Construction will involve building demolition and ground disturbing activities. Phase II soil sampling was conducted at the site on August 5, 2021. Based on the findings described in the Limited Phase II investigation associated with the locations sampled, it does not appear that mitigation for lead or arsenic present in near surface soils is necessary at the site.

Environmental site investigations did identify the potential for hazardous materials in the existing buildings including asbestos, lead, and other hazardous materials that would need to be remediated during demolition. Asbestos removal and remediation were reportedly completed but has not been confirmed. Exposure to such contaminants by construction workers and site users would be a potentially significant impact.

Implementation of **Mitigation Measures HAZ-1 and HAZ-2**, which incorporate the recommendations of the site investigations, would reduce these impacts to less than significant.

- **Mitigation Measure HAZ-1:** Prior to and during construction, the applicant shall:
 1. Assess and – if necessary – abate the existing buildings for lead-containing materials before the building(s) are demolished.
 2. Gather documentation verifying the abatement of asbestos-containing materials from the Army National Guard.

3. Before construction, test domestic water quality to verify the absence of lead materials in the water system.
 4. Conduct a hazardous building materials survey prior to any proposed demolition to assess existing buildings for lead, asbestos, and other potential hazardous materials (e.g., mercury switches, light ballasts with PCBs, PCBs in caulking).
 5. Obtain appropriate measures including obtaining the necessary permits and utilizing qualified personnel should be taken as necessary, as it relates to any demolition work that may be needed at the site.
 6. Protect surrounding soils from contamination by hazardous building materials during demolition work.
- **Mitigation Measure HAZ-2:** The contractor shall develop and implement a Health and Safety Plan for construction workers. The protocols will specify how to eliminate or reduce exposure to soils where contamination may be present. Prior to any ground-disturbing activities, the contractor would be required to document that workers are trained on the protocols and must provide a copy of the final Health and Safety Plan on the job site.

Finding: Implementation of the Mitigation Measures HAZ-1 and HAZ-2 would reduce potentially significant impacts to construction workers from exposure to hazardous materials to less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact

The nearest school is Herbert C Green Middle School, located approximately 1.9 miles south of the project site on the other side of Highway 50. As discussed above, hazardous materials used as part of the proposed project are anticipated to be limited. Construction-related vehicles would produce routine emissions that would be temporary and less than significant. For a discussion on air quality, see **Section 4.3, Air Quality**.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact

EnviroStor is the DTSC's data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further,

also known as the Cortese List. As noted above, no sites in the project vicinity were identified on EnviroStor.

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?

No Impact

The nearest airport, Placerville Airport, is approximately 6.1 miles east of the project site. As such, the proposed project would not result in a safety hazard or excessive noise for people residing in the project area.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact

The City encourages all residents to sign up to receive notifications and to be prepared for emergencies within the vicinity at their website [City of Placerville California - Resources and Links](#)). If there is an emergency, the notification system informs residents with directions on evacuation procedures. The project involves infill redevelopment and would not have an impact on the existing adopted emergency response plan or evacuation plan.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact

The project site is an urban infill; no wildlands are adjacent to the proposed project area. However, the site is near an area that has a high wildfire risk and a fire in this area has the potential to expose people or structures in the vicinity of the site to wildland fires. The housing units would be designed and built according to current State Building Codes to reduce the risk exposure of people or structures involving wildland fires. See **Section 4.20** for further discussion of wildfire potential.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

Watershed and Water Quality

The proposed project area is in the American River Basin, which is a subunit of the Sacramento River Basin. The South Fork of the American River is the principal stream system in the area and is located approximately 3 miles north of the site. The South Fork American River watershed covers approximately 850 square miles. It extends from the headwaters at Echo Summit, east of the property, westward to its terminus at Folsom Reservoir.

Hangtown Creek and Weber Creek are the main waterways near the site (see Figure 1). These waterways converge downstream from the subject property and eventually discharge to the South Fork American River. The subject property is located approximately 0.3 mile southeast of Hangtown Creek and 0.5 mile northeast of Weber Creek. No surface water bodies are on or adjacent to the proposed project site.

The proposed project does not lie within a recognized California groundwater basin or subbasin. The nearest groundwater basin is the South American subbasin of the Sacramento Valley Groundwater Basin.

Flood, Tsunami and Seiche Hazards

The project area is delineated on Federal Emergency Management Agency (FEMA) map panel 06017C0752E, effective September 26, 2008. The project area is designated as Zone X, an area determined to be outside the 0.2-percent-annual-chance (or 500-year) flood. The project area is not located in an area near the ocean nor a large body of water that would be affected by a seiche, tsunami, or mudflow.

4.10.2 Regulatory Setting

Federal

Clean Water Act

Section 303(d) of the Clean Water Act authorizes the EPA to assist jurisdictions in listing impaired waters and developing Total Maximum Daily Loads (TMDLs) for these waterbodies. A TMDL establishes the maximum levels of each pollutant allowed in a waterbody and serves as the starting point for restoring water quality. In California, the State and regional water boards assess water quality monitoring data for the State's surface waters every 2 years to determine if they contain pollutants at levels that exceed protective water quality standards. Water bodies and pollutants that exceed these standards are placed on the state's 303(d) List.

The determination is governed by the Water Quality Control Policy for developing California's Clean Water Act Section 303(d) List. Currently, the 2016 303(d) list is in effect. Section 402 of the CWA requires National Pollutant Discharge Elimination System (NPDES) permits for stormwater discharges from municipal storm drain systems to ensure TDMLs are not exceeded.

State

The Basin Plan (Central Valley RWQCB 2018) is the Central Valley Water Board's planning document. The Water Board issues municipal stormwater NPDES permits to address stormwater impairments and recommend actions. Stormwater discharges into the City's municipal stormwater drainage system are regulated by the Central Valley RWQCB under the Municipal Regional Stormwater NPDES Permit, Order No. 97-03-DWQ. The NPDES Construction Storm Water Permit (Order No. R6T-2016-00102009-0009-DWQ) and City's MS4 permit govern discharges in accordance with the Clean Water Act.

Statewide Construction General Permit

Because the proposed project would disturb more than 1 acre, it is subject to the statewide Construction General Permit Order 2009-0009-DWQ, which regulates stormwater leaving construction sites. Under this order, site owners must notify the state and implement a SWPPP prepared by a Qualified SWPPP Developer. The SWPPP must outline measures that would protect hydrology and water quality resources, including groundwater, from negative impacts during construction. The SWPPP identifies specific BMPs for a project and requires monitoring the effectiveness of the BMPs. This permit is administered by the State Water Resources Control Board and overseen by the RWQCB.

4.10.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the 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	Less Than Significant Impact
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;	Less Than Significant Impact with Mitigation Incorporated
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	Less Than Significant Impact with Mitigation Incorporated
iv. impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact

4.10.4 Answers to CEQA Checklist Questions

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact

During the construction phase, the project would be subject to the requirements of the Construction General Permit, which requires implementation of a SWPPP, and various monitoring and reporting activities, depending on the project's risk level.

Standard stormwater BMPs, such as erosion controls, soil barriers, sedimentation basins, site contouring, and others would be used during construction activities to

minimize runoff of soils and associated contaminants. Erosion controls are used during construction to reduce the quantity of disturbed soils and to prevent disturbed soils from entering runoff. Erosion controls can include both logistical practices, such as scheduling construction during seasons with the least potential for erosion (e.g., non-storm seasons, and sediment control practices).

Sediment basins and sediment traps are engineered impoundments that allow soils to settle out of runoff prior to discharge to receiving waters. Filter fabric fences and straw bale barriers are used under different site conditions to filter soils from runoff. Inlet protection consists of a barrier placed around a storm drain drop inlet to trap soils before they enter a storm drain. One or more of these types of runoff control structures would be placed and maintained around the construction area to minimize loss of site soils to the storm drain system. Although the specific BMPs that would be used at the proposed project area have not yet been designed, it is reasonable to estimate that erosion and runoff control BMPs would be at least 60 percent effective at removing soils from any runoff that occurs during construction.

Spills associated with construction equipment, such as oil/fluid drips or gasoline/diesel spills during fueling, typically involve small volumes that can be effectively contained in the work area and cleaned up immediately. Other spills of fuels and lubricants from construction equipment on land would have a very low potential to occur and enter storm drains, including during the rainy season, due to implementation of BMPs in the project specific SWPPP.

Construction activities associated with the proposed project would not result in discharges that create pollution, contamination, or nuisance, or cause regulatory standards to be violated. Some minor changes to water quality could occur as a result of installing pilings or foundations, but these changes would not affect beneficial uses.

Once constructed, the project would be connected to the City's existing storm drainage system located on the southwest corner of the site on Armory Drive. Stormwater drainage would be directed to Hangtown Creek. The project would not increase stormwater volume entering the stormwater system for up to a 2-year storm.

