

LUMSDEN RANCH

FINAL

ENVIRONMENTAL IMPACT REPORT SCH No. 2007032130

Volume 1

Submitted to:

City of Placerville
Community Development Department
3101 Center Street
Placerville, California 95667
Contact: Andrew Painter, City Planner
530.642.5252

Submitted by:

SWCA Environmental Consultants
3840 Rosin Court, Suite 130
Sacramento, California 95834
Contact: Scott Goebel, Project Manager
916.565.0356



July 15, 2009

Lumsden Ranch

Final
Environmental Impact Report
SCH No. 2007032130

Volume 1

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CHAPTER 1

INTRODUCTION

1.1 BACKGROUND

The *Lumsden Ranch Draft Environmental Impact Report* (Draft EIR), dated February 27, 2009, was prepared to disclose significant impacts and mitigation measures associated with implementation of a residential community (the project) in the City of Placerville.

The Draft EIR was prepared to implement requirements of the California Environmental Quality Act (CEQA). Drafts of the EIR were distributed through the State Clearinghouse to interested state agencies and were also mailed to some local agencies. The Draft EIR was made available for review on the City's website, the Community Development Department, and the El Dorado County Library in Placerville. The public comment period closed on April 15, 2009. The City of Placerville Planning Commission held a public hearing on the Draft EIR on March 17, 2009.

This Final EIR has been provided to the State Clearinghouse and all government agencies who commented on the Draft EIR. The City Council will consider and certify the Final EIR while determining whether to approve or deny the project.

1.2 FORMAT OF FINAL EIR

As set forth by CEQA Guidelines Section 15132, the Final EIR consists of both the Draft EIR (Volumes I and II) and this Final EIR volume. Following this introductory Chapter 1, the Final EIR volume contains the following chapters:

- Copies of Draft EIR comment letters and responses to comments (Chapter 2)
- Draft EIR text revisions and errata (Chapter 3)
- The Mitigation Monitoring and Reporting Program (Chapter 4).

CHAPTER 2

RESPONSES TO COMMENTS

2.1 INTRODUCTION

This chapter provides responses to comments received on the Draft Environmental Impact Report (EIR) and includes copies of the letters received by the City of Placerville. The public review period for the Draft EIR began on February 27, 2009, and ended on April 15, 2009. One public hearing was held during the comment period on March 17, 2009. This hearing was held before the Placerville Planning Commission at the Town Hall in Placerville to allow the public to comment on the EIR. Two members of the public provided verbal comments at the hearing. These verbal comments are summarized below and responses are provided.

The City also accepted written comments on the EIR that were submitted to the Community Development Department in the manner and within the comment period described in the Notice of Availability (NOA). Email comments submitted within the comment period were accepted and treated as letters.

This chapter is organized by comment letter (or verbal comment), followed by responses to the comments. Each verbal comment was assigned a number, and each written comment was assigned an alphabetic letter. Each comment was then evaluated to identify specific comments that relate to the Draft EIR, proposed project, or the California Environmental Quality Act (CEQA) process. Each specific comment within the body of a comment letter was numbered. Responses were numbered to correspond with the letter and comment numbers.

The City of Placerville received several comments on the Draft EIR about the Blairs Lane Connection Alternative evaluated in the EIR. To address these comments, the City prepared Master Response 1.

The following comments were received:

Table 1. Verbal Comments

Order	Affiliation (if applicable)	Name	Date
1	Broadway Village Association	Wendy Mattson	3/17/09
2		Joseph Denna	3/17/09

Table 2. Written Comments

Letter	Affiliation (if applicable)	Name	Date
A	U.S. Army Corps of Engineers	Peck Ha; Regulatory Project Manager	3/16/09
B	Governor's Office of Planning and Research; State Clearinghouse and Planning Unit	Terry Roberts; Director	4/14/09
C	Department of Toxic Substances Control	Tim Miles; Hazardous Substances Scientist	4/7/09
D	Department of Transportation; Office of Transportation Planning	Alyssa Begley; Chief	4/9/09
E	Native American Heritage Commission	Katy Sanchez; Program Analyst	3/10/09
F	City of Placerville; Department of Community Services	Steve Youel; Director of Community Services	4/1/09
G	El Dorado County Transportation Commission	Woodrow Deloria; Assistant Transportation Planner	4/10/09
H	El Dorado County; Development Services Department	Mel Pabalinas; Senior Planner	4/14/09
I	El Dorado County; Environmental Management Placerville Office	El Dorado County; Environmental Management Dept.	4/10/09
J	El Dorado Irrigation District	W. Chris Word; Environmental Review Specialist	4/17/09
K		Salli Warinner	3/6/09
L	Eskaton Properties	Trevor A. Hammond; Senior Vice President	4/13/09
M	Eskaton Village Placerville Homeowners Association	Trevor A. Hammond; President	4/13/09
N	Eskaton Village Placerville	Robert and Doris Bado; residents	3/31/09
O	Eskaton Village Placerville	Donald H. Johnson; resident	4/2/09
P	Eskaton Village Placerville	Shirley Glaeser; resident	4/4/09
Q	Eskaton Village Placerville	Shirley Glaeser, Betty Moorhead, Phyllis Gaske, Mary Belden; residents	4/5/09
R	Eskaton Village Placerville	Clara Clement; resident	4/6/09
S	Eskaton Village Placerville	Josephine Deluca; resident	4/6/09
T	Eskaton Village Placerville	Olaf and Marilyn Wilson, residents	4/6/09
U	Eskaton Village Placerville	Marilyn Wilson, resident	4/6/09
V	Eskaton Village Placerville	Olaf Wilson, resident	4/6/09
W	Eskaton Village Placerville	Donald and Joan Williams, residents	4/7/09
X	Eskaton Village Placerville	Everett and Doris Cutler, residents	4/7/09
Y	Eskaton Village Placerville	Patricia M. Johnson, resident	4/7/09
Z	Eskaton Village Placerville	June Hoffman, resident	4/7/09
AA	Eskaton Village Placerville	Various residents	4/7/09
BB	Eskaton Village Placerville	Alice Taebott, resident	4/8/09
CC	Eskaton Village Placerville	Mary Donnelly, resident	4/8/09
DD	Eskaton Village Placerville	Charles A. Gorman, resident	4/10/09
EE	Eskaton Village Placerville	Freda M. Gorman, resident	4/10/09
FF	Eskaton Village Placerville	Martin and Elleen Gleason, residents	4/10/09

2.2 RESPONSES TO COMMENTS

2.2.1 Master Response 1: Blairs Lane Connection Alternative

The City received numerous comments about the Blairs Lane Connection Alternative evaluated in the EIR. It is important to note that this connection is not part of the proposed project, but rather an alternative to the proposed project that would provide a third street connection to Lumsden Ranch. The project proposed by the applicant and evaluated in EIR Chapter 3 does not include a street connection to Blairs Lane. The EIR evaluates this alternative to allow the City to consider whether or not to approve (or require) this street connection as part of the Lumsden Ranch project approval, following completion of the CEQA process.

Many of the comments on this alternative pertain to traffic, safety, security, noise, air quality, emergency vehicle access, and property values. Many of the comments are duplicative or very similar in nature. For this reason, the City prepared the following Master Response to address commonly-expressed issues and provide further clarification about the expected environmental changes that would occur under this alternative. It is important to note that none of the public comments on the Draft EIR provides substantial evidence to refute the analysis or conclusions of the EIR.

Vehicle Traffic

The City received several comments about additional vehicle traffic on Blairs Lane through Eskaton that would be generated by the Blairs Lane Connection Alternative. Less than 30 percent of the total daily traffic generated by Lumsden Ranch is projected to use the Blairs Lane connection. The Blairs Lane Connection Alternative would generate a projected increase of 970 vehicles per day traveling on Blairs Lane via the Heritage Lane connection with Lumsden Ranch. With the added traffic, the total average daily traffic on Blairs Lane would increase to about 3,000 vehicles per day near the location where it connects to Broadway. This figure includes existing traffic on Blairs Lane, and is within the capacity of a two-lane roadway like Blairs Lane. EIR Section 6.3.3 evaluates increased traffic at the Blairs Lane/Broadway intersection generated by the Blairs Lane Connection Alternative and found that the increased traffic volumes would not result in a significant impact.

Pedestrian and Vehicle Safety

Some commenters expressed concern about the safety of pedestrians (including people using wheelchairs and scooters and those with impaired mobility) and stated that some streets in Eskaton do not have sidewalks, requiring pedestrians to use the streets. The portion of Eskaton Village that is without sidewalks is not part of the travel route for vehicles generated by Lumsden Ranch that would travel through Eskaton Village on Blairs Lane and Heritage Lane. These vehicles would traverse a 200-foot-long segment of Blairs Lane north of Heritage Lane that is within the developed area of Eskaton Village (See Figure A). A sidewalk is provided along one side (the west side) of Blairs Lane in this area. No vehicle outlet is provided via the areas of Eskaton Village without sidewalks, so the use of these areas by vehicles generated by Lumsden Ranch would be negligible.

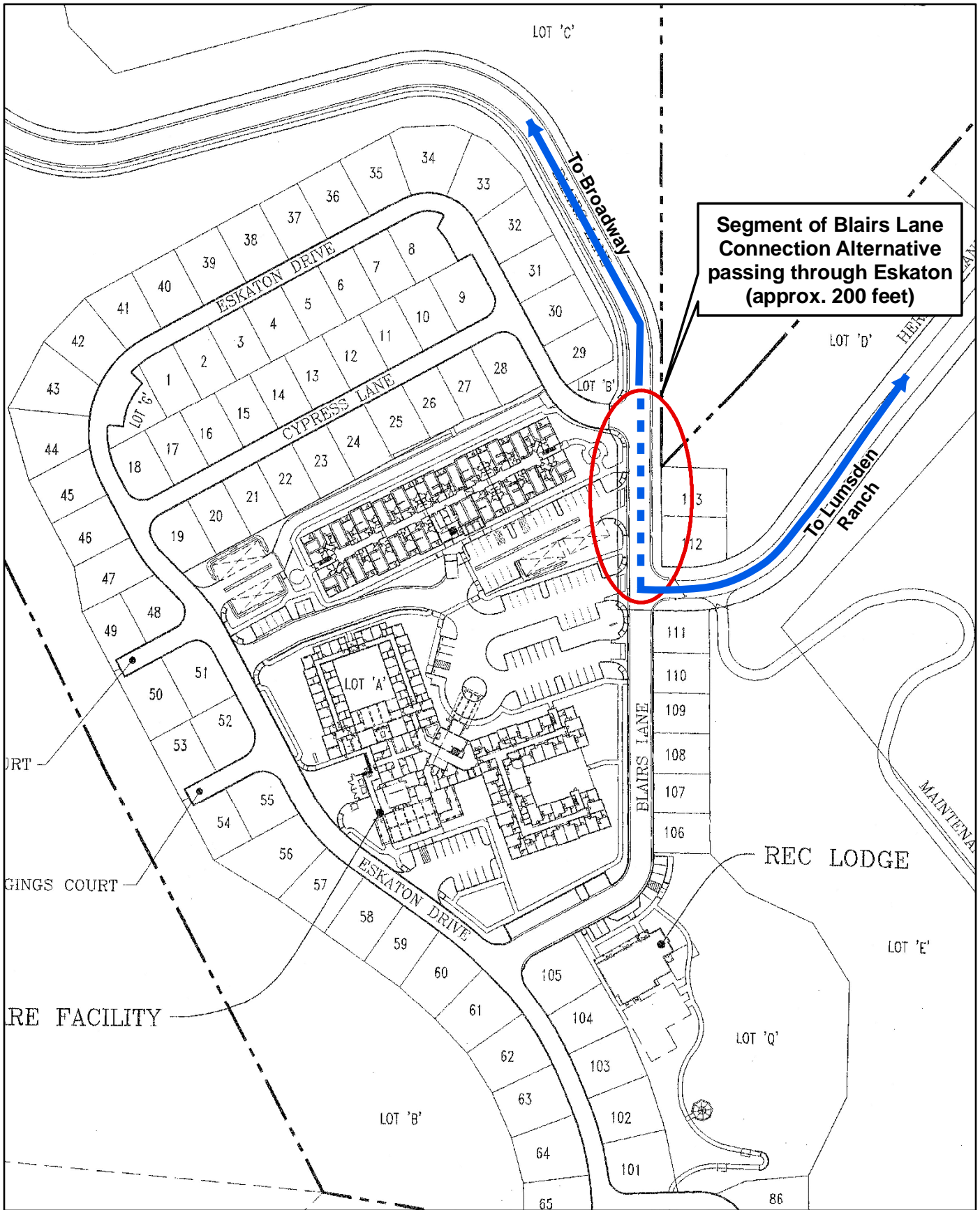
With respect to the safety of pedestrians at street crossings (including people using wheelchairs and scooters), only two single-family residences are located east of the 200-foot-long segment of Blairs Lane north of Heritage Lane. The remainder of Eskaton is located west or south of this section of Blairs Lane (See Figure A). Therefore, very little pedestrian crossing of this 200-foot-long segment of Blairs Lane north of Heritage Lane is expected to occur. Further, the 200-foot-