Through implementation of BMPs, the proposed project would ensure that the City's NPDES permit requirements are met relative to flows from the project area, and, by doing so, it is anticipated that water quality standards would be maintained. Furthermore, through the inclusion of the BMPs, it is anticipated that the proposed project would not violate any applicable permit requirements, that water quality standards in receiving waters would be maintained, and that the proposed project would have less than significant water quality impacts.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact

As mentioned in **Section 4.10.1**, the proposed project does not lie within a recognized California groundwater basin or subbasin. The project would not involve groundwater extraction, nor the alteration of a stream or river. Therefore, the proposed project would have no impact on groundwater supplies.

c) Would the project substantially alter the existing drainage pattern of the 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?

Less Than Significant Impact

Construction of the proposed project would require grading and trenching that would disturb the ground surface. Ground surface disturbance also would result from installation of foundation systems for proposed structures and placement of underground utilities. Since construction activities would include work in one or more rainy seasons, soils exposed by grading and trenching would be subject to erosion by stormwater runoff and/or possibly wind.

Construction sites would be managed by complying with the project's NPDES general stormwater permit, which requires preparation and implementation of a project specific SWPPP. Standard construction BMPs would include both procedural and structural controls. Procedural controls include minimizing the amount and duration of soils exposed during grading and trenching, washing dirt off of construction equipment, and refueling only in designated areas as previously discussed. Structural BMPs can include silt fences/straw bale barriers or sedimentation basins that would be installed and maintained during construction to minimize sediment runoff. Maintenance of these control measures would include daily checks during the rainy season of systems. The construction contractor would be responsible for ensuring compliance with permit conditions. No water quality standards or objectives would be exceeded with appropriate implementation and maintenance of required BMPs.

Construction activities associated with the proposed project would not accelerate erosion or sedimentation that would not be contained on-site with the implementation and maintenance of required BMPs. Once constructed, the project would be connected to the City's existing storm drainage system and would not accelerate erosion or sedimentation. Therefore, impacts to water quality from erosion and sedimentation would be less than significant. No mitigation is required

as the SWPPP would provide adequate environmental protection for erosion and sediment.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?

Less Than Significant Impact with Mitigation Incorporated

The proposed project would both remove and add impervious surfaces (i.e., pavement) at the site, for a net increase that has yet to be defined. Existing stormwater drainage infrastructure in the vicinity of the project is located on Ray Lawyer Drive. Stormwater drainage is collected from adjacent properties and redirected into Hangtown Creek. The City has expressed concern that the project could have a potential adverse impact on their aging stormwater system if the site contributes more runoff than is currently being released from the site (Nick Stone, City Engineer, personal communication 8/11/21). Backups in this system could result in flooding on the site during large storm events. Therefore, the proposed project would need to include a stormwater retention system to ensure that excess runoff during 2-year peak storm events would not have an adverse impact on the stormwater system.

Implementation of **Mitigation Measure HYD-1** would reduce potentially significant impacts to flooding on and off-site to less than significant.

- **Mitigation Measure HYD-1:** The project shall incorporate a stormwater retention and treatment system into the development plans to ensure no net increase in runoff during peak storm events would enter the existing stormwater drainage system.

Finding: Implementation of Mitigation Measure HYD-1 would reduce potentially significant impacts to on and off-site flooding to less than significant.

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?

Less Than Significant Impact with Mitigation Incorporated

As discussed in Section 4.10.4(b)(ii), above, the proposed project would increase impervious area within the site and could create and contribute runoff water into the existing aging stormwater drainage system. The City has identified that the nearest stormwater inlets near the site lie near Ray Lawyer Drive based on aerial images (Nick Stone, City Engineer, personal communication 8/11/21); however, these are located uphill from the project site, thus a new connection will need to be established. The City has expressed concern that the project could have a potential adverse impact on their aging stormwater system if the site contributes more runoff

than is currently being released from the site. This would be a significant impact. Construction of a stormwater retention and treatment system on site to ensure no net increase in stormwater flows after construction, as specified in **Mitigation Measure HYD-1** would reduce potentially significant impacts to stormwater drainage systems to less than significant.

Finding: Implementation of Mitigation Measure HYD-1 would reduce potentially significant impacts to stormwater drainage systems to less than significant.

iv) Impede or redirect flood flows?

No Impact

The project is not located within a FEMA designated flood zone or floodway; therefore, no structures would be placed within any such zone and the project would not impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact

The proposed project lies within Zone X, which is an area outside the 0.2 percent annual chance (or 500-year) flood, and therefore not in a flood zone. The project is not located near an ocean or large body of water that could expose a site to a tsunami or seiche. Therefore, the project would present no risk of release of pollutants during a flood.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact

The proposed project does not lie within a groundwater basin and the area is not used for groundwater supplies. As noted in Section 4.10.4(a), above, the project would use BMPs to protect water quality during construction and meet local, State, and federal standards. The project would therefore not adversely affect beneficial uses of groundwater or contribute to an exceedance of water quality objectives established to protect beneficial uses.

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

The project site is owned by the State and County and will be leased to Jamboree Housing on a long-term leasing agreement for the construction of affordable housing. The site is locally zoned Commercial with a General Plan designation of Commercial. Multi-family housing is an allowable use in the Commercial Zone although the Placerville 1990 General Plan and current housing element prohibits housing in Commercial designations unless housing is constructed above or below commercial uses. However, the State preempts local land use authority under State Sovereignty laws (State of California Executive Department 2019).

The proposed project site is surrounded by commercial, municipal, and multi-family residential uses. The commercial properties adjacent to the site along the west boundary include a Raley's grocery store, two banks, and a restaurant. The Placerville Speedway and Joe's Skate Park lie south and east of the site, and the Placer Village Apartment complex is to the north.

4.11.2 Regulatory Setting

State

The State delegates land use authority to local jurisdictions, but this does not apply to State owned lands (known as "State Sovereignty"). The main purpose of E.O. N-06-19 is to expand housing opportunities to solve the housing crisis by accelerating housing development on state-owner land as a public use. The E.O. states that "local zoning ordinances do not govern the use of State property, and the State possesses legal authority to enter in to low-cost, long-term leasing agreements with housing developers and accelerate housing development on state-owned land as a public use." Therefore, the proposed affordable housing project does not have to conform to local land use designations because the site will continue to be owned by the State.

4.11.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Physically divide an established community?	No Impact
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?	Less Than Significant Impact

4.11.4 Answers to CEQA Checklist Questions**a) Would the project physically divide an established community?*****No Impact***

The proposed project is surrounded by urban uses. The project would be constructed within existing parcels and would not extend roadways into surrounding areas. The proposed project would not result in the physical division of any established community or neighborhood, nor would it include changes to the existing circulation network. The proposed project would provide affordable residential units to low and moderate-income individuals and their families. The project plans to provide an after-school program and organize social programs to promote community-building activities. Therefore, there would be no impact related to dividing an established community.

b) Would the project 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?***Less Than Significant Impact***

The site is locally zoned Commercial with a General Plan designation of Commercial. Multi-family housing is an allowable use under a Commercial Zone designation (City of Placerville 1962). The Placerville 1990 General Plan (City of Placerville 1990) and the City's current housing element prohibits the use of housing in parcels zoned with a Commercial designation unless housing is constructed above or below commercial uses. However, the project site is owned by the State and the State preempts local land use authority under State Sovereignty laws (State of California Executive Department 2019), therefore no General Plan Amendment or rezoning is required.

Nevertheless, the project would generally comply with other aspects of the land use plan, policies, and regulations, as well as regulations administered by the permitting agencies adopted for the purpose of avoiding or mitigating environmental impacts. Table 2 identifies relevant plans and policies and the project's general consistency with the intent of those policies.

Table 2. Project General Consistency with Local Plans and Policies

Plan/Policy	Compliant?
City of Placerville Plans and Policies General Plan Land Use Element The City shall give infill development of vacant lands within the city limits priority over development in areas to be annexed, whenever feasible.	Yes
City of Placerville Plans and Policies General Plan Land Use Element The City shall promote the use of planned unit residential developments to maximize efficient and creative use of parcels while preserving trees, aesthetic rock outcrops, scenic views, open space, and other natural features.	Yes
City of Placerville Plans and Policies General Plan Land Use Element The City shall discourage development of small, isolated hillside residential areas that can be served only by long roads in steep terrain.	Yes
City of Placerville Plans and Policies General Plan Land Use Element The City's planning for commercial areas shall be guided by the following principles: a. Contribute to the City's objective to become a balanced community. b. Have a positive economic impact on the community. c. Provide for adequate parking and vehicular access. d. Be designed and landscaped in a manner sensitive to Placerville's character.	Yes

Plan/Policy	Compliant?
City of Placerville Municipal Ordinance 10-5-15 Commercial Zone Permitted Uses: The following uses and their accessory uses are permitted outright: Antique store. Club or association. Consignment store. Domestic violence shelter. Hospital, sanatorium, dispensary, clinic, mortuary. Motel and hotel. One or multi-family dwellings and residential service facilities, and employee housing, small, when above and/or below the ground floor.	Partially
City of Placerville 2021-2029 Housing Element A.3: The City will promote infill development by identifying suitable sites, design goals, and potential development incentives.	Partially
City of Placerville 2021-2029 Housing Element B.4: The City shall encourage housing that is affordable to the local workforce by identifying funding sources and potential sites that would make the production of such housing financially feasible.	Yes
City of Placerville 2021-2029 Housing Element C.4: The City shall grant water and sewer service priority to housing developments that include housing units for lower income households in accordance with SB 1087.	Yes
City of Placerville 2021-2029 Housing Element H.1: The City will continue to implement the energy conservation standards under Title 24 of the California Code of Regulations (state building code standards).	Yes

Plan/Policy	Compliant?
Natural, Cultural and Scenic Resources Element The City shall encourage the use of native drought-resistant plants in both public and private landscaping.	Yes
Natural, Cultural and Scenic Resources Element New development shall be sited to protect native tree species, riparian vegetation, important concentrations of natural plants, and important wildlife habitat, to minimize visual impacts and to provide for continuity of wildlife corridors.	Yes
Natural, Cultural and Scenic Resources Element To retain the natural landscape character of Placerville, introduced plants in public and private landscaping should be subordinate to and compatible with existing natural landscape.	Yes
Natural, Cultural and Scenic Resources Element The City shall encourage creative site planning which will minimize the destruction of trees.	Yes
Natural, Cultural and Scenic Resources Element The City shall promote the use of solar and other non-fossil fuel energy sources.	Yes
Natural, Cultural and Scenic Resources Element The City shall, to the maximum extent possible, prevent the scarring of hillsides and ridgetops by excessive grading. To this end, grading elevations shall be required in conjunction with site development plans.	Yes
Health and Safety Element All new development shall be required to meet the minimum fire flow rates and other standards specified by the City's Fire Code.	Yes

Plan/Policy	Compliant?
Health and Safety Element In approving commercial, industrial, and multi-family developments, the City shall ensure all structures are located within 150 feet of an access useable by fire trucks.	Yes
Health and Safety Element Areas within Placerville exposed to existing or projected exterior noise levels exceeding 60dB Ldn shall be designated as noise-impacted areas.	If Mitigated
Health and Safety Element Areas within Placerville shall be designated as noise-impacted if exposed to existing or projected exterior noise levels exceeding the performance standards in Table II-1. 4	If Mitigated
Health and Safety Element a. New development of residential or other noise-sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to: Part II - Section VI – Health and Safety 49 a. 60 dB Ldn or less in outdoor activity areas, and interior noise levels to 45 dB Ldn or less, where the noise source is preempted from local control (i.e. traffic on public roadways, railroads and airports). In areas where it is not possible to reduce exterior noise levels to 60 dB Ldn or less using a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn with the windows and doors closed.	If Mitigated
Health and Safety Element The City shall enforce the Noise Insulation Standards of Title 24 of the California Administrative Code and Chapter 35 of the Uniform Building Code concerning the construction of new multiple occupancy dwellings such as hotels, apartments, and condominiums.	If Mitigated

Source: City of Placerville General Plan, City of Placerville Zoning Ordinance, City of Placerville 2021-2029 Housing Element, City of Placerville Natural, Cultural and Scenic Resources Element, and City of Placerville Health & Safety Element.

As shown in Table 2, the proposed project generally complies with the City's land use plan, policies and regulations adopted for the purpose of avoiding or mitigating environmental impacts except for noise.

However, based on noise measurements taken on the project site, existing noise levels of 75 dBA were observed. This area is designated a noise-impacted area per the General Plan. As noted in Table 2, the City's Health and Safety Element states that the City shall enforce the Noise Insulation Standards of Title 24 of the California Administrative Code and Chapter 35 of the Uniform Building Code concerning the construction of new multiple occupancy dwellings such as hotels, apartments, and condominiums. Title 24 provides for Noise Insulation from Exterior Sources as follows:

- (1) Location and Orientation. Consistent with land use standards, residential structures located on noise critical areas, such as proximity to select system of county roads and city streets (as specified in 186.4 of the State of California Streets and Highways Code), railroads, rapid transit lines, airports, or industrial areas shall be designed to prevent the intrusion of exterior noises beyond prescribed levels with all exterior doors and windows in the closed position. Proper design shall include, but shall not be limited to, orientation of the residential structure, setbacks, shielding, and sound insulation of the building itself.
- (2) Interior Noise Levels. Interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room.

Mitigation of Existing Noise

Although the project would not generate noise levels in excess of regulatory thresholds, existing exterior noise levels from the Placerville Speedway exceed residential thresholds, with a noise level of 75 dBA, for the residential units at the south and east facing units of the building (Saxelby 2021). This would be inconsistent with General Plan policies to ensure interior noise levels of 45 dB for residential uses.

The proposed project would construct affordable housing units for low-income individuals and their families. Low-income households, communities of color, indigenous peoples, and tribal nations have experienced disproportionate environmental effects, pollution burdens, and related health impacts. Failure to provide safe noise levels is therefore also an environmental justice issue. Noise levels higher than 50 dBA have the potential to cause high blood pressure, ear

damage, and hearing loss. The noise level from the Speedway would have an adverse impact on the residents at this site without appropriate building construction; therefore, an exterior-to-interior noise-level reduction of 30 dBA would be needed to meet an interior noise limit of 45 dBA and reduce noise impacts on human health.

Implementation of **Mitigation Measure LU-1**, which incorporates the recommendations of the noise assessment (Saxelby 2021), would reduce interior noise levels, and bring the project into compliance with the City plans and policies.

- **Mitigation Measure LU-1:** The project will incorporate design elements to reduce interior noise levels to a limit of 45 dBA. In lieu of these measures, an interior noise control report may be prepared by a qualified acoustic engineer demonstrating that the proposed building construction would achieve the interior noise reduction requirement of 30 dBA.
- The specific design elements only apply to the 4-story building facades on the east and south portions of the building. The following noise control measures shall be incorporated into designs to the satisfaction of DGS before construction begins on the site:

1. Building facades shall include use of stucco with sheathing or cement fiber board with exterior sheathing.
2. Mechanical ventilation penetrations for exhaust fans should not face toward the Placerville Speedway. Where feasible, these vents should be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the buildings.

Where vents must face toward the Speedway, it is recommended that the duct work be increased in length and make as many "S" turns as feasible prior to exiting the dwelling. This separates the openings between the noise source and the living space with a long, circuitous route. Each time the sound turns a corner, it is reduced slightly. Flexible duct work is preferred for this noise mitigation. Where vents exit the building, a spring-loaded flap with a gasket should be installed to reduce sound entering the duct work when the vent is not in use.

3. STC 38 minimum-rated windows shall be used for bedrooms and STC 44 minimum-rated windows shall be used for living rooms.
4. Exterior doors will have an STC rating of 39 or greater.
5. Interior gypsum at exterior walls shall be 5/8 inch on resilient channel or 5/8 inch on staggered stud wall assembly.
6. Bedrooms shall be carpeted.

7. Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation.
8. No PTAC's shall be used.

Finding: Implementation of Mitigation Measure LU-1 would bring the project into compliance with City policies to protect health and safety, and the project would be generally compliant with City goals and policies.

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

Minerals are naturally occurring chemical elements or compounds, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat, and oil-bearing rock, but excluding geothermal resources, natural gas, and petroleum.

Within the City, the most notable mineral resources are placer gold deposits located east of the project area and include Sacramento Hill and Texas Hill.

According to the State Mining and Geology Board (California Department of Conservation 2019) there are no state or regionally valuable mineral resources within the project boundary.

4.12.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Would the project 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?	No Impact
b) Would the project 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?	No Impact

4.12.3 Answers to CEQA Checklist Questions

a) Would the project 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?

No Impact

According to the State Mining and Geology Board and the General Plan (City of Placerville 2004), there are no state or regionally valuable mineral resources within the project boundary. The proposed project would therefore not result in the loss of a known mineral resource.

b) Would the project 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?

No Impact

According to the State Mining and Geology Board and General Plan, there are no resource recovery sites associated with the project; therefore, there would be no impact.

4.13 NOISE

4.13.1 Environmental Setting

Noise is defined as a sound or series of sounds that are intrusive, objectional, or disruptive to daily life. Noise levels are measured in order to regulate ambient noise and protect residents of Placerville from exposure to excessive noise. Sound level monitoring was conducted at the project site in August 2021 to establish the existing noise environment. The predominant noise source in the area is the Placerville Speedway, located approximately 300 feet southeast of the project site. Monitoring data reflected a noise level of 75 dBA on the eastern portion of the project lot, extending approximately 300 feet southeast of the project site (Saxelby 2021). The project site is predicted to be exposed to future exterior noise levels within the normally unacceptable range of 65 to 75 dBA. However, from a CEQA standpoint, the focus of this section is whether the proposed project would increase ambient noise levels significantly.

A Noise Report was prepared for the proposed project (Saxelby 2021) and discussed in the context of land use regulations, above.