long segment is immediately adjacent to the Blairs Lane/Heritage Lane intersection, which would require vehicles traveling to/from Lumsden Ranch to travel slowly on Blairs Lane to safely negotiate turns through this intersection. For these reasons, the additional vehicle traffic on Blairs Lane would not substantially increase pedestrian safety hazards along Blairs Lane. In response to these comments, however, the City will evaluate the feasibility of requiring traffic calming devices at appropriate locations along Blairs Lane in the vicinity of Eskaton if this alternative is approved.

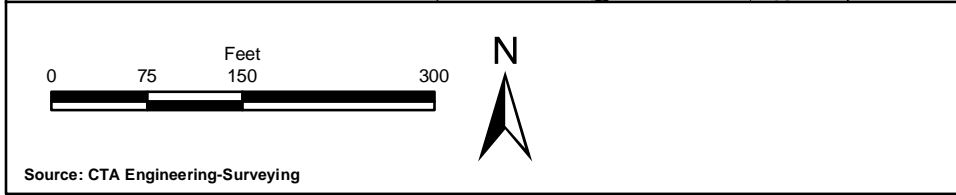
Some commenters expressed concern about vehicle safety on Blairs Lane considering the additional traffic that would be generated on that street under this alternative. As discussed above, Blairs Lane would continue to operate within its design capacity. In addition, Blairs Lane meets the City's current roadway design standards, which were developed with strong consideration for highway safety. This increase in traffic would therefore not substantially increase vehicle safety hazards on Blairs Lane.

With respect to the safety of vehicles backing out of driveways on Blairs Lane, there are currently two homes with driveways along the portion of Blairs Lane through Eskaton that would be traveled by Lumsden Ranch vehicles. This area of Blairs Lane provides sufficient sight lines for drivers to back out of these driveways. Further, the 200-foot-long segment is immediately adjacent to the Blairs Lane/Heritage Lane intersection, which would require vehicles traveling to/from Lumsden Ranch to travel slowly on Blairs Lane to safely negotiate turns through this intersection. For these reasons, the additional vehicle traffic on Blairs Lane would not substantially increase vehicle safety hazards on Blairs Lane related to vehicles backing out of driveways.

Some commenters expressed concern about hazardous winter driving on Blairs Lane caused by icy conditions. As in any mountainous community that occasionally experiences icy or snowy road conditions, drivers would need to cautiously travel on this roadway during the winter. Because the Blairs Lane Connection Alternative would increase the number of vehicles traveling on Blairs Lane, there would be a greater probability of an accident on Blairs Lane during hazardous winter driving conditions. However, cautious users would be able to safely travel along Blairs Lane because the roadway meets the City's current design standards, which incorporate safety considerations. Therefore, the increase in traffic on Blairs Lane does not represent a significant safety impact during hazardous winter driving conditions.



**Segment of Blairs Lane
Connection Alternative
passing through Eskaton
(approx. 200 feet)**



Source: CTA Engineering-Surveying

**Figure A
Blairs Lane
Connection Detail**

Lumsden Ranch
City of Placerville



Emergency Vehicle Access

Some commenters expressed concern about potential impairment of emergency vehicle access through Eskaton and emergency evacuation routes. The anticipated increase in traffic on Blairs Lane and Heritage Lane would not significantly affect emergency vehicle response time to Eskaton Village, nor would it impair emergency evacuation routes.

Because the traffic volume on Blairs Lane and Heritage Lane would be within the capacity of these roadways, the level of traffic congestion required to substantially reduce emergency vehicle response times would not be expected to occur on Blairs Lane or Heritage Lane. In addition, Blairs Lane provides travel lanes that are sufficiently wide for drivers to pull over and allow emergency vehicles to pass. Heritage Lane would continue to be available for emergency vehicle access for Eskaton Village under the Blairs Lane Connection Alternative. Importantly, the roadway connection between Eskaton Village and Lumsden Ranch would provide an additional emergency vehicle response route and an additional evacuation route for Eskaton Village through Lumsden Ranch.

Other commenters suggested using Heritage Lane only as an emergency vehicle access road for the Lumsden Ranch project in addition to Eskaton, thereby keeping Lumsden Ranch vehicle traffic from using Blairs Lane as a through connection to Broadway. The City will consider this suggestion. In the event that this suggested alternative is adopted, no new significant impacts would result.

Noise

Several commenters expressed concerns about increased traffic noise on Blairs Lane under this alternative. As discussed on page 6-38 of the Draft EIR, this alternative would increase traffic noise on Blairs Lane but would not expose existing residences along Blairs Lane (or other locations within Eskaton) to excessive traffic noise. The increase in noise levels along Blairs Lane would be minor (less than 5 dBA and negligible based on existing noise levels) and would not be considered noticeable at residences 50 feet or further from the centerline of Blairs Lane.

Air Quality

Several commenters expressed a general concern about increased automobile emissions generated by Lumsden Ranch vehicles using Blairs Lane and Heritage Lane. The EIR evaluates the air quality impacts of this alternative (See Draft EIR page 6-36).

Security

Several commenters expressed a general concern about security under this alternative, but did not provide details about specific concerns. These comments also did not include substantial evidence that this alternative would result in a significant physical environmental impact.

Property Values

Some commenters expressed concern that the use of Blairs Lane by Lumsden Ranch residents could adversely affect property values in Eskaton. This effect is speculative, and regardless, CEQA does not require EIRs to include economic analyses such as effects on property values that are unrelated to physical environmental effects.

2.2.2 Responses to Comments

Verbal Comment 1: Broadway Village Association, Wendy Mattson (March 17, 2009)

Comment 1: The commenter suggested that, if possible, street improvements being contemplated during the ongoing Broadway Village Multi-Modal Implementation Plan process should coincide with the street improvements recommended in the EIR for traffic mitigation.

Response 1: The commenter's suggestion may not be feasible, because the schedules for the Broadway Village Multi-Modal Implementation Plan have not been drafted and because the EIR mitigation measures are independent of the Implementation Plan. The schedule for implementing the mitigation measures recommended in the EIR is directly related to the schedule for developing the proposed Lumsden Ranch project, which will be determined by the applicant based on market conditions.

Verbal Comment 2: Joseph Denna (March 17, 2009)

Comment 2: The commenter asked how the EIR's estimates for traffic volumes were developed for the existing plus project and cumulative scenarios.

Response 2: Section 3.10.3 of the EIR describes the methodologies used for the traffic analysis.



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

March 16, 2009

Regulatory Division (SPK-200400212)

Andrew Painter
City of Placerville, Community Development Department
3101 Center Street, 2nd Floor
Placerville, California 95667

RECEIVED
MAR 20 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Dear Mr. Painter:

We are responding to your February, 2009 request for comments on the Lumsden Ranch project. This approximately 128.0-acre site is located near Placerville in Sections 9 and 16, Township 10 North, Range 11 East, MDB&M, Latitude 038° 43' 34.7", Longitude 120° 46' 21.7", El Dorado County, California. The identification number is SPK-200400212.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work. The extent of waters on this project site has been verified on October 27, 2005, please see enclosed. The verification of waters on this project site will expire on October 26, 2010.

A-1

If waters of the United States are going to be impacted, cultural resource sites within the defined federal permit area will need to be evaluated according to the standards of the National Environmental Policy Act. All eligible or potentially eligible cultural resource sites to the National Register of Historic Places within the permit area will be subject to Section 106 of the National Historic Preservation Act, 1966, as amended. The Corps of Engineers must also comply with the terms and conditions of the Federal Endangered Species Act with regards to our permitting process. You may need to supply a recent biological assessment of the project site for us to comply with the federal Endangered Species Act.

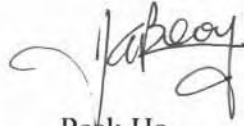
A-2

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

A-3

Please refer to identification number SPK-200400212 in any correspondence concerning this project. If you have any questions, please contact Peck Ha at our address above, email peck.ha@usace.army.mil, or telephone 916 557 6617. You may also use our website: www.spk.usace.army.mil/regulatory.html.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peck Ha', with a stylized flourish extending to the left.

Peck Ha
Regulatory Project Manager

Enclosure(s)

Copy furnished without enclosure(s)

North Fork Associates, 110 Maples Street, Auburn, California 95603

Letter A: U.S. Army Corps of Engineers, Peck Ha (March 16, 2009)

Response A-1: The Corps' verification of waters of the U.S. on the project site is noted.

Response A-2: EIR section 3.8 (Cultural Resources) evaluates impacts on cultural resources and EIR section 3.7 (Biological Resources) evaluates impacts on federally listed species. The City understands that the project must comply with Section 106 of the National Historic Preservation Act and the Federal Endangered Species Act to be eligible for authorization under Section 404 of the Clean Water Act. The EIR includes mitigation measures to reduce impacts to biological and cultural resources to a less-than-significant level.

Response A-3: As discussed in Impact BR-3, the project would impact a very small amount (0.1 acre) of waters of the U.S., primarily consisting of ephemeral drainages. These waters would be affected by construction of the two proposed detention basins, several road and trail crossings, and grading. Mitigation Measure BR-3a requires the applicant to design roads and trails to minimize direct impacts to drainages and wetlands. Mitigation Measure BR-3b requires the applicant to compensate for impacts to waters of the U.S. in a manner that ensures no net loss of aquatic functions or values. These mitigation measures would reduce this impact to a less-than-significant level.

As discussed on EIR page 6-1, CEQA Guidelines Section 15126.6(a) requires an evaluation of "...a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives [underline added]." Because Mitigation Measures BR-3a and BR-3b would reduce impacts to waters of the U.S. to a less-than-significant level, the EIR need not evaluate an alternative that avoids impacts to wetlands or other waters of the U.S.



STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

April 14, 2009

RECEIVED

APR 16 2009

CITY OF PLACER
COMMUNITY DEV

Andrew Painter
City of Placerville
3101 Center Street
Placerville, CA 95667

Subject: Lumsden Ranch
SCH#: 2007032130

Dear Andrew Painter:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 13, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

B-1

Document Details Report
State Clearinghouse Data Base

SCH# 2007032130
Project Title Lumsden Ranch
Lead Agency Placerville, City of

Type EIR Draft EIR
Description The project is a proposed subdivision of a 113 acre parcel into 366 residential parcels along with a Planned Development Overlay located northwest of the Placerville Airport, north of Barrett Drive, and south of Broadway. The site is adjacent and east of the City-approved Eskaton project at Spanish Hill. Project includes all needed roads and utility infrastructure.