4.13.2 CEQA Checklist Summary

Would the project result in:

CEQA Question	Impact Determination
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?	Less Than Significant Impact
b) Generation of excessive ground borne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or 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?	No Impact

4.13.3 Answers to CEQA Checklist Questions

a) Would the project result in 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?

Less Than Significant Impact

Existing land uses in the area include numerous commercial and residential activities, as well as the Placerville Speedway. Based on noise measurements taken on the project site, existing noise levels range from 69-75 throughout the site.

During construction, workers and persons residing in the area (i.e., residential units 150 feet north of the project site) would be temporarily exposed to noise generated by construction equipment, such as compaction equipment, excavators, backhoes, and loaders. No pile driving is anticipated for the project, which is the primary source of ground borne vibrations and noise during construction. The noisiest construction activity would be expected to range from 77 dBA to 85 dBA at a distance of 50 feet. Consequently, construction activity for the proposed project would not exceed ambient noise levels at sensitive receptors.

Noise anticipated during the project operations would be generated by mechanical equipment, such as heating, ventilation, and air conditioning systems, and outdoor activities from residents. The closest sensitive receptors to the site include residential uses across Ray Lawyer Drive to the north. Commercial facilities exist to the west, east, and south. The noise study concluded that the outdoor activity area constructed for the project would produce approximately 49 dBA, which is less than ambient noise levels.

b) Would the project result in generation of excessive ground borne vibration or groundborne noise levels?

Less Than Significant Impact

Vibration is described in terms of frequency and amplitude. Unlike sound, there is no standard way of measuring and reporting amplitude. Construction vibration is generally associated with pile driving and rock blasting. Occasionally, large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. Construction activities would result in intermittent exposure of ground borne vibration to the project area. However, this impact to the project area would be temporary and would not occur at any boundary of a residential zone. Because impacts would be temporary, the impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or 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?

No Impact

There are no airports within the vicinity of the project area. The City is served by the Placerville Airport approximately 5.9 miles southeast of the project site. Therefore, the project would not expose construction workers or residents to excessive aircraft noise.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

As of 2019, the City had an estimated population of 10,970 residents and an estimated housing stock consisting of 4,482 dwelling units (California Department of Finance 2015-2019). Placerville's population has increased by 528 people, between 2010 and 2019. Of the 528 people, 478 people were added between 2015 and 2019, according to the California Department of Finance. The rate of population growth has increased slightly over this time period at 0.5 percent annually since 2010. Population projections for the City of Placerville suggest that the increasing rate of population growth will continue. Using the 0.5 percent annual growth rate trend per year, the City's population in 2035 is estimated to reach 11,765 (City of Placerville 2021). This is still significantly below the projected population of 16,000 identified in the General Plan Background Report (1989) and used in the General Plan assumptions.

4.14.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
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)?	Less Than Significant Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

4.14.3 Answers to CEQA Checklist Questions

a) Would the project 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)?

Less Than Significant Impact

The proposed project would directly generate population growth the development of 83 new affordable housing units. Utilizing data provided by the California Department of Finance (2019), the City has 2.47 persons per household. When applying the average household size to the proposed project, the project, once constructed, would generate a population of approximately 205 residents. Even if these are all new residents to the City, population would remain below General Plan assumptions.

The approximately 3.04-acre site is currently zoned as Commercial. To address the shortage of housing in California, DGS has been designated by E.O. N-06-19 to identify and prioritize state-owned property that can be pursued as affordable housing development. This shift in planned land use would not result in a significant increase in local population.

The overall growth generated by the project would not exceed that considered under the 2021-2029 Housing Element General Plan, which anticipated a citywide population of approximately 11,765 by the year 2035 (City of Placerville 2021). The proposed project would not induce substantial unplanned population growth in the City.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact

The project site contains an armory and accessory buildings. The proposed project does not propose any removal or construction of existing housing that would result in displacement of persons or housing and would therefore not require construction or replacement of housing elsewhere. Therefore, the project would have no impact.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

Fire Protection

The El Dorado County Fire Station 48 serves the project area. The El Dorado County Fire Department provides 24-hour emergency response for medical emergencies, fire suppression, water rescue, and disaster response. Station 48 is located approximately 1.5 miles to the southwest of the site.

Police Protection

The Placerville Police Department serves the project area at Armory Drive. In case of emergencies and non-emergency calls, the community can reach an on-call first responder. The Police Department includes 20 sworn officers and 11 staff members. The City has set up a mobile phone text and email-based alert system for those within the city limits and outlying areas. The El Dorado County Sheriff's office provides additional services to the City. The nearest police station is located approximately 3.4 miles east of the project site.

Medical Facilities

Marshall Medical Center is a 111-bed hospital located off Marshall Way, 3 miles east of the project site. Marshall is a Level 3 trauma center with a stroke response team. Marshall's comprehensive medical services include cardiac surgery and heart care, orthopedics, maternity care, cancer care, women's services, and bariatrics.

Schools

Indian Creek Elementary School (2 miles west) and Herbert Green Middle School (3 miles south) in the Mother Lode Union District, and El Dorado High School (2 miles east) in the El Dorado Union High School District, serve the students within project area. Forecasts prepared by the El Dorado County Office of Education for the General Plan indicate that the ratio of enrollments to number of housing units will continue to fall. By the year 2003-04, elementary districts were expected to have 0.30 enrollments per dwelling unit, while high school districts were expected to have 0.12 enrollments per dwelling unit. The County Office of Education forecasted that by the year 2003-04, El Dorado High School was expected to have an enrollment of 2,130 students. The Mother Lode Union District provides bus transportation in the area; students can apply for a bus pass by filling out the application and fees online.

Parks

The Placerville Recreation and Parks District provides services to City residents. The district operates the following Community Centers, which provide recreational

programming and facility rentals for gatherings: Gold Bug Park, Lions Park, Placerville Town Hall, Placerville Aquatics Center, Placerville City Park, El Dorado Trail, Lumsden Park, and Rotary Park.

4.15.2 CEQA Checklist Summary

Would the project result in:

CEQA Question	Impact Determination
a) Would the project result in substantial adverse physical impacts associated with the need and/or provision of new or physically altered governmental services and/or facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services? i) Fire protection? ii) Police protection? iii) Schools? iv) Parks? v) Other public facilities?	Less Than Significant Impact

4.15.3 Answers to CEQA Checklist Questions

a) Would the project result in substantial adverse physical impacts associated with the need and/or provision of new or physically altered governmental services and/or facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?

i) Fire protection?

ii) Police protection?

iii) Schools?

iv) Parks?

v) Other public facilities?

Less Than Significant Impact

The proposed project would redevelop a vacant armory facility site into a multi-family residential complex. The project would construct 83 dwelling units at the proposed project location and thus would increase demand for public services such as schools, libraries, or parks. During construction and operation, the project would increase demand for police and fire emergency services.

As required by the California Fire Code, the project would be required to include site-specific design features such as ensuring appropriate emergency access and requiring structures to be built with approved building materials. Conformance with

this code reduces the risks associated with fire hazards. The site plan includes internal access roads for complete access to all buildings in case of emergencies.

The new population of approximately 205 residents would generate an increased demand on schools, libraries, and other public services. As of 2019, the City had an estimated population of 10,970 residents, which is well below the 16,000 projected in the General Plan. The City has prepared for increase population growth and the services needed to provide for a growing population and has sets goals and polices to support such services. Therefore, the proposed project would not require new or physically altered governmental services and/or facilities to maintain acceptable service ratios, response times, or other performance objectives.

4.16 RECREATION

4.16.1 Environmental Setting

Parks and other recreation facilities in Placerville are under the jurisdiction of the Placerville Recreation and Parks District. The Parks District manages a total of 6 existing parks covering approximately 36 acres. The nearest public park to the project site is approximately 0.5 miles west of the project site, and open space with trails north of Ray Lawyer Drive. While schools are not direct recreation providers, school facilities are available for public use. The privately owned Placerville Speedway and Joes Skate Park are adjacent to the site. Races are held at the track every Saturday evening.

4.16.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) 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?	Less Than Significant Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less Than Significant Impact with Mitigation Incorporated

4.16.3 Answers to CEQA Checklist Questions

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?

Less Than Significant Impact

The proposed project is a residential development that would include 83 new residential units and indoor and outdoor amenities, and approximately 205 residents. The project would construct an outdoor children's playground, a dog park, an amphitheater, an open courtyard, and a nature trail on site. These amenities will reduce the demand on existing recreational services. Although the increased population would increase demand for recreational services, the affordable housing is anticipated to serve existing Placerville residents and therefore the net increase in demand on recreation is anticipated be small. Therefore, the proposed project would not result in substantial physical deterioration of existing neighborhood and regional parks and recreational facilities.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact with Mitigation Incorporated

The project proposes to construct an outdoor children's playground, a dog park, an amphitheater, an open courtyard, and a nature trail on site to serve the residents on site. As discussed in other sections of this IS, construction on this site could have potentially significant impacts on nesting birds, which can be mitigated to less than significant by implementation of **Mitigation Measure BIO-1**. On site stormwater increases could overtax an aging stormwater system and cause flooding, which can be mitigated to less than significant by implementation of **Mitigation Measure HYD-1**. Therefore, construction of onsite recreational facilities would have a less than significant impact on the environment as mitigated, and as noted in section (a) above, would not generate sufficient demand to require the construction or expansion of other recreational facilities.

4.17 TRANSPORTATION

4.17.1 Environmental Setting

The proposed project would construct an affordable housing development on the southeast corner of Ray Lawyer Drive and Armory Drive.

Armory Drive is a two-lane, Class C road that travels in a north/south direction along the entire west side of the proposed project. Armory Drive begins at Placerville Drive, approximately 0.3 miles south of the proposed site, and extends to Ray Lawyer Drive adjacent to the project site.

Ray Lawyer Drive is a two-lane road that travels in a west/east direction along the entire north side of the project. Ray Lawyer begins at Forni Road, approximately 1.4 miles east of the site and extends to Placerville Drive approximately 0.2 miles west of the site, and is improved with curb, sidewalk, gutters, and bike lanes on both sides of the street.

Transit Service

Transit service to the project site, City of Placerville, and EL Dorado County is provided by the El Dorado County Transit Authority under authority of a Joint Powers Agreement between the County and City. Fixed routes and dial-a-ride services are available for the communities of Placerville, Diamond Springs, Cameron Park, Pollock Pines, and El Dorado Hills. Commute trips into Sacramento and Folsom are also provided (El Dorado Transit 2015). There is a bus stop approximately 0.15 miles south of the site for transit lines 25 and 50, which provide access to major medical centers and other shopping centers in the vicinity.

4.17.2 Regulatory Setting

Local and Regional Transportation

The following local and regional transportation guidance documents apply to the project:

- The Transportation Element of the General Plan complies with the State of California mandate that general plans include a transportation element regulating the location and extent of transportation modes, accessways, and thoroughfares in the City (California Government Code Section 65302b). As required by state law, the Transportation element correlates with the Land Use Element of the General Plan (City of Placerville 1990 amended in 2016).
- The Non-Motorized Transportation Plan provides a blueprint for the development of an ultimate bikeway system throughout the City, as well as providing for compliance with the California Streets and Highways Code (sections 890- 894.2). The Pedestrian Element of this plan provides an

inventory of the City's sidewalks and identifies some missing links in the pedestrian system. The plan also includes pedestrian-friendly and traffic-calming concepts that can be utilized to improve the conditions of pedestrian travel in the City (City of Placerville 2010).

4.17.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	Less Than Significant Impact
c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Would the project result in inadequate emergency access?	No Impact

4.17.4 Answers to CEQA Checklist Questions

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact

The proposed project is an affordable housing development on a developed infill site. The project would provide transportation features to promote non-motorized transportation and carpooling. Transportation features include:

- **Bike Parking.** The facility would include convenient indoor overnight and secure bicycle parking for residents. Additional outdoor secure bike parking for residents and guests would also be available.
- **Bike, Skate, Skateboard, and Scooter Access (Rent).** Jamboree would provide or coordinate with a third-party local cycle provider to offer access to bicycles, roller skates, skateboards, and scooters (if feasible) to residents and guests. This would enable equitable access to low-income residents to fully access nearby retail, transit, school, library, and county office facilities.
- **On-site Bike Program.** Depending upon demand, Jamboree also plans to pilot an on-site bike program. Bikes would be purchased and stored on-site and would be available for check-out and check-in on demand.

- Sidewalks, Walking Paths, Greenery, and Outdoor Furniture. The development would be designed to encourage walking, with benches, appropriate play equipment, trees and other greenery, appropriate lighting, and signage.
- Car-Parking Innovation. Jamboree would explore a carshare and or rideshare program for the site and investigate the potential to obtain funding through the El Dorado Air Quality Management District funding programs.
- Transit Passes. Jamboree would facilitate access to transit passes for residents. Low-income residents may be eligible for discounted or free transit passes provided by the government, in which case Jamboree would advise and assist them in procuring passes.

The proposed project is therefore consistent with the Non-motorized Transportation Plan and the City General Plan, and would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Less Than Significant Impact

CEQA Guidelines § 15064.3, subdivision (b) pertains to the use of “vehicle miles traveled (VMT)” to analyze transportation impacts. The Governor’s Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) provides technical recommendations regarding the assessment of VMT, non-binding thresholds of significance, potential exemptions, or presumptions of less than significant CEQA impacts, and mitigation measures.

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density developments that are far from other land uses and with poor access to non-private vehicular modes of travel generate more automobile travel than development located in urban areas with a higher-density mix of land uses and a variety of travel and have a high VMT ratio. Because the proposed project is in an urban area with multiple transportation options (public transportation, bicycle, and pedestrian facilities) and a mix of land uses, the project site would be expected to generate a low VMT ratio.

OPR (2018) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets at least one of the following screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required:

- Small Projects – Projects that would generate fewer than 110 vehicle trips per day
- Map-Based Screening for Residential and Office Projects – Residential and office projects that locate in low-VMT areas
- Proximity to Transit Stations – Projects within ½ mile of an existing major transit stop or a stop along a high-quality transit corridor
- Affordable Residential Development – 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations
- The project comprises a 100 percent affordable housing development for low-income individuals and their families. The project is surrounded by commercial facilities and is near public transportation that can provide access to and from the project site to the city and region.

Further, the technical advisory states the following (OPR 2018, pg. 14):

Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Further, "... low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available." In areas where existing jobs housing match is closer to optimal, low-income housing nevertheless generates less VMT than marketrate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT.

Therefore, the proposed project is anticipated to have a less than significant impact on VMT.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact

Access to the proposed project site would be provided by an unsignalized driveway located off Armory Drive. The driveway would allow only right-turn and left-turn in and out. This access would also be used for emergency response vehicles. The proposed project would meet all City roadway design requirements and would not introduce geometric design changes to area roadways or incompatible uses. Therefore, the proposed project would not increase hazards within the project vicinity.

d) Would the project result in inadequate emergency access?

No Impact

The proposed project would not alter existing emergency access routes or change existing patterns of emergency access around the project site, nor would construction require closures of public roads, which could inhibit access by emergency vehicles. The proposed project circulation design includes the use of existing local access roadways to all elements of the proposed project area and paved, graded access to all points within the development, which would facilitate emergency access in the event of an emergency at the site.

Furthermore, turning radii within the roads on-site would accommodate maneuverability of large emergency vehicles, including fire trucks and ambulances. Therefore, the project would have no impact on emergency access within the project area or vicinity.

4.18 TRIBAL CULTURAL RESOURCES**4.18.1 Environmental Setting**

Placerville lies in a narrow canyon that is bisected by small drainages and gentle ridges. Native tribes belonging to the Southern Maidu (Nisenan) inhabited the area using the resources within the canyon for fishing, hunting, and crops near the terraces of Hangtown Creek. The Nisenan stayed between the North Fork of the Consumnes River on the south and the Bear River to the north (City of Placerville 1990).

4.18.2 Regulatory Setting**Native American Consultation**

In accordance with AB 52, as identified in the PRC Section 21080.3.1(b)(2) of CEQA, and Section 106 of the National Historic Preservation Act, Native American tribes (tribes) identified by the Native American Heritage Commission (NAHC) must be invited to consult on projects.

4.18.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 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:	Less Than Significant Impact with Mitigation Incorporated
i. Listed or eligible for listing in CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k), or	
ii. 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 PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact with Mitigation Incorporated

4.18.4 Answers to CEQA Checklist Questions

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 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:

i. Listed or eligible for listing in CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k)?

or

ii. 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 PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact with Mitigation Incorporated

An investigation was conducted to locate, describe, and evaluate tribal cultural resources present within the APE. The eastern portion of the APE has experienced some level of previous disturbance (e.g., cut and fill activities and urban development). A records search was conducted at the North Central Information Center for resources within the APE as well as resources in the vicinity around the APE (archival study area; NCE 2021a). No listed tribal resources were identified.

DGS requested a Sacred Lands Search from the NAHC on July 12, 2021. The letter requested a contact list for regional tribes and a record search of their Sacred Lands File for the project area's archival study area. A response was received from the NAHC on July 27, 2021, indicating the search was negative for sacred lands in the area. Inquiry letters were mailed on County letterhead to the tribes identified by NAHC on August 18, 2021.

A request for consultation was received in the timelines specified by AB 52.

Follow-up phone calls were made to all tribes identified by the NAHC on September 22, 2021. Five of the tribes identified by the NAHC responded: the Shingle Springs Band of Miwok Indians (Shingle Springs), the United Auburn Indian Community of the Auburn Rancheria (UAIC), Wilton Rancheria, the Colfax-Todds Valley Consolidated Tribe (CTVCT), and the Washoe Tribe of Nevada and California (Washoe Tribe). A request for consultation was received from Shingle Springs and Wilton Rancheria in the timelines specified by AB-52. The five responding tribes expressed the following:

- Shingle Springs requested to consult on the project and requested any environmental documentation. The available NCIC records search results were sent to Shingle Springs and a virtual meeting was setup to discuss the project further. As a result of the meeting, Shingle Springs requested and agreed to standard mitigation measures for cultural sensitivity training for contractors and inadvertent discoveries. Consultation efforts are considered complete.