Lead Agency Contact

Name Andrew Painter
Agency City of Placerville
Phone (530) 642-5252
email
Address 3101 Center Street
City Placerville **State** CA **Zip** 95667
Fax

Project Location

County El Dorado
City Placerville
Region
Lat / Long
Cross Streets Barrett Dr at SW corner and Broadway at NE corner
Parcel No. numerous
Township 10N **Range** 11E **Section** 9,16 **Base** MDB&M

Proximity to:

Highways 49, 193
Airports Placerville General Aviation
Railways UPRR
Waterways Hangtown Creek, Weber Creek
Schools Louisiana Schnell, Sierra, Placerville Community Day
Land Use PLU: 5 single-family residences and outbuildings
Z: R3, R1-20,000
GP: HDR, LDR

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

Date Received 02/27/2009 **Start of Review** 02/27/2009 **End of Review** 04/13/2009

Letter B: Governor's Office of Planning and Research; State Clearinghouse and Planning Unit, Terry Roberts (April 14, 2009)

Response B-1: The comment that the City of Placerville has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA is duly noted.



Department of Toxic Substances Control



Linda S. Adams
Secretary for
Environmental Protection

Maziar Movassaghi
Acting Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Arnold Schwarzenegger
Governor

April 7, 2009

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APR 08 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Mr. Andrew Painter
City Planner
Community Development Department
City of Placerville
3101 Center Street
Placerville, California 95667

LUMSDEN RANCH DRAFT ENVIRONMENTAL IMPACT REPORT
(SCH # 2007032130)

Dear Mr. Painter:

The Department of Toxic Substances Control (DTSC) has reviewed the subject document that proposes constructing residential homes on land previously used for mining. It describes features associated with the historical mining activities; including pits, tailings, and tunnels. The document describes the existence of physical hazards posed by the tunnels but does not discuss whether the mining activities may pose a threat to human health and the environment from hazardous substances. DTSC recommends that sampling be conducted in the areas impacted by mining activities to determine whether such a threat may exist. The results of such sampling should be compared to health-based standards such as California Human Health Screening Levels or United States Environmental Protection Agency Preliminary Remediation Goals. DTSC recommends that its *Abandoned Mine Lands Preliminary Assessment Handbook* be utilized when evaluating these kinds of sites. The handbook can be found on DTSC's website at:

C-1

http://www.dtsc.ca.gov/SiteCleanup/Brownfields/upload/aml_handbook.pdf

DTSC also has a Voluntary Cleanup Program (VCP) to assist interested parties in evaluating and mitigating risks posed by hazardous substances. An interested party can apply for the VCP by utilizing the California Environmental Protection Agency's Brownfield Memorandum of Agreement (MOA) application to request agency oversight of the investigation and remediation of the site. The application form can be found at:

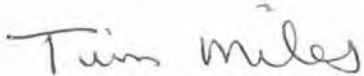
C-2

<http://www.calepa.ca.gov/Brownfields/MOA/>

Mr. Andrew Painter
April 7, 2009
Page 2

If you have any questions, please contact me at email tmiles@dtsc.ca.gov or by telephone at (916) 255-3710.

Sincerely,



Tim Miles
Hazardous Substances Scientist
Brownfields and Environmental Restoration Program

cc: State Clearinghouse
Governor's Office of Planning and Research
1400 10th Street, Room 121
Sacramento, California 95814-0613

Mr. Dave Johnston
Supervising Hazardous Materials Specialist
Environmental Management Department
El Dorado County
2850 Fairlane Court, Bldg. C
Placerville, California 95667

Ms. Nancy Ritter (**sent via email**)
Office of Planning and Environmental Analysis
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Letter C: Department of Toxic Substances Control, Tim Miles (April 7, 2009)

Response C-1: In response to this comment, the City will condition approval of the Lumsden Ranch project with a requirement that the applicant contract with qualified professionals to prepare a pre-construction sampling survey for the portions of Lumsden Ranch affected by historic mining activities to determine whether these activities resulted in hazardous substances that could be harmful to future residents of Lumsden Ranch. If any such hazards are found, the survey would be required to include recommendations to ensure the safety of Lumsden Ranch residents prior to issuance of construction permits. The sampling would be performed in accordance with the Department of Toxic Substances Control (DTSC) Abandoned Mine Lands Preliminary Assessment Handbook.

It is important to note that as discussed in the Initial Study, Lumsden Ranch is not listed on the DTSC's Hazardous Waste and Substances Site List for site cleanup (i.e., Cortese List) or any other state list of hazardous materials. The Initial Study was circulated with the Notice of Preparation during the scoping period. The City received no scoping comments from the public or public agencies indicating the presence of any hazardous substances within Lumsden Ranch. This comment does not provide substantial evidence that any such hazardous substances occur within Lumsden Ranch or represent a potentially significant impact.

Response C-2: This comment will be forwarded to the applicant for consideration.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO AREA OFFICE

2800 GATEWAY OAKS (MS-19)

SACRAMENTO, CA 95833

PHONE (916) 274-0635

FAX (916) 263-1796

TTY 711

Letter D

*Flex your power!
Be energy efficient!*

RECEIVED

APR 14 2009

CITY OF PLACERVILLE
COMMUNITY DEVELOPMENT

April 9, 2009

03-2009-ELD0015

03-ELD-50 PM 20.152

Lumsden Ranch

Draft Environmental Impact Report (DEIR)

Mr. Andrew Painter

City of Placerville

3101 Center Street

Placerville, CA 95667

Dear Mr. Painter,

Thank you for the opportunity to review and comment on the DEIR for the Lumsden Ranch planned development. The 133 acre project proposes 366 residential parcels. It is located south of US 50 between the Schnell School Road and Point View Drive interchanges. Our comments are as follows:

- Page ES-10, Mitigation Measure TT-1: install all-way stop sign control at the US 50/Schnell School Road westbound ramps intersection. Caltrans concurs with this mitigation measure. D-1
- Page ES-11, Mitigation Measure TT-2: pay a fair share contribution toward construction of a traffic signal at US 50 eastbound ramps/Broadway intersection and reconfiguration of adjacent access. Caltrans concurs with this mitigation however, a five-year signal analysis will be required before a signal can be considered at the location of the US 50 eastbound ramp and Broadway. The analysis should address queuing at this intersection and the impact that it will have at the adjacent intersection of Mosquito Road and Broadway. D-2
- Page ES-11, Mitigation Measure TT-3 & 4: Install all-way stop sign control at the US 50/Schnell School Road westbound & eastbound (respectively) ramps intersection. Caltrans concurs with this mitigation however, a northbound to eastbound right turn lane may be required when an all-way stop control is installed at the eastbound ramp intersection. D-3

- Page ES-11, Mitigation Measure TT-5: pay a fair share contribution toward construction of one of four alternative improvement plans for the Schnell School Road System. Caltrans would like to have the opportunity to review the simulation files for all four alternatives. For Alternative 2, we concur that roundabouts could be a potential mitigation however, a Concept Approval Report will be required before the roundabout design concepts can be approved. D-4

- Page ES-11, Mitigation Measure TT-6: pay a fair share contribution toward construction of a traffic signal at the Mosquito Road/Broadway intersection. According to the Traffix technical calculations, the westbound queue in the PM peak has been calculated at 375 feet. It appears that this queue would block the eastbound US 50/Broadway intersection, which would be unacceptable. We request the opportunity to review the simulation files for this mitigated scenario to analyze the impacts that queuing at the Mosquito Road/Broadway intersection would have at the US 50/Broadway eastbound ramp intersection. D-5

- Page ES-13, Mitigation Measure TT-8: pay a fair share contribution toward construction of a traffic signal at the US 50 eastbound ramps/Broadway intersection, and reconfiguration/widening of its approaches/departures. Caltrans concurs with this mitigation however, a five-year signal analysis will be required before a signal can be considered at the location of the US 50 eastbound ramp and Broadway. The analysis should address queuing at this intersection and the impact that it will have at the adjacent intersection of Mosquito Road and Broadway. D-6

- Page ES-13, Mitigation Measure TT-9: pay a fair share contribution toward construction of widening of the westbound approach the US 50/Bedford Avenue intersection to include an exclusive right turn lane. Although we concur that the exclusive right turn lane would improve the operations of this intersection, we also concur with statement on page 3-155 that “further capacity enhancements would be infeasible due to physical and right-of-way constraints.” Based on the plans for the Placerville Operations project, it appears that providing an exclusive right turn lane would come in conflict with one of the columns for the new pedestrian overcrossing. Coordination should occur to avoid conflict with the pedestrian overcrossing. D-7

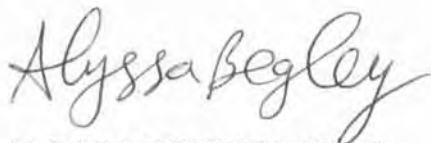
- Page ES-12 & 13, Mitigation Measures TT-10 & TT-11: pay a fair share contribution toward the construction of a roundabout at the US 50/Point View Drive westbound & eastbound (respectively) ramps intersection. Caltrans concurs with these mitigation measures however, a Concept Approval Report will be required before the roundabout design concepts can be approved. D-8

- Page ES-15, Mitigation Measure TT-21b: include provisions for Class II bike lanes on Mosquito Road and Schnell School Road as part of the design for mitigation measures at...US 50 eastbound & westbound ramps/Schnell School Road. Coordination with Caltrans should occur to accommodate the bicycle facility's signing and striping within the ramps intersection. D-9

- An Encroachment Permit will be required for any work conducted in the State's right of way. A cost estimate for the work within the State's right of way will be reviewed to determine whether it triggers the need for a 'project funded by others' designation. Maintenance of landscaping or sidewalks built within the State's right of way becomes the responsibility of the local jurisdiction. For more information on Encroachment Permit requirements or to secure an application contact the Encroachment Permits Central Office at (530) 741-4403. D-10

We look forward to further coordination regarding these mitigation measures. If you have any questions about these comments please contact Gabriel Corley at (916) 274-0611.

Sincerely,



ALYSSA BEGLEY, Chief
Office of Transportation Planning—South

cc: State Clearinghouse

**Letter D: Department of Transportation; Office of Transportation Planning,
Alyssa Begley (April 9, 2009)**

- Response D-1: Caltrans' concurrence with Mitigation Measure TT-1 is noted.
- Response D-2: Caltrans' concurrence with Mitigation Measure TT-2 is noted. The City recognizes that additional studies will be needed as part of Caltrans' encroachment permit and/or project development process prior to construction of this mitigation measure. The City will facilitate and participate in these additional studies. Further, the City will ensure that the effect of vehicle queuing on operations of adjacent intersections is evaluated as part of the additional studies.
- Response D-3: Caltrans' concurrence with Mitigation Measures TT-3 and TT-4 is noted. Although a northbound right turn at the westbound ramps intersection is not needed to mitigate Impact TT-3, the projected volume of northbound right-turning vehicles (215 vehicles under the "Near-Term Plus Project" condition during the evening peak hour) may warrant the inclusion of a right-turn lane. Further, construction of a right-turn lane at this location appears feasible based on field observations.
- The City recognizes that additional studies will be needed as part of Caltrans' encroachment permit and/or project development process prior to construction of these mitigation measures. The City will facilitate and participate in these additional studies. Further, the City will ensure that a northbound right-turn lane is evaluated as part of the additional studies.
- Response D-4: The City will provide Caltrans with the simulation files for each of the four alternatives evaluated as part of Mitigation Measure TT-5. Caltrans' concurrence that roundabouts could be a potential mitigation measure is noted.
- The City recognizes that additional studies will be needed as part of Caltrans' encroachment permit and/or project development process prior to construction of these mitigation measures. The additional studies will include a Concept Approval Report.
- Response D-5: The City will provide Caltrans with the simulation files for Mitigation Measure TT-6. The simulation files show that the westbound queue in the PM peak hour would extend to the U.S. 50 eastbound ramps/Broadway intersection as Caltrans has correctly noted. The U.S. 50 eastbound ramps/Broadway intersection would also be signalized as part of Mitigation Measure TT-8. The City will implement traffic signal interconnection and coordination between these two traffic signals to ensure that vehicles that extend between the two intersections do not cause a system breakdown. The simulation files provided show that effective coordination between the two intersections can accomplish this. It is also notable that without the signalization of these two intersections in the Long-term Cumulative scenario, vehicle queues causing a system breakdown would be present.