- UAIC indicated that they are not aware of any previously recorded tribal resources in the project area and deferred consultation to Shingle Springs.
- Wilton Rancheria requested to consult on the project and requested additional project information and any environmental documentation. The available NCIC records search results were sent to Wilton Rancheria as well as an invitation to participate in a meeting. Various additional attempts were made to reach Wilton Rancheria without a response from the tribe to date. A good faith effort for tribal inclusion was conducted and consultation is considered complete.
- CTVCT deferred consultation to Shingle Springs.
- The Washoe Tribe deferred consultation to Shingle Springs.

The project-related disturbance would be limited to previously disturbed areas and sloped areas, the Sacred Lands file search did identify known sacred lands in the project area. At present, the Shingle Springs Tribe has responded and has requested mitigation measures be incorporated into the proposed project. Therefore, there is a possibility that Native American resources would be found in the project area. This would be a potentially significant impact on Tribal Cultural Resources.

*Implementation of **Mitigation Measure TCR-1 and TCR-2** would reduce potentially significant impacts to tribal resources to less than significant.*

TCR-1: WEAP

The State and its contractors shall implement the following measures. The State shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The State may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources outlined in mitigation

measure CUL-1. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

TCR-2: Unanticipated Discovery

The State and its contractors shall implement the following measures. If any suspected TCRs or any archaeological find that includes Native American or potentially Native American resource that does not include human remains are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The State, and/or the on-site archaeologist (if applicable) shall notify Shingle Springs Band of Miwok Indians. The agencies shall consult with the tribe on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Preservation in place is the preferred treatment, if feasible. Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction. This shall be carried out in congruence with the process outlined in mitigation measure CUL-1.

Finding: Implementing Mitigation Measures TCR-1 and TCR-2 would reduce potentially significant impacts to tribal cultural resources less than significant.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

Water Supply

The City's water supply is provided by the Placerville Water Department and the El Dorado Irrigation District. The Department contains approximately 45 miles of water-main pipelines and approximately 2,700 water meters within the City limits. Water is obtained from surface sources, the largest of which is Jenkinson Lake. The City has rights to divert as much water as needed from the El Dorado Irrigation District. The water is then filtered and treated at the Placerville Water Treatment Plant, which has a capacity of approximately 2 million gallons per day.

Stormwater Drainage

Existing stormwater drainage infrastructure in the vicinity of the project area is located on Armory Drive and is reported as "aging" (Nick Stone, City Engineer, personal communication, 8/11/21). Stormwater drainage is collected from adjacent properties discharged primarily to Hangtown Creek. Hangtown Creek is tributary to Weber Creek and the South Fork of the American River (City of Placerville 2005).

Wastewater Infrastructure

The City operates and maintains the Hangtown Creek Reclamation Facility formally known as the Placerville Waste Water Treatment Plant. The City owns and operates a wastewater collection system with about 50 miles of pipelines and five (5) pumping stations. Three (3) of the pumping stations have fixed backup power generators installed at the stations and have a pump capacity that ranges from 200-285 gallons per minute. The pump stations are inspected and maintained once per week to ensure efficiency. The City uses a preventive maintenance approach to operating and maintaining the wastewater collection system. The preventive maintenance program consists of the routine flushing of the entire collection system as well as the more frequent cleaning of approximately 40 pipelines segments on the City's Hot Spot List, maintained by the Public Works Department (City of Placerville 2012).

Waste Removal

The City's solid waste services are provided by El Dorado Disposal, a private company. The company provides collection, disposal, and recycling services. Solid waste collected within the City is disposed of at the abandoned Union Mine. The abandoned mine has a disposal rate of 150 tons per day. Recycling generated in the City is hauled to the El Dorado Disposal's Materials Recovery Facility.

Gas and Electrical Services

Pacific Gas & Electric (PG&E) provides electrical services within the City. Natural gas service is not provided within the City; however, bottled gas is provided by four suppliers: Cal Gas, Empiregas, Pargas, and Vangas (City of Placerville 2004).

4.19.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact with Mitigation Incorporated
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less Than Significant Impact
c) Result in a determination by 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?	Less Than Significant Impact
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?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant Impact

4.19.3 Answers to CEQA Checklist Questions

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact with Mitigation Incorporated

Water

Water would be provided to the project site via existing connections on-site with lines to provide for irrigation, domestic water use, and emergency fire connection. The project would also extend the emergency water supply system to hydrants located on-site to provide adequate pressure and flowrate. The net increase in demand is anticipated to be low as existing Placerville residents move to the

affordable development. The system was designed to serve commercial uses on this site. The project would not require the construction or relocation of new water mains, but only connections to the existing main. The 2020 Urban Water Management Plan from the El Dorado Irrigation District concluded that the District's water supply is capable of meeting water uses in its service area in normal single dry and fire consecutive dry years from 2020 through 2045 (El Dorado Irrigation District 2012). Placerville Water Department and the El Dorado Irrigation District have the capacity to provide water to the affordable housing development.

Wastewater

The proposed project would generate an increase in wastewater generation at the project site compared to existing conditions and would require connection to the City's existing sanitary sewer system managed by the City's Public Works Division. The Sewer Management Plan concluded that the existing sewer system has sufficient capacity to serve the existing land use even under the 20-year design storm flow conditions (City of Placerville 2012).

Stormwater

As discussed in **Section 4.10.4, Mitigation Measure HYD-1**, the project would need to incorporate a stormwater retention and treatment system to ensure that excess runoff from the site would not have an adverse impact on the existing stormwater drainage system.

Electric Power and Telecommunications

Within the City, electricity is managed by PG&E and there are numerous telecommunication providers. The project site, which is partially developed, is located within an urban environment, and is surrounded by commercial and residential uses. The infill nature of the project site would support access to existing power and telecommunication lines and services.

Conclusion

The proposed project is required to include stormwater retention and treatment on site as specified in **Mitigation Measure HYD-1**, and there is sufficient capacity for all other services to accommodate the residential development. As an infill development, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. With implementation of Mitigation Measure HYD-1 the project would not result in the construction of new or expanded utility facilities.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact

As discussed above, the City has sufficient water supplies to meet the needs of the proposed residential development. During dry events, the City has rights to divert as much water as needed from the El Dorado Irrigation District. Therefore, the net increase of water demand resulting from the proposed project would not result in the need for new or expanded water supply entitlements. During dry years the El Dorado Irrigation District has a current water supply of 63,400 acre-feet with a current service demand of 37,700 acre-feet; leaving a difference of 25,700 acre-feet of water if the City needs to divert water from the District. The project would have a less than significant impact on water supplies.

c) Would the project result in a determination by 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?

Less Than Significant Impact

The proposed project would connect to the existing sewer system lines that lead to the Hangtown Creek Reclamation Facility. The Sewer Management Plan concluded that the existing sewer system has sufficient capacity to serve the existing land use even under the 20-year design storm flow conditions (City of Placerville 2012).

The project would be required to comply with the requirements of the California Green Building Code including low-flow toilets and other water-efficient fixtures to achieve a 20-percent reduction in indoor water use. Therefore, the project would have a less-than-significant impact on the existing wastewater treatment system.

d) Would the project 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?

Less Than Significant Impact

Demolition and construction activities associated with the project would generate solid waste requiring disposal at area landfills. Waste generated during project construction would be generally limited to vegetation debris, concrete, and wood. If hazardous materials are encountered during building demolition (see **Section 4.9, Hazards and Hazardous Materials**), these materials would be sent to the El Dorado Disposal-Materials Recovery and Disposal Facility. Trenching and excavation spoils during construction would be screened and separated for use as backfill materials at the site of origin to the maximum extent possible. Spoils unsuitable for backfill use would be disposed of in available City landfills.

It is anticipated that the proposed project, once constructed, would utilize solid waste collection services currently provided by the City. Additionally, the local landfill is not currently experiencing shortages in available capacity.

Whereas current laws and local regulations require recycling to the extent feasible, the proposed project would not 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) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact

Waste generation from construction would be temporary and would not reduce available capacities at existing landfills. Disposal of construction waste would comply with federal, State, and local statutes and regulations related to solid waste. Future waste from residential use would be separated into waste, recyclables, and compost per AB 1826; therefore, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.20 WILDFIRE

4.20.1 Environmental Setting

The California Department of Forestry and Fire Protection (CAL FIRE) designates fire hazard severity zones for areas under State jurisdiction. For areas under local jurisdiction, CAL FIRE identifies areas that they consider to be Very High Fire Hazard Severity Zones (VHFHSZs); the local jurisdiction must choose whether to adopt the CAL FIRE recommendations. The City has adopted the recommended local designation of VHFHSZ (City of Placerville 1990); the project site is located within this area.

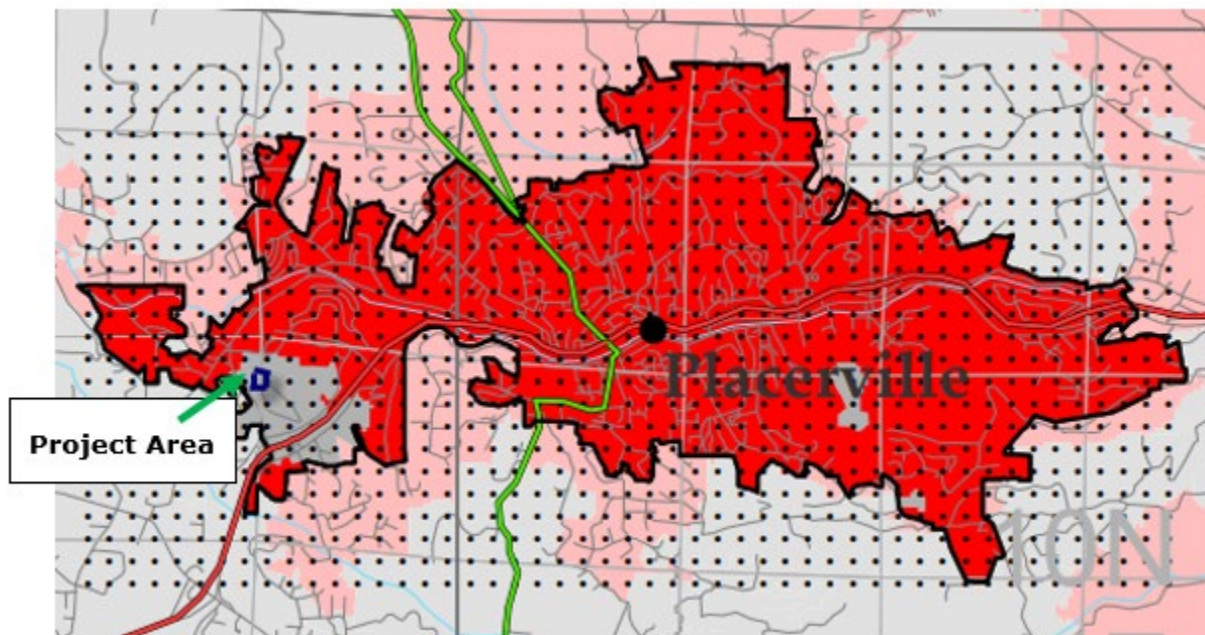


Figure 11. Very High Fire Hazard Severity Zones

Source: California Department of Forestry and Fire Protection (CAL FIRE). 2020.

NOTE: Red area designates the State VHFHSZ. Dark grey designates local VHFHSZ.

The City of Placerville is predominantly designated a Very High Fire Hazard Severity Zone (VHFHSZ), as identified by the California Division of Forestry and Fire Protection (CAL FIRE); several areas in the City are at risk for wildland fires. Fire protection services within Placerville and the surrounding areas are provided by the El Dorado County Fire District. The City complies with CBC Chapter 7A. In order to mitigate the risk of wildland fires, the Placerville General Plan's Health and Safety Element contain the following policies:

- Goal D, Policy 1: Areas of high and extreme fire hazards shall be the subject of special review and building activities and higher intensity uses shall be limited unless the hazards are mitigated to a point acceptable to the Fire Department.

- Goal D, Policy 2: All new development in areas of high and extreme fire hazards shall be constructed with fire-retardant roof coverings.
- Goal D, Policy 4: All new development in areas of high and extreme fire hazards shall provide for clearance around the structures and the use of fire-resistant groundcover.

4.20.2 Regulatory Context

Title 24 Regulations

The Office of the State Fire Marshal (OSFM) is responsible for promulgating regulations that promote fire and life safety for inclusion into the State Building Codes including the California Building Code, California Fire Code, California Electrical Code, California Mechanical Code, California Plumbing Code and California Historical Building Code. These documents are also referred to as California Code of Regulations, Title 24. The process incorporates a great deal of public participation and is guided by the State Building Standards Law.

OSFM works with and local government, fire officials, building officials and the private sector to develop fire and life safety building standards addressing roof coverings, fire alarm systems, motion picture production facilities, hazardous materials, and organized camps. OSFM also regulates the adoption of building standards in assembly, institutional, educational, and residential buildings as well as high-rises and any building containing State employees.

Local

In 2019, the City adopted Ordinance 1698, the Placerville Hazardous Vegetation and Combustible Materials Abatement Ordinance (Title 7, Chapter 16 of City Code). The purpose of this chapter is to provide for the removal of hazardous vegetation and combustible materials situated in the Placerville City limits so as to reduce the potential for fire and to promote the public safety and welfare of the community.

4.20.3 CEQA Checklist Summary

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

CEQA Question	Impact Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact

4.20.4 Answers to CEQA Checklist Questions**a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*****Less Than Significant Impact***

The project area is within a locally classified VHFHSZ. The site is a developed infill site, and the project would not change adjacent roadways, although it would introduce more residential units in the VHFHSZ.

The City has partnered with El Dorado County and the CodeRED emergency notification service to alert residents and business by telephone, cell, text, email, and social media when there is a threat to the health or safety of residents. The City encourages all residents to sign up for the notification. If there is a wildfire, the notification system will inform residents with directions on evacuation procedures, as necessary. The project would not have an impact on the existing adopted emergency response or evacuation plans.

b) Would the project, 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?***Less Than Significant Impact***

The proposed project would construct affordable housing on a two-parcel site that contains vacant buildings and extensive tree coverage. The site is within a locally designated VHFHSZ. If prevailing winds flow from a fire towards the site, it is possible that pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire could reach the project occupants. Local winds prevail from the west, shifting to the southwest in the winter usually with an hourly speed of 6MPH (City of Placerville 2004). Whereas the primary VHFHSAZ areas are east and north (previous Figure 11), the project would not exacerbate wildfire risks due to prevailing winds.

The project would demolish vacant structures on the site and reduce the tree and vegetation coverage that provides fuel for fires. The housing would be designed and built according to current Title 24, Part 9 fire codes, most recently adopted in 2021, which provide for more effective and efficient fire protection such as automatic sprinkler systems and automatic smoke detection systems and fire-retardant roof coverings. The project would not exacerbate, and may alleviate current fire hazards on the site, therefore the potential for residential exposure to possible pollutants and the uncontrolled spread of a wildfire due to the project would be less than significant.

c) Would the project 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?

Less Than Significant Impact

The project is urban infill and will connect and/or upgrade existing utilities on site to serve the new development. The project is located on 3.04 acres and requires no infrastructure that would exacerbate fire risk. The project would replace vacant buildings with new construction built to current Title 24 fire codes; therefore, the project would have a less than significant impact.

d) Would the project 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?

Less Than Significant Impact

The project would construct affordable housing units on an existing two-parcel site. The eastern half of the site is relatively flat, while the western half of the site is mostly undeveloped and slopes towards Armory Drive with a dense tree canopy. The project would grade parts of the site to construct the parking lot and affordable housing units. If a fire were to occur, the small size of the site would limit downslope hazards. Runoff would travel to Armory Drive. The project is not anticipated to expose people or structures to significant risk, including downslope or

downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE**4.21.1 CEQA Checklist Summary**

CEQA Question	Impact Determination
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?	Less Than Significant Impact with Mitigation Incorporated
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, or the effects of probable future projects.)	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact with Mitigation Incorporated

4.21.2 Answers to CEQA Mandatory Findings of Significance Questions

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?

Less Than Significant Impact with Mitigation Incorporated

As discussed in **Section 4.4, Biological Resources**, project construction could potentially impact protected migratory bird species during breeding and nesting season; however, with implementation of **Mitigation Measure BIO-1**, impacts would be reduced to less than significant levels by requiring pre-construction surveys of the project area and establishing appropriate buffers around nests, should they be encountered. As discussed in Section 4.5, Cultural Resources, there is a possibility that unanticipated cultural resources could be found in the project area during construction. Implementation of **Mitigation Measure CR-1** would reduce potentially significant impacts to cultural resources to less than significant. As discussed in **Section 4.18, Tribal Cultural Resources**, there is a possibility

that Native American resources could be found in the project area during construction. Implementation of **Mitigation Measures TCR-1 and TCR-2** would reduce potentially significant impacts to tribal resources to less than significant.

No other potentially significant impacts to the environment, unique or rare species, habitats, or resources associated with the major periods of California history or prehistory were identified for the project.

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, or the effects of probable future projects.)

Less Than Significant Impact

The proposed project would provide a total of 83 new affordable housing units for low-income individuals and families on an urban infill site currently served by municipal services and utilities. The project would construct one 4-story building and a parking lot. The project would address the need for low-income housing in the City of Placerville.