- Response D-6: Caltrans' concurrence with Mitigation Measure TT-8 is noted. The City recognizes that additional studies will be needed as part of Caltrans' encroachment permit and/or project development process prior to construction of this mitigation measure. The City will facilitate and participate in these additional studies. Further, the City will ensure that the effect of vehicle queuing on operations of adjacent intersections is evaluated as part of the additional studies.
- Response D-7: Caltrans' observation that widening of the westbound approach to the Bedford Avenue/U.S. 50 intersection for installation of a right-turn lane may be infeasible due to a recently constructed pedestrian overcrossing column is noted. As a result, the City concurs that Mitigation Measure TT-9 may be physically infeasible to construct. The City further concurs with Caltrans' observation that further capacity enhancements would be infeasible due to physical and right-of-way constraint as stated in the Draft EIR. As a result, the EIR correctly concludes that Impact TT-9 is significant and unavoidable. The City will coordinate with Caltrans to avoid conflict with the pedestrian overcrossing.
- Response D-8: Caltrans' concurrence with Mitigation Measures TT-10 and TT-11 is noted. The City recognizes that additional studies, including a Concept Approval Report, will be needed as part of Caltrans' encroachment permit and/or project development process prior to construction of this mitigation measure. The City will facilitate and participate in these additional studies.
- Response D-9: The City will coordinate with Caltrans to accommodate Class II bicycle facilities on Mosquito Road and Schnell School Road as described in Mitigation Measure TT-21b.
- Response D-10: The City recognizes that any work associated with the construction of mitigation measures conducted within the State's right-of-way will require a Caltrans Encroachment Permit. The City will facilitate and participate in the applicable permit. The City acknowledges and accepts that the City will be responsible for the maintenance of landscaping or sidewalks that are built within the State's right-of-way as part of adopted mitigation measures.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



March 10, 2009

Andrew Painter
City of Placerville
3101 Center Street
Placerville, CA 95667

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MAR 11 2009

mail

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

RE: SCH# 2007032130 Lumsden Ranch; El Dorado County.

Dear Mr. Painter:

The Native American Heritage Commission has reviewed the Notice of Completion (NOC) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **Sacred Lands File check completed, no sites indicated**
 - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

E-1

E-2

E-3

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contact
El Dorado County
March 21, 2009

TKS

Shingle Springs Band of Miwok Indians
John Tayaba, Vice Chairperson
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
(530) 676-8010
(530) 676-8033 Fax

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
nfonseca@ssband.org
(530) 676-8010
(530) 676-8033 Fax

El Dorado County Indian Council
P.O. Box 564 Miwok
El Dorado , CA 95623 Maidu

United Auburn Indian Community of the Auburn
Tribal Preservation Committee
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

United Auburn Indian Community of the Auburn Rancheria
Jessica Tavares, Chairperson
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

Kenneth Council
4209 V Street #5 Miwok
Sacramento , CA 95817 Maidu
mrken@sonic.net
916-457-7144 - Home
916-213-3934 - cell

Todd Valley Miwok-Maidu Cultural Foundation
Christopher Suehead, Cultural Representative
PO Box 1490 Miwok
Foresthill , CA 95631 Maidu
tvmmcf@foothill.net

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007032130 Lumsden Ranch; El Dorado County.

Letter E: Native American Heritage Commission, Katy Sanchez (March 10, 2009)

Response E-1: An archaeological inventory survey, which included an Information Center records search, was prepared for the project, and the results are incorporated into the EIR (Section 3.8, Cultural Resources).

Response E-2: As part of the archaeological inventory survey, the Native American Heritage Commission completed a Sacred Lands File check, indicated there were no Sacred Lands within the project, and provided a list of Native Americans whose concerns have been incorporated into Mitigation Measures CR-1 and CR-2b.

Response E-3: EIR Mitigation Measures CR-2a, CR-2b, and CR-2c include procedures for accidental discovery of cultural resources and treatment of human remains in accordance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

From: Steve Youel
Sent: Wednesday, April 01, 2009 12:02 PM
To: Andrew Painter
Cc: Steve Calfee
Subject: RE: Lumsden Ranch Draft EIR

Andrew – Thank you for bringing the Draft EIR to my attention. I agree with the findings regarding impacts on our existing park system. I am not sure if Lions Park is within 1 mile of the proposed project. I know it would be quite a walk given the topography.

F-1

Steve Youel
Director of Community Services
City of Placerville
530-642-5232
530-642-5236 (fax)
syouel@cityofplacerville.org
www.cityofplacerville.org

Letter F: City of Placerville; Department of Community Services, Steve Youel (April 1, 2009)

Response F-1: The commenter's agreement with the EIR findings regarding project impacts to the City's park system is duly noted. The walking (or driving) distance to Lions Park from the nearest portion of Lumsden Ranch is approximately 1.25 miles, but was rounded down to the nearest whole number (1 mile) for the EIR.



2828 Easy Street Suite 1 Placerville CA 95667 tel:530.642.5260 fax:530.642.5266 www.edctc.org

April 10, 2009

Andrew Painter, City Planner
City of Placerville
3101 Center Street
Placerville, CA 95667

RECEIVED
APR 13 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Re: Lumsden Ranch Draft Environmental Impact Report: ALUC Review

Dear Mr. Painter:

Enclosed, please find the El Dorado County Airport Land Use Commission's review of the Lumsden Ranch EIR and proposed project.

As you will find in the review, there were no findings of significant compatibility issues with the Placerville Airport Comprehensive Land Use Plan. Feel free to comment on the review form, as it is the first review I have done as the ALUC and would appreciate input. Also, this review will serve as the primary review of the project unless major changes are made to the scope and proposed development.

G-1

Please feel welcome to call on me if you have any questions about the review.

Sincerely,

A handwritten signature in cursive script that reads "Woodrow Deloria".

Woodrow Deloria
Assistant Transportation Planner

Enclosure: Lumsden Ranch Draft EIR ALUC Review



2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

Councilmembers Representing City of Placerville

Carl Hagen, Chair
Mark Acuna
Patti Borelli
Kathryn Mathews, Executive Director

Supervisors Representing El Dorado County

John Knight, Vice Chair
Ray Nutting
Jack Sweeney

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REQUEST FOR STAFF REVIEW

EI DORADO COUNTY AIRPORT LAND USE COMMISSION

2828 Easy Street
Placerville, CA 95667

Phone: 530.642.5263
Fax: 530.642.5266

Date Received: 3.12.2009

Received From: City of Placerville

Airport Name: Placerville Airport

ALUC Case #: EDC-01.009

Project Title: Lumsden Ranch Draft Environmental Impact Report

Project Description:

The proposed project involves the Planned Development Overlay and subdivision of two parcels totaling 133-acres into 366 single-family residential parcels. The project site is located approximately 1,200 feet northwest of the Placerville Airport, north of Barrett Drive and south of Broadway.

Application for: Rezone General/Community Plan Amendment Other

Background

On July 3, 2008 the El Dorado County Transportation Commission (EDCTC) was designated as the Airport Land Use Commission (ALUC) for western slope of El Dorado County. The primary function of the ALUC is to safeguard the general welfare of the airport and the general public through plan development and review within the vicinity of each of the three public use airports located in the EDCTC jurisdiction.

When the ALUC performs a review of a proposed development, general plan, specific plan, or other regulation for consistency with the appropriate Airport Comprehensive Land Use Plan (CLUP), one of the following determinations must be made. Find the action to be: 1) compatible, 2) compatible subject to conditions, or 3) in compatible with the CLUP, based on specific issues. The ALUC has 60 days, upon receipt of the request for review, to make one of the aforementioned determinations.

On March 10th, 2009, the El Dorado County Airport Land Use Commission (ALUC) received a request for review of the Lumsden Ranch Draft Environmental Impact Report (EIR) for compliance with the Placerville Airport CLUP, adopted June 5, 1996. The proposed project description calls for the subdivision of two parcels, totaling 133 acres into 366 single-family residential units and one recreation club house and swimming pool site on a total of 42 acres. The remaining 68% or 91 acres of the site, will be for roadways and open space including walking and cycling trails. The project site, at the closest point, is approximately 1,200 feet northwest of the Placerville Airport's southern approach and departure zone.

ALUC Staff Comments

Based upon the information provided in the Lumsden Ranch Draft EIR, the project is located in an area within the Placerville Airport Overflight Zone. The area near the proposed site is mostly undeveloped and adjacent to existing residential land uses. The project includes the development of 366 single-family residential lots and one recreation club house and swimming pool site on a total of 42 acres. The remaining 68%, or 91 acres, of the site will be developed as roadway and remain as open space with walking and cycling trails. Land use compatibility is determined by comparing a proposal with the CLUP's noise, safety, and height guidelines.

ALUC Staff Evaluation

ALUC staff has reviewed the Lumsden Ranch EIR for consistency with the Placerville Airport CLUP noise, safety, and height guidelines, as follows:

1. Noise: *The Placerville Airport CLUP seeks to prevent the creation of new noise problems around the airport and to minimize the public's exposure to excessive aircraft-generated noise.*

According to the project site map and description provided, the proposed project falls within the 55dB community noise equivalent level (CNEL) contours, but does not reach and/or exceed the 60dB CNEL.

As outlined in the Placerville Airport CLUP single-family residential development within this noise contour range requires that the City of Placerville implement one or more of the following appropriate mitigation measures: 1) noise insulation standards that limit observed interior noise level to 45dB or less, 2) a buyer notification requirement, and/or 3) an avigation and noise easement.

The proposed single-family residential development is considered to be a compatible use with Placerville Airport CLUP noise requirements only if the conditions mentioned above are met.

2. Safety: *The Placerville Airport CLUP seeks to protect the safety of the general welfare in the vicinity of the airport by minimizing the public expose to airport-related safety hazards.*

The Placerville Airport CLUP outlines three Safety Areas surrounding the airport. The proposed project falls within Safety Area 3, or Overflight Zone, which coincides with the area overflowed by aircraft during normal traffic pattern procedures.

The proposed clubhouse and pool may be compatible with the Placerville Airport CLUP. However, development of an arena, spectator sports complex, stadium, auditorium, concert hall, theatre, and amphitheatre or music shell are not permitted uses.

The proposed single-family residential development is considered to be a compatible use with Placerville Airport CLUP safety guidelines.

3. Height: *Height restrictions are necessary to insure that objects will not impair flight safety or decrease the operational capability of the airport.*

California Public Utilities Code Section 21659 prohibits the construction of any proposed structure that would penetrate any of the imaginary surfaces defined within the Placerville Airport CLUP. The proposed subdivision is located within the Horizontal Surface, an imaginary plane beginning 150 feet above the established airport elevation (2,583 feet above Mean Sea Level [MSL]) creating a Horizontal Surface at an elevation of 2,733 feet above MSL. The highest point on the proposed project site sits at 2,400 feet above MSL, creating a total distance

from the ground site elevation to the Horizontal Surface of 333 feet. It does not appear that the proposal would construct a structure or object that would penetrate this surface.

The proposed single-family residential development is considered to be a compatible use with the Placerville Airport CLUP height requirements if no structure or object penetrates the Horizontal Surface.

Applicable ALUC Plan:

- Placerville Airport Comprehensive Land Use Plan
- Georgetown Airport Land Use Compatibility Plan
- Cameron Airpark Airport Land Use Compatibility Plan

Applicable ALUC Policy: Noise Safety Overflight

- Compatible
- Compatible subject to conditions (see ALUC staff evaluation)
- Incompatible because of:
 - Safety
 - Noise
 - Height
 - Density/Intensity

Reviewed by: Woodrow Deloria

Date: March 25, 2009



Woodrow Deloria, Assistant Transportation Planner -- TEL: 530.642.5263

**Letter G: El Dorado County Transportation Commission, Woodrow Deloria
(April 10, 2009)**

Response G-1: The comment that no findings of significant compatibility issues with the Placerville Airport Comprehensive Land Use Plan (CLUP) is duly noted.

With respect to the commenter's findings regarding noise, the City respectfully disagrees that the project area falls within the 55-dBA airport noise contour. As described on EIR page 3-190, the Placerville Airport 2010 Forecast Noise Contours diagram places the project boundaries just outside of the 55-dBA airport noise contour. The 2010 Forecast Noise Contours diagram shows the 55-dBA airport noise contour extending northwest to approximately the El Dorado Canal (labeled "Ditch" on the contour diagram), which forms the southeast boundary of the project area.

Although the precise location of the 55-dBA airport noise contour may vary, airport noise would not cause interior noise levels within project residences to exceed 45 dB. As a general rule, noise levels inside a standard constructed building tend to be 20 dB less than the noise levels outside.

DEVELOPMENT SERVICES DEPARTMENT

COUNTY OF EL DORADO

<http://www.co.el-dorado.ca.us/devservices>



PLACERVILLE OFFICE:
2850 FAIRLANE COURT PLACERVILLE, CA 95667
BUILDING (530) 621-5315 / (530) 622-1708 FAX
biddept@co.el-dorado.ca.us
PLANNING (530) 621-5355 / (530) 642-0508 FAX
planning@co.el-dorado.ca.us
Counter Hours: 8:00 AM to 4:00 PM

LAKE TAHOE OFFICE:
3368 LAKE TAHOE BLVD. SUITE 302
SOUTH LAKE TAHOE, CA 96150
(530) 573-3330
(530) 542-9082 FAX
tahobuild@co.el-dorado.ca.us
Counter Hours: 8:00 AM to 4:00 PM

April 14, 2009

Andrew Painter
Placerville Community Development Department
3101 Center Street
Placerville, CA 95667

RE: Lumsden Ranch Draft EIR (SCH No. 2007032130)

Dear Mr. Painter:

I am writing in response to the above document for the proposed Lumsden Ranch residential development within the City of Placerville. As previously commented during review of the NOP and Initial Study (see attached letter), this department would like to reiterate the County's concerns involving the land use compatibility and safety impacts with respect to the project's close proximity to the County-operated Placerville Airport.

Of particular concern is that the majority of project site is located within the overflight zone (Safety Zone 3) of the airport. Though the DEIR analyzes and identifies this impact as Less Than Significant based on the project's consistency with the Placerville Airport Comprehensive Land Use Plan, we believe that this impact should be considered as Potentially Significant as it may restrict airport operations by creating land use conflicts.

Thank you for the opportunity in commenting on the DEIR for the project.

A handwritten signature in black ink, appearing to read "Mel Pabalinas".

Mel Pabalinas, Senior Planner

Cc: Dave Nicholls, Airport Operation, General Services

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APR 1 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

H-1

Letter H: El Dorado County; Development Services Department, Mel Pabalinas (April 14, 2009)

Response H-1: As stated by the commenter, the EIR concludes the project would be consistent with the land use compatibility standards in the Placerville Airport CLUP (Impact LU-2). Please also refer to Comment Letter G stating that the El Dorado County Transportation Commission found no significant compatibility issues with the Placerville Airport CLUP.

Letter I

EL DORADO COUNTY
 ENVIRONMENTAL MANAGEMENT
 PLACERVILLE OFFICE
 2850 FAIRLANE CT, BLDG C
 PLACERVILLE, CA 95667
 PHONE: (530) 621-5300
 FAX: (530) 642-1531

Interoffice Memorandum

4/10/09

To: Andrew Painter, Project Planner
 City of Placerville
apainter@cityofplacerville.org

From: El Dorado County
 Environmental Management Dept.

Subject: LUMSDEN RANCH

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 APR 13 2009
 CITY OF PLACERVILLE
 COMMUNITY DEV. DEPT.

Environmental Management Department staff has reviewed the subject application. The following comments reflect our concerns and requirements:

Environmental Health (Cathy Toft x 6651):
 No comments.

Air Quality Management (Dennis Otani x 5804):

The AQMD has reviewed the proposed project **DEIR**. The AQMD letter, dated April 5, 2007, with its comments, is still applicable. **In addition** to the April 5, 2007 letter to the City of Placerville, the AQMD after reviewing the **DEIR** has the following comments:

Construction Phase

The projected daily average emissions for NO_x and ROG exceed the CEQA Threshold of Significance by **88 lbs/day NO_x** and **188 lbs/day ROG**. The AQMD recommends that in addition to mitigation measures already addressed in the **DEIR**, the applicant considers incorporating other **feasible mitigation measures**, and/or revising the proposed mitigation measures in the **DEIR**, in an attempt to reduce the projected environmental impact below the CEQA significance threshold:

- Limiting hours of construction activities, i.e. hours of equipment operation,
- Use of alternative fuels, or
- Screening construction equipment exhaust emissions based on fuel use

If all considered mitigation measures cannot reduce the project construction phase impact below the threshold, the applicant has the option of paying a mitigation fee as per AQMD's "Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act", First Edition, February 2002.

I-1

Estimated mitigation fees for excessive NOx and ROG emissions from construction phase for the project are provided below:

NOx Mitigation Fee Calculation:

$$\begin{aligned} 88\text{lbs/day} \times 220 \text{ days} &= 19,360 \text{ lbs NOx} \\ 19,360 \text{ lbs NOx} \div 2,000 \text{ lbs/ton} &= 9.68 \text{ tons NOx} \\ 9.68 \text{ tons NOx} \times \$25,000^1/\text{ton} &= \$242,000 \end{aligned}$$

ROG Mitigation Fee Exceedance

$$\begin{aligned} 188 \text{ lbs/day} \times 220 \text{ days} &= 41,360 \text{ lbs ROG} \\ 41,360 \text{ lbs ROG} \div 2,000 \text{ lbs/ton} &= 20.68 \text{ tons ROG} \\ 20.68 \text{ tons ROG} \times \$8,110^1/\text{ton} &= \$167,715 \end{aligned}$$

Operation Phase:

See Appendix E Operation Emissions Mitigation for mitigation measures, AQMD's "Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act", First Edition, February 2002.

If you have any questions regarding these comments, please do not hesitate to telephone our office at (530) 621-6662.

Hazardous Materials (Dave Johnston x 5896):

Due to historical mining activities, resulting "mine adits and other mining features" as noted in the draft EIR, and possibly the occurrence of commercial, industrial or agricultural activities, the applicant must conduct a Phase I Environmental Site Assessment (ESA). The Phase I must be conducted in accordance with ASTM standard E 1527-00. All information developed in the Phase I process must be submitted to the Hazardous Materials Division (HMD) for review. If upon review of the Phase I information, HMD determines the property is a potentially impacted site, the applicant must apply for a permit, submit a workplan and conduct a Phase II ESA and any required site remediation activities prior to developing property.

If the applicant decides to install propane tanks serving multiple users, rather than individual aboveground storage tanks located within each lot, prior to commencing operations the owner/operator must:

- Prepare, submit and implement a hazardous materials business plan and pay appropriate fees.
- Train all employees to properly handle hazardous materials.
- Implement proper hazardous materials storage methods in accordance with the Uniform Fire Code and Uniform Building Code.

Solid Waste (Dave Johnston x 5896):

Recommend applicant comply with EDC Ordinance Code Chapters 8.42 for the management of solid waste and 8.43 for the recycling of construction and demolition debris.

¹ California Air Resources Board Reduction Offsets Transaction Cost Summary Report for 200, Executive Summary Table 1, Median Values

I-1
cont'd

I-2

I-3

I-4

I-5

**CC: Sid Afshar
Brilliant Management LLC
114 Camino Pablo
Orinda CA 94563**

**Letter I: El Dorado County; Environmental Management Placerville Office
(April 10, 2009)**

- Response I-1: The EIR addresses the issues provided by the Air Quality Management District (AQMD) in its April 5, 2007 letter. However, the EIR text has been revised in response to this comment. Please refer to Chapter 3 of the Final EIR.
- Response I-2: Appendix E of the AQMD's *Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act*, First Edition, February 2002, provides a list of potential mitigation measures to reduce emissions during a project's operational phase. These measures encourage the use of bicycles, walking, mass transit, and efficient building and land use design. Several of the EIR mitigation measures in Section 3.10 (Transportation and Circulation) require the project to promote the use of bicycles and mass transit facilities. In addition, Mitigation Measures CC-1b and CC-1c require the project to implement measures to reduce greenhouse gas emissions from energy use and transportation (See Chapter 5, Climate Change).
- It is important to note that Mitigation Measure AQ-3 requires the applicant to design homes and clubhouses to include only propane-burning fireplaces instead of wood-burning fireplaces, and that this measure would reduce operational air quality impacts to a less-than-significant level. Therefore, additional mitigation is not required.
- Response I-3: In addition to the pre-construction surveys described in Response C-1, the City will require the applicant to prepare a Phase I Environmental Site Assessment as a condition of approval. The results will be submitted to the Hazardous Materials Division of the El Dorado County Environmental Management Department for review.
- It is important to note that, as discussed in the Initial Study, Lumsden Ranch is not listed on DTSC's Hazardous Waste and Substances Site List for site cleanup (i.e., Cortese List) or any other state list of hazardous materials. The Initial Study was circulated with the Notice of Preparation during the scoping period. The City received no scoping comments from the public or public agencies indicating the presence of any hazardous substances within Lumsden Ranch. This comment does not provide substantial evidence that any such hazardous substances occur within Lumsden Ranch.
- Response I-4: This comment will be forwarded to the applicant for consideration.
- Response I-5: This comment will be forwarded to the applicant for consideration.

George A. Wheeldon - *President*
Division 4

George W. Osborne - *Director*
Division 1

Bill George - *Director*
Division 3



El Dorado Irrigation District

John P. Fraser - *Vice President*
Division 2

Harry J. Norris - *Director*
Division 5

W. Thomas Gallier
General Manager

Thomas D. Cumpston
General Counsel

In Reply Refer to: ECL0409-128

April 17, 2009

Andrew Painter, City Planner
3101 Center Street
Placerville, CA 95667

Subject: Lumsden Ranch Draft Environmental Impact Report

Dear Mr. Painter:

The El Dorado Irrigation District (EID) has the following comments on the Lumsden Ranch Draft Environmental Impact Report (Draft EIR):

Page 2-7, Water Delivery System – We suggest adding “EID delivers wholesale water to the City of Placerville” at the beginning of the paragraph.