The project does not result in an exceedance for any criteria air pollutant for which the region is in non-attainment; therefore, there would be no cumulatively considerable net increase in criteria pollutants or greenhouse gasses. The project does not contribute to a significant loss of cultural, biological resources, or water quality, and would have a minor effect on VMT. Therefore, the project would not result in impacts that are individually limited but cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact with Mitigation Incorporated

All potential impacts associated with construction and implementation of the project identified in this IS are either less than significant after mitigation or less than significant and do not require mitigation. Implementation of best management practices and compliance with State and federal regulations protecting human and environmental health during construction, such as preparation of a SWPPP and Spill Prevention Plan, would be implemented.

For Hazards and Hazardous Resources, the project could encounter asbestos, lead, or other hazardous material from the existing buildings on-site; however, with implementation of **Mitigation Measure HAZ-1**, impacts would be reduced to less than significant levels by assessing and abating the buildings before demolition and testing the water quality before construction. The project could have adverse effects on human beings if hazardous materials are exposed during construction; however, with the implementation of **Mitigation Measure HAZ-2**, impacts would

be reduced to less than significant levels by the implementation of a Health and Safety Plan to eliminate or reduce exposure to soils or groundwater where contamination is present.

As discussed in **Section 4.11, Land Use and Planning**, the Placerville Speedway adjacent to the project could have an impact on residents during operation. However, with the implementation of **Mitigation Measure LU-1**, an exterior-to-interior noise-level reduction of 30 dBA would be incorporated to voluntarily be consistent with the City's interior noise limit of 45 dBA. This would ensure the project is consistent with adopted health and safety goals and policies.

For Hydrology and Water Quality and Utilities, the project could have a potential impact on the existing stormwater drainage system; however, with the implementation of **Mitigation Measure HYD-1**, impacts would be reduced to less than significant by incorporating a stormwater retention and treatment system into the development plans to ensure no net increase of runoff during peak storm events.

Section 5 Mitigation Monitoring and Reporting Plan

CEQA requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on, and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring and Reporting Plan (MMRP) is designed to aid the Jamboree in their implementation and monitoring of measures proposed in the IS for the proposed project.

Table 3 provides details of the MMRP. The mitigation measures are taken from the IS and are assigned the same number as in the IS. The MMRP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

Table 3. Mitigation and Monitoring Plan

Mitigation Measure	Mitigation Activities	Implemented By	Timing and Frequency	Verification of Compliance
BIO-1	The project will implement the following measures to protect nesting birds: If any construction activities (e.g., clearing, grubbing, or grading) are scheduled during the bird nesting season (typically defined by CDFW as February 1 to September 1), the approved construction contractor shall retain a qualified biologist to conduct a pre-construction survey of the project area, including a 100-foot buffer, as access is available, to locate active bird nests, identify measures to protect the nests, and locate any other special status species. Surveys shall be conducted in all potential habitat located at project work sites and in staging and storage areas. The pre-construction survey shall be conducted no more than 5 days prior to the implementation of construction activities (including staging and equipment storage). Any active nest shall not be disturbed until the young have fledged or construction monitored under the direction of a qualified biologist. The Qualified Biologist shall observe any identified active nests prior to the start of any construction-related activities to establish a behavioral baseline of the adults and any nestlings. Once work commences, all active nests should be continuously monitored by the Qualified Biologist to detect any signs of disturbance and behavioral changes as a result of the project. In addition to direct impacts, such as nest destruction, nesting birds might be affected by noise, vibration, odors and movement of workers or equipment. If signs of disturbance and behavioral changes are observed, the biological personnel responsible shall cease work causing that change and shall contact the CDFW for guidance.	Jamboree; Contractor	Prior to construction.	Verified by: Date:

Mitigation Measure	Mitigation Activities	Implemented By	Timing and Frequency	Verification of Compliance
CUL-1	The State and its contractors shall implement the following measures. Unanticipated discoveries. If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards for prehistoric and 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, depending on the nature of the find: If the professional archaeologist determines that the find does not represent a cultural resource, then 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, then he or she shall immediately notify the State. The agencies shall consult to determine whether the resource is an historical resource or a unique archaeological resource. Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not; or 2) that appropriate treatment measures have been completed to their satisfaction. Appropriate treatment measures are those consistent with CEQA Guidelines Section 15126.4(b) and Public Resources Code Section 21083.2. If any archaeological find that includes Native American or potentially Native American resource that does not include human remains, the archaeologist shall notify the Shingle Springs Band of Miwok Indians consistent with Mitigation Measure.	Jamboree; Contractor	During construction.	Verified by: Date:

Mitigation Measure	Mitigation Activities	Implemented By	Timing and Frequency	Verification of Compliance
CUL-1 (con't)	Human Remains The State and its contractors shall implement the following measures. If the find includes human remains, or remains that are potentially human, the State and its contractors shall retain a professional archaeologist to ensure reasonable protection measures are taken to protect the discovery from disturbance. The archaeologist shall notify the El Dorado County Coroner (as per § 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner shall notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD shall have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the State does not agree with the recommendations of the MLD, then the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, The State must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This shall 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. Work cannot 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. This mitigation measure should be carried out consistent with Mitigation Measure TCR-1.	Jamboree; Contractor	During construction.	Verified by: Date:

Mitigation Measure	Mitigation Activities	Implemented By	Timing and Frequency	Verification of Compliance
HAZ-1	Prior to and during construction, the applicant shall: Assess and – if necessary – abate the existing buildings for lead-containing materials before the building(s) are demolished. Gather documentation verifying the abatement of asbestos-containing materials from the Army National Guard. Test domestic water quality to verify the absence of lead materials in the water system. Conduct a hazardous building materials survey prior to any proposed demolition to assess existing buildings for lead, asbestos, and other potential hazardous materials (e.g., mercury switches, light ballasts with PCBs, PCBs in caulking). Obtain appropriate measures including obtaining the necessary permits and utilizing qualified personnel should be taken as necessary, as it relates to any demolition work that may be needed at the site. Protect surrounding soils from contamination by hazardous building materials during demolition work	Jamboree; Contractor	Prior to and during construction.	Verified by: Date:
HAZ-2	The contractor shall develop and implement a Health and Safety Plan for construction workers. The protocols will specify how to eliminate or reduce exposure to soils where contamination may be present. Prior to any ground-disturbing activities, the contractor would be required to document that workers are trained on the protocols and must provide a copy of the final Health and Safety Plan on the job site.	Contractor	Prior to construction.	Verified by: Date:
HYD-1	The project shall incorporate a stormwater retention and treatment system into the development plans to ensure no net increase in runoff during peak storm events would enter the existing stormwater drainage system.	Jamboree; Contractor	Prior to construction.	Verified by: Date:

Mitigation Measure	Mitigation Activities	Implemented By	Timing and Frequency	Verification of Compliance
LU-1	The project will incorporate design elements to reduce interior noise levels to a limit of 45 dBA. In lieu of these measures, an interior noise control report may be prepared by a qualified acoustic engineer demonstrating that the proposed building construction would achieve the interior noise reduction requirement of 30 dBA. The specific design elements only apply to the 4-story building facades facing east and south. The following-noise control measures shall be incorporated into designs to the satisfaction of DGS before construction begins on-site: Building facades shall include use of stucco with sheathing or cement fiber board with exterior sheathing. Mechanical ventilation penetrations for exhaust fans shall not face toward the Placerville Speedway. Where feasible, these vents will be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the buildings. Where vents must face toward the Speedway, it is recommended that the duct work be increased in length and make as many "S" turns as feasible prior to exiting the dwelling. This separates the openings between the noise source and the living space with a long, circuitous route. Each time the sound turns a corner, it is reduced slightly. Flexible duct work is preferred for this noise mitigation. Where vents exit the building, a spring-loaded flap with a gasket should be installed to reduce sound entering the duct work when the vent is not in use. STC 38 minimum-rated windows shall be used for bedrooms and STC 44 minimum-rated windows shall be used for living rooms. Exterior doors will have an STC rating of 39 or greater. Interior gypsum at exterior walls shall be 5/8 inch on resilient channel or 5/8 inch on staggered stud wall assembly. Bedrooms shall be carpeted. Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation. No PTAC's shall be used.	Jamboree; Contractor	Prior to construction.	Verified by: Date:

Mitigation Measure	Mitigation Activities	Implemented By	Timing and Frequency	Verification of Compliance
TCR-1	The State and its contractors shall implement the following measures. The State shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The State may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources outlined in mitigation measure CUL-1. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.	Jamboree; Contractor	Prior to construction.	Verified by: Date:

Mitigation Measure	Mitigation Activities	Implemented By	Timing and Frequency	Verification of Compliance
TCR-2	The State and its contractors shall implement the following measures. If any suspected TCRs or any archaeological find that includes Native American or potentially Native American resource that does not include human remains are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The State, and/or the on-site archaeologist (if applicable) shall notify Shingle Springs Band of Miwok Indians. The agencies shall consult with the tribe on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Preservation in place is the preferred treatment, if feasible. Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction. This shall be carried out in congruence with the process outlined in mitigation measure CUL-1.	Jamboree; Contractor	During construction.	Verified by: Date:

Section 6 References

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