J-1

Page 3-24, Water Supply System – 1st paragraph: EID provides wholesale water to the City of Placerville. The City of Placerville water service area is within EID’s Western/Eastern Service area and currently receives treated water from a combination of supplies, including Jenkinson Lake and the Project 184 system that diverts water from the South Fork American River. As of January 1, 2007, there was 1,407 acre-feet of unallocated water supply available, which equates to 2,426 equivalent dwelling units (EDUs). At this time, there is adequate water supply to serve the project (2007 Water Resources and Service Reliability Report).

J-2

Thank you for the opportunity to review the Lumsden Ranch Draft EIR. Please contact me at 530.642.4021 with any questions.

Sincerely,

W. Chris Word
Environmental Review Specialist

WCW:pc

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APR 17 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Letter J: El Dorado Irrigation District, W. Chris Word (April 17, 2009)

Response J-1: The EIR text has been revised in response to this comment. Please refer to Chapter 3 of the Final EIR.

Response J-2: The EIR text has been revised in response to this comment. Please refer to Chapter 3 of the Final EIR.

3481 Gold Country Drive
El Dorado, CA 95623
March 6, 2009

City of Placerville
Community Development Department – LRDEIR
3101 Center Street, 2nd Floor
Placerville, CA 95667

To Whom It May Concern,

For water supply reasons alone, it would be extremely shortsighted, if not irresponsible and unconscionable, to approve building 366 more water thirsty-homes.

We are in the third year of an endless cycle of droughts. There is a STATEWIDE call for conservation because we do not have enough water for the people and farms here now. With no control over the diminishing supply source (rain and snow) and no prospect for increasing the supply (without desalinizing the ocean), this project will only help to insure more water problems.

Our water problems should not be aggravated by increasing the demand for water at a time when current demands for this resource cannot be adequately met.

Please address these issues in a meaningful way by withholding approval of the Lumsden Ranch Project.

Sincerely,



Salli Warinner

RECEIVED

MAR 9 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

mail

K-1

Letter K: Salli Warinner (March 6, 2009)

Response K-1: The EIR evaluates project and cumulative impacts on water supply by comparing expected water demand against the El Dorado Irrigation District's (EID's) water supply. The EIR concludes that the project's water demand (and cumulative demand) falls within the City's and EID's future demand projections, and that EID has sufficient water to serve the project. Please also see EID's Comment J-2, which reiterates that EID has adequate water supply to serve the project.

It is important to note that EID completed preparation of a Drought Preparedness Plan to identify actions and procedures for preparing for, identifying, and responding to a drought to preserve essential public services and minimize the effects of a water shortage on public health and safety, economic activity, environmental resources, and individual lifestyle (Draft EIR page 3-28).



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APR 13 2009
CITY OF PLACERVILLE

April 13, 2009

Mr. Andrew Painter
Placerville Planning Commission
Planning Department
3101 Center Street
Placerville, CA 95667-5503

Dear Mr. Painter,

Eskaton Properties, Incorporated, is the owner of the Assisted Living Lodge in the new Eskaton Village Placerville community. The entire village was approved as a senior restricted community, wherein less mobile seniors could safely live and walk throughout the community. The Lodge, as an assisted living facility, will be home to 64 seniors with an average age of 85 years. These 64 Lodge residents will be in addition to the approximately 120 patio homes for seniors. The Lodge residents will have markedly reduced mobility capabilities and will exhibit significant frailties. The Eskaton Village Placerville environment was designed with this population specifically in mind.

The proposed use of the community roads (Heritage and Blair Lanes) as a primary entrance and exit for a large housing subdivision, Lumsden Ranch, is inappropriate. The traffic, safety, security, noise and general pollution would threaten the basic premise of this previously approved senior community.

L-1

Eskaton Properties, Incorporated, would like to go on record formally as being strongly opposed to the use of Heritage Lane and Blair Lane for the Lumsden Ranch construction and normal follow-on use by the ranch residents. We would like to participate in any public discussions on this subject please.

L-2

Sincerely,

Trevor A. Hammond
Senior Vice President, COO
Eskaton Properties, Inc.

Letter L: Eskaton Properties, Trevor A. Hammond (April 13, 2009)

Response L-1: Please see Master Response 1.

Response L-2: This comment is duly noted and will be considered by the City Council during project approval proceedings.

Eskaton Village Placerville
Homeowners Association
c/o Eskaton Properties, Inc.
5105 Manzanita Avenue • Carmichael, CA 95608-0598
916-334-0810 Telephone • 916-338-1248 Fax

RECEIVED
APR 13 2009
CITY OF PLACERVILLE
FIELD

To: Placerville Planning Commission
From: Eskaton Village Placerville HOA Board of Directors
Subject: Request for Comments on Lumsden Ranch Subdivision Proposal
Date: April 13, 2009

The Eskaton Village Placerville Homeowners Association Board of Directors formally expresses its disagreement with the proposal under consideration which would allow the planned Lumsden Ranch housing development to routinely use Blair Lane and Heritage Lane as an entrance and exit.

The HOA's concerns are based on safety, traffic, noise, security and overall inappropriateness. The existing Eskaton Village Placerville community is a senior-restricted community specifically developed in a quiet location with minimal traffic, wherein less mobile residents can safely walk the community roads and enjoy the security of a community intentionally designed for their specific needs. The proposed use of the community roads for a heretofore unknown subdivision entry and exit would threaten the basic premise of this previously approved senior community.

The HOA Board of Directors believes that the plan, as currently under consideration, is totally inappropriate and would like to be involved in all future public deliberations on the subject.



Trevor A. Hammond
President
Board of Directors
Eskaton Village Placerville, Home Owners Association

M-1

Letter M: Eskaton Village Placerville Homeowners Association, Trevor A. Hammond (April 13, 2009)

Response M-1: Please see Master Response 1.

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APR 03 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

3367 Eskaton Drive
Placerville, Ca. 95667

March 31, 2009

City of Placerville
Community Development
Dept. LRDEIR
3101 Center St. 2nd Floor
Placerville, Ca. 95667

Re:Draft EIR—Lumsden Ranch Development

We are senior residence at Eskaton Village in Placerville.
Our back yard property overlooks Blairs Lane.

If Blairs Lane is used as an alternative way to enter the proposed
Lumsden Ranch Development, it would take away our privacy and
be a very noisy street to live by.

We both take daily walks around our village and since there are no
sidewalks, we are forced to walk in our streets.

We are very much against the use of Blairs Lane as a connecting road to the
proposed Lumsden Ranch development as it would not be a safe area to walk.

It would also interfere with Emergency vehicles that are frequently needed
for patients in our Lodge.

Is our community prepared to accommodate 366 additional homes?

I think not with our narrow roads and short water supply.

Sincerely,

Robert & Luis Bado

N-1

N-2

Letter N: Eskaton Village Placerville, Robert and Doris Bado (March 31, 2009)

Response N-1: Please see Master Response 1.

Response N-2: Please see Master Response 1. With respect to the comment about water supply, please see Responses J-2 and K-1.

April 7, 2009

To: City of Placerville
Community Development Department-LRDEIR

Re: Proposed street connecting the Lumsden Ranch project to
Blairs Lane via Heritage Lane

RECEIVED
APR 06 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

This West access to the Lumsden Ranch Project is unacceptable:

1. Eskaton Village Placerville has no sidewalks, and this being a senior community, there are many people in wheel chairs, walkers, battery operated scooters, and using canes at all times of the day, using the streets for physical activities. Increased traffic from 366 residential parcels would be a disaster waiting to happen.
2. Eskaton Village Placerville has 4 homes with driveways exiting directly on to Blairs Lane. In as much as we have many drivers in their 80's and some in their 90's this project would be inviting an accident as a resident backs out of their driveway into extremely increased traffic. We definitely have a safety factor involved here.
3. Eskaton Village Placerville will lose the second means of quick ingress and egress for emergency vehicles or fire. Perhaps Heritage Lane could be made an emergency exit ONLY for the Lumsden Ranch Project as well as ours.
4. The peace and security offered by Eskaton Village Placerville was a major decision in moving here for every homeowner. Had we known of this project I think none of us would have purchased a home in this community. This could be the death of this senior community.
5. Well planned growth is a good thing. However, this is not well planned growth considering the density of the project and the existing or available ingress and egress routes that will have a great, disasterous impact on its neighbors.

O-1

O-2

O-3

O-4

O-5

Please consider the noise and air pollution to our community when your make your decision of disapproval of this project.

O-6

Sincerely, a concerned homeowner,
Donald H. Johnson
3383 Eskaton Drive

Letter O: Eskaton Village Placerville, Donald H. Johnson (April 2, 2009)

Response O-1: Please see Master Response 1.

Response O-2: Please see Master Response 1.

Response O-3: Please see Master Response 1.

Response O-4: Please see Master Response 1.

Response O-5: With respect to planned growth, the Lumsden Ranch project would be consistent with the land use designations and policies of the City of Placerville General Plan and with the project area's zoning designation (see EIR Section 3.1, Land Use). In addition, the Blairs Lane connection would be consistent with the City's Master Street Plan.

Response O-6: Please see Master Response 1.

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APR 13 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

4/4/09

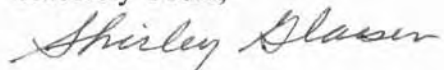
City of Placerville
Community Development Department-LRDEIR
3101 Center Street, 2nd Floor
Placerville, CA 95667

I am a home owner and resident of Eskaton Village Placerville . I am strongly against the use of Blairs Lane for the Lumsden Ranch Project. One of the main reasons I had for moving to EVP is the security of the location. With EVP as the only destination for Blairs Lane it gives me great peace of mind and comfort, because I live alone as do many of the residence here who also share my feelings.

There is an extreme safety issue that would result from the increased traffic volume on Blairs Lane, because many residence use walkers, wheelchairs, canes and scooters daily on our streets to get out and enjoy the peaceful serene environment. With no side walks and the reduced mobility that many of us have, the increased volume of traffic will surly result in injuries or even the death of someone. My reason for this is that there will be teenage drivers who often drive to fast and don't have the experience or reactions to deal with the adversities they will face. Also parents will be rushing children to school, sports, or what ever it might be at all hours and not in full focus of the task at hand (driving safely).

The use of Blairs Lane for the Lumsden Ranch Project will also have a devastating affect on the property values in EVP. It will take away the desirability of living here with increased traffic and not having the seclusion and comfort that we now have.

Sincerely Yours,



Shirley Glaeser

Letter P: Eskaton Village Placerville, Shirley Glaeser (April 4, 2009)

Response P-1: Please see Master Response 1.

MEMORANDUM

RECEIVED

APR 09 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Date: April 5,2009

To: Andrrew Painter, City Planner

From: Diggings Court, Placerville

Subject: Lumsden Housing Project

- 1. Yes, four widowed ladies have purchased the duplexes on Diggings Court, forming a new sisterhood of like minds and interests. Our land values here stem from many many years of labor with an eye to the future of 'Utopia' living....which we have found!

Now, please do not consider Blair Lane as a viable ingress and egress to the City below us, taking into consideration:

- the lack of security promised when we moved here;
- the safety of peope walking, wheel chair travel, and utilization of battery operated scooters attempting mishaps with non residents and speeders;
- the added congestion at the intersection at Broadway;
- the cutting of nature's trees and diminishing esthetic beauty of our area.

Q-1

Q-2

Q-3

Your summation of our request will be appreciated.

Shirley Glaeser Shirley Glaeser 1393 Diggings Ct. Betty J. Moorhead Betty Moorhead 1396 Diggings Ct.

Phyllis Gaske Phyllis Gaske 1397 Diggings Ct. Mary Belden Mary Belden 1392 Diggings Court

Letter Q: Eskaton Village Placerville, Shirley Glaeser, Betty Moorhead, Phyllis Gaske, Mary Belden (April 5, 2009)

Response Q-1: Please see Master Response 1.

Response Q-2: The Blairs Lane Connection Alternative would result in greater traffic volumes at the Blairs Lane/Broadway intersection. However, the increased traffic volumes would not result in a significant impact. The level-of-service (LOS) for the most congested traffic movement at the intersection would not degrade below LOS D in either the morning or evening peak hours under either the existing plus project condition or the Long Term Cumulative condition with the Blairs Lane Connection Alternative.

Response Q-3: Constructing the 250-foot connector street between Lumsden Ranch and Heritage Lane would replace about 0.5 acre of trees and vegetation with a city street similar to Blairs Lane and other streets in the vicinity. This new street, however, not would be visible from most locations within Eskaton and would not substantially degrade the visual character of the project area.

From Lohmont Eskaton Community, **Letter R**
Village Placerville, Ca.
95667 2009

Planner The Lumsden Ranch is Unacceptable

1. EVP has no sidewalks so there will be people in wheel chairs, walkers, canes and battery operated scooters in the streets at all times of the day with no means of keeping out non residents and speeders.

2. Lumsden Ranch is not a senior community so there will be teenage drivers in E all hours of the day and night.

3. We will lose all the security we were promised which was a major factor in the decision to move here.

4. EVP will lose the second means of quick ingress and egress for emergency vehicles or fire.

5. Blairs Lane hill is an extremely hazardous road in the winter. The Lodge staff has had to walk up the hill because of ice on the hill. One homeowner had to make an emergency trip to the hospital and slid down the hill. Had a vehicle been coming up the hill there would have been a head on collision. There are two fairly sharp curves, one being a blind curve, a recipe for disaster on a slick road or at night especially with teenage drivers.

6. Lumsden Ranch is not a senior community so there will be many driving trips to work, school, after school and weekend sports. This will cause the hill and the intersection at Broadway to become exceedingly congested, raising the noise level and exhaust pollution.

7. The peace and security offered by EVP is why every one of us homeowners moved here. Had we know of this project I think none of us would have bought a home here. This could be the death of this senior community.

8. Placerville did not ask for this development. Placerville does not need this development. Those of us who live in the area do not want this development. Well planned growth is a good thing. This is not well planned growth considering the density of the project and the existing or available ingress and egress routes that will have a great impact on its neighbors.

9. We recommend that the planning commission deny the request based on the number and severity of unmitigable impacts.

10. Besides the 9 suggestions & recommendations for our village — I want to say I moved to Eskaton Village Placerville when I decided I didn't need as large a house or 5 acres+ to live on and care for a 12 x 24 doughboy pool since I lost my husband 7 years ago. Lohmont builders offered this area and I liked to stay close to people and close to shopping. So far I want it to stay that way without added traffic and no security for my advancing age. Signed
Clara Clement - resident E.V.P.

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APR 06 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

R-1

R-2

R-3

R-4

R-5

R-6

Letter R: Eskaton Village Placerville, Clara Clement (April 6, 2009)

Response R-1: Please see Master Response 1.

Response R-2: Please see Master Response 1.

Response R-3: Please see Master Response 1.

Response R-4: Please see Master Response 1.

Response R-5: Please see Response O-5.

Response R-6: Please see Master Response 1.

4/6/09

Dear Mr. Painter,

I need to express my concern over your proposed plan to build adjacent to Lexicon retirement homes.

As you will see, we do not have sidewalks, we have to walk in the streets. The last thing we need is more traffic on these roads.

Because of my health limitations, I need to live in a place like this.

If this became a thoroughfare, who would want to buy here? Also, it would make it difficult to sell my home, if need be.

Concerned,
Josephine R. DeLuca

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APR 03 2009

CITY OF PLACERVILLE



Ms Josephine DeLuca
3386 Eskaton Dr
Placerville, CA 95667-6465

S-1

S-2

Letter S: Eskaton Village Placerville, Josephine Deluca (April 6, 2009)

Response S-1: Please see Master Response 1.

Response S-2: Please see Master Response 1.

Painter

CC: Council, City Mgr.

Letter T

City Planner
CDD Director

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CITY CLERK / HUMAN RESOURCES

APR 07 2009

CITY OF PLACERVILLE
3101 CENTER STREET
PLACERVILLE, CA 95667

April 6, 2009

City of Placerville
Community Development Dept.-LRDEIR
3101 Center St., 2nd Floor
Placerville CA 95667

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APR 09 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

RE: Proposed Lumsden Ranch Project and new street connecting
Lumsden Ranch to Blairs Lane via Heritage Lane through
Eskaton Village Placerville

Gentlemen:

The above proposed project has just come to our attention and I feel that it is completely unacceptable.

We purchased our home because EVP is a senior development and promised security and a peaceful way of living. We would never have moved here if we had known of this proposal.
SECURITY AND SAFETY IS A MAJOR FACTOR.

This is a Senior Development! Most of the people are in their 70's, 80's, and 90's +.

There are narrow streets and no sidewalks. I walk on the streets for exercise. Many use canes, walkers wheelchairs and electric scooters.

Cars traveling from Lumsden Ranch on Blairs and Heritage Lanes would drive at higher speeds, which would endanger lives. Four of the homes are on Blairs Lane and residents would be backing out into traffic.

The propane tanks for EVP are located on Heritage Lane where the new street would connect.

The noise and pollution from trucks and cars coming up the hill will increase. Many of us have respiratory problems.

We will lose a second quick exit and entrance for emergency vehicles and fire trucks, etc.

Blairs Lane is steep and curvy with a blind curve and is dangerous when slick. More traffic would be intolerable.

The Broadway intersection will be congested and dangerous. It is difficult now to go downtown during high traffic periods.

I ask that the planning committee deny the request because of the number and severity of all these problems.

Sincerely,

Oliver W. Wilson
Mark S. Nelson
3415 Eskaton Drive, Placerville 95667

T-1

T-2

T-3

Letter T: Eskaton Village Placerville, Olaf and Marilyn Wilson (April 6, 2009)

Response T-1: Please see Master Response 1.

Response T-2: The Blairs Lane Connection Alternative would not affect Eskaton's propane tanks. The tanks are located a safe distance away from Heritage Lane and would not be located in the right-of-way of the proposed street connection (see Figure 6-3 of the Draft EIR). In addition, the propane tanks are designed and constructed in accordance with all applicable fire, safety, and building codes, and are protected by all applicable safety measures required by these codes.

Response T-3: Please see Master Response 1.

April 6, 2009

City of Placerville
Community Development Dept.-LRDEIR
3101 Center St. , 2nd Floor
Placerville CA 95667

RECEIVED
APR 08 2009
CITY OF PLACERVILLE
COMMUNITY DEVELOPMENT

RE: Proposed Lumsden Ranch Project and new street connecting
Lumsden Ranch to Blairs Lane via Heritage Lane through
Eskaton Village Placerville

Gentlemen:

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There are narrow streets and no sidewalks. I walk on the streets for exercise. Many use canes, walkers wheelchairs and electric scooters.

Cars traveling from Lumsden Ranch on Blairs and Heritage Lanes would drive at higher speeds, which would endanger lives. Four of the homes are on Blairs Lane and residents would be backing out into traffic.

The propane tanks for EVP are located on Heritage Lane where the new street would connect.

The noise and pollution from trucks and cars coming up the hill will increase. Many of us have respiratory problems.

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Blairs Lane is steep and curvy with a blind curve and is dangerous when slick. More traffic would be intolerable.

The Broadway intersection will be congested and dangerous. It is difficult now to go downtown during high traffic periods.

I ask that the planning committee deny the request because of the number and severity of all these problems.

Sincerely,



3415 Eskaton Drive, Placerville 95667

U-1

Letter U: Eskaton Village Placerville, Marilyn Wilson (April 6, 2009)

Response U-1: Please see responses to Comment Letter T.

RECEIVED
APR 07 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

April 6, 2009

City of Placerville
Community Development Dept.-LRDEIR
3101 Center St. , 2nd Floor
Placerville CA 95667

RE: Proposed Lumsden Ranch Project and new street connecting
Lumsden Ranch to Blairs Lane via Heritage Lane through
Eskaton Village Placerville

Gentlemen:

The above proposed project has just come to our attention and I feel that it is completely unacceptable.

We purchased our home because EVP is a senior development and promised security and a peaceful way of living. We would never have moved here if we had known of this proposal. SECURITY AND SAFETY IS A MAJOR FACTOR.

This is a Senior Development! Most of the people are in their 70's, 80's, and 90's +.

There are narrow streets and no sidewalks. I walk on the streets for exercise. Many use canes, walkers wheelchairs and electric scooters.

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The propane tanks for EVP are located on Heritage Lane where the new street would connect.

The noise and pollution from trucks and cars coming up the hill will increase. Many of us have respiratory problems.

We will lose a second quick exit and entrance for emergency vehicles and fire trucks, etc.

Blairs Lane is steep and curvy with a blind curve and is dangerous when slick. More traffic would be intolerable.

The Broadway intersection will be congested and dangerous. It is difficult now to go downtown during high traffic periods.

I ask that the planning committee deny the request because of the number and severity of all these problems.

Sincerely,



3415 Eskaton Drive, Placerville 95667

Letter V: Eskaton Village Placerville, Olaf Wilson (April 6, 2009)

Response V-1: Please see responses to Comment Letter T.

RECEIVED

APR 13 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

April 7, 2009

Mr. & Mrs. Donald K. Williams
1393 Range Ct.
Placerville, CA 95667City of Placerville
Community Development Dept. LRDEIR
3101 Center St.
Placerville, CA 95667

Dear Sirs,

We are submitting our comments on the Lumsden Ranch Project per your public notice letter. Our concerns are listed below.

1. EVP has no sidewalks so there will be people in wheel chairs, walkers, canes and battery operated scooters in the streets at all times of the day with no means of keeping out non residents and speeders.
2. Lumsden Ranch is not a senior community so there will be teenage drivers in EVP at all hours of the day and night.
3. We will lose all the security we were promised which was a major factor in the decision to move here.
4. EVP will lose the second means of quick ingress and egress for emergency vehicles or fire.
5. Blairs Lane hill is an extremely hazardous road in the winter. The Lodge staff has had to walk up the hill because of ice on the hill. One homeowner had to make an emergency trip to the hospital and slid down the hill. Had a vehicle been coming up the hill there would have been a head on collision. There are two fairly sharp curves, one being a blind curve, a recipe for disaster on a slick road or at night especially with teenage drivers.
6. Lumsden Ranch is not a senior community so there will be many driving trips to work, school, after school and weekend sports. This will cause the hill and the intersection at Broadway to become exceedingly congested, raising the noise level and exhaust pollution.
7. The peace and security offered by EVP is why every one of us homeowners moved here. Had we know of this project I think none of us would have bought a home here. This could be the death of this senior community.

W-1



8. Placerville did not ask for this development. Placerville does not need this development. Those of us who live in the area do not want this development. Well planned growth is a good thing. This is not well planned growth considering the density of the project and the existing or available ingress and egress routes that will have a great impact on its neighbors.

↑
W-1
cont'd

9. The City would not allow Eskaton Village to be a gated community but did allow it to be built without sidewalks, forcing all seniors to walk in the streets. Now the City is being asked to approve of a 300+ non senior community to be constructed with ingress and egress of commuters and teenagers through our streets. What is being recommended would create an extremely hazardous condition for the residents of EVP.

W-2

10. A possible alternative for a west access would be to route a new road off Blairs Lane into Lumsden Ranch on the north east side of the ridge per attached map. It appears to be mostly level end to end.

W-3

Sincerely,

Donald K. Williams
Joan Williams

Legend



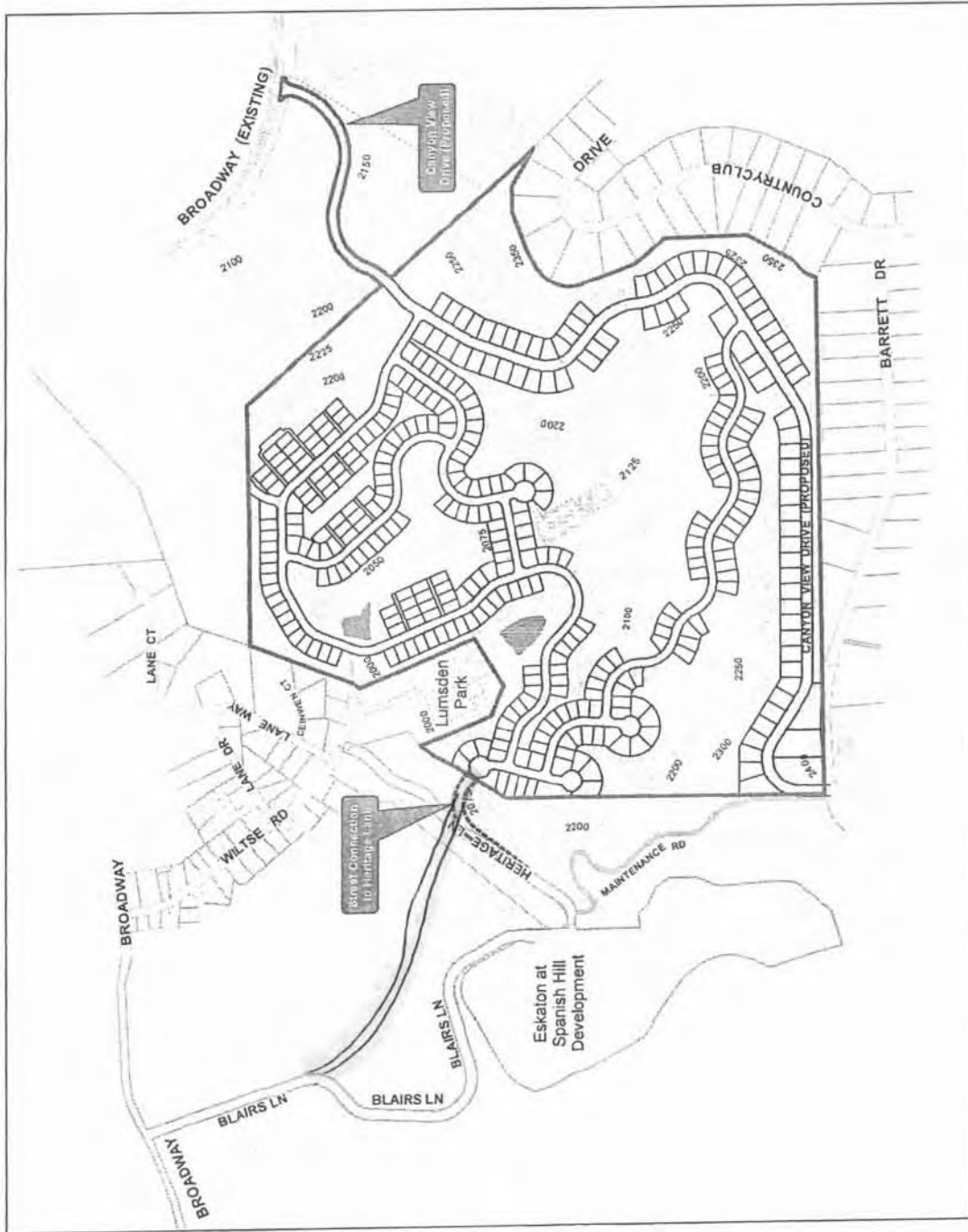
-  Project Area
-  Street Connection to Heritage Lane



Figure 6-2
Blairs Lane
Connection Alternative

Lumsden Ranch EIR
 City of Placerville



Source: Klemelson Engineering



Letter W: Eskaton Village Placerville, Donald and Joan Williams (April 7, 2009)

Response W-1: Please see Responses R-1 through R-5.

Response W-2: Please see Master Response 1.

Response W-3: As discussed on EIR page 6-1, CEQA Guidelines Section 15126.6(a) requires an evaluation of "...a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives [underline added]." Because the suggested alternative would not avoid or substantially lessen any of the significant effects of the project, the EIR need not evaluate the suggested alternative.

Letter X RECEIVED

APR 07 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Dear Mr. Painter

We are in great distress after hearing of the proposed Lumsden Ranch project which will involve the building of 366 homes on a 133 acre parcel. While we realize that Placerville needs *some* growth, we feel that a project of this size is totally contrary to our small-city culture. We bought a retirement home in Eskaton Village for the peace, quiet, and healthy air, all of which will disappear if so many homes in the immediate vicinity of Eskaton are built built by Mr. Brilliant.

X-1

We have *strong* objections to the scope of this development for the following reasons:

1. Increasing traffic is already a problem in Placerville. Adding so many vehicles to Broadway and/or the freeway would greatly exacerbate the problem.
2. Most of us moved to this area for the excellent air quality. The increased traffic would add to the pollution.
3. The proposed use of any part of the roads in Eskaton would cause an increase of problems in the following areas:
 - a. Elderly residents who are hard of hearing or who use the streets in wheelchairs, walkers, canes, or scooters would be in danger from the increased traffic. (There are no sidewalks.)
 - b. The increase in noise level would be intolerable for our quiet community.
 - c. The exhaust fumes would not only be unhealthy for all, but cause for increased concern for those Eskaton residents who have major breathing problems.
 - d. Loss of the second means of rapid ingress or egress for fire and emergency vehicles could be a disaster for immobile residents.
4. The intersection of Blairs Lane and Broadway would become very congested thereby increasing noise, pollution, and potential accidents.

X-2

X-3

This is not a well-conceived development. We were hoping to spend our remaining years in comfort, security, and peace. We are too old to move again.

As there are so many negative factors, we beg the Planning Commission to deny this request.

Sincerely,
Everett Cutler

Doris Cutler

Everett and Doris Cutler

Letter X: Eskaton Village Placerville, Everett and Doris Cutler (April 7, 2009)

Response X-1: Please see Master Response 1 and Response O-5.

Response X-2: Please see Master Response 1.

Response X-3: Please see Master Response 1.

RECEIVED

APR 07 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

To: City of Placerville
Community Development Department-LRDEIR

Re: The Lumsden Ranch Project

The proposed connection of Lumsden Ranch with Blairs Lane via Heritage Lane is unacceptable. Eskaton Village Placerville is a senior community with no sidewalks and a great deal of handicapped residents, both in the Lodge and in the individual homes. Residents in wheel chairs, walkers, etc will be in danger because of the increased traffic of 366 new homes in Lumsden Ranch. This is an extremely important safety issue which must be addressed. Additionally, 4 homes driveways exit directly onto Blairs Lane. The increased traffic will be inviting disaster with the 80 and 90 year olds we have in the community that still drive.

Eskaton Village Placerville has a one way gate on Heritage Lane that is strickly an emergency exit. Perhaps that could be restructured to be an emergency gate ONLY for both Eskaton and Lumsden Ranch.

Well planned growth is a good thing. However, this is not well planned growth considering the density of the project and the existing or available ingress and egress routes that will have a great, disasterous impact on its neighbors.

I urge you to deny the request based on the number and severity of unmitigable impacts.

Patricia M Johnson

A concerned homeowner
3383 Eskaton Drive

Y-1

Letter Y: Eskaton Village Placerville, Patricia M. Johnson (April 7, 2009)

Response Y-1: Please see Master Response 1 and Response O-5.

to: City of Placerville - Community Development Dept
3101 Center Street 2ND Floor - Placerville, CA 95667
LRDEIR

The Lumsden Ranch is Unacceptable

RES DRAFT
EIR

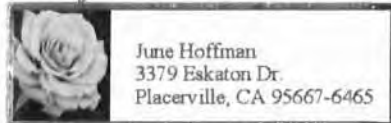
1. EVP has no sidewalks so there will be people in wheel chairs, walkers, canes and battery operated scooters in the streets at all times of the day with no means of keeping out non residents and speeders.
2. Lumsden Ranch is not a senior community so there will be teenage drivers in EVP at all hours of the day and night.
3. We will lose all the security we were promised which was a major factor in the decision to move here.
4. EVP will lose the second means of quick ingress and egress for emergency vehicles or fire.
5. Blairs Lane hill is an extremely hazardous road in the winter. The Lodge staff has had to walk up the hill because of ice on the hill. One homeowner had to make an emergency trip to the hospital and slid down the hill. Had a vehicle been coming up the hill there would have been a head on collision. There are two fairly sharp curves, one being a blind curve, a recipe for disaster on a slick road or at night especially with teenage drivers.
6. Lumsden Ranch is not a senior community so there will be many driving trips to work, school, after school and weekend sports. This will cause the hill and the intersection at Broadway to become exceedingly congested, raising the noise level and exhaust pollution.
7. The peace and security offered by EVP is why every one of us homeowners moved here. Had we know of this project I think none of us would have bought a home here. This could be the death of this senior community.
8. Placerville did not ask for this development. Placerville does not need this development. Those of us who live in the area do not want this development. Well planned growth is a good thing. This is not well planned growth considering the density of the project and the existing or available ingress and egress routes that will have a great impact on its neighbors.
9. We recommend that the planning commission deny the request based on the number and severity of unmitigable impacts.

APR 07 2009
PLACERVILLE
COMMUNITY DEVELOPMENT DEPT.
RECEIVED

Z-1

• all of the above are the feelings of my neighbors and mine. Like myself, at 84 years of age, they are embarked upon this interval of life, called old age! So, I can say it would be for me, a personal hardship to dilute this service community with any additional hazards of traffic not related to the comfort we now have.

Gene Hoffman



Gene Hoffman
3379 Eskaton Dr
Placerville, CA 95667-6465

Letter Z: Eskaton Village Placerville, June Hoffman (April 7, 2009)

Response Z-1: Please see Responses R-1 through R-6.

Response to Placerville Planning Commission request for Comments Re: Environmental Impact of Lumsden Ranch subdivision.

We, the Residents/Homeowners of Lakemont Village Placerville, have viewed with increasing alarm, the possible traffic impacts of the new Lumsden Ranch Subdivision. We have numerous concerns, the most important of which involve our safety.

One plan the commission is considering would involve an egress from the new development using Heritage Lane and Blairs Lane to Broadway. We were told before purchasing here that while the City of Placerville did not allow gated communities the following provision would be made. "Eskaton Village Placerville will be enclosed with access limited to one primary entrance point. A secondary road will be available for emergency use."(See attachment 1). We can understand the need for emergency egress from the new community. We have the same concern. If we were to try to use Heritage in the event of a fire we fear any evacuation route through the new community would compromise the speed of the evacuation. If a fire should threaten both communities, the planned route would be overwhelmed.

AA-1

Secondly, we fear the increased traffic on the Heritage/Blairs Lane streets would jeopardize the safety of our residents who routinely utilize Blairs Lane to pass from the lodge and the Village Center, to the Eskaton Drive area. The Planners made no provisions for sidewalks along Blairs Lane. Some of our residents use motorized scooters, walkers or canes, even wheelchairs, making their passage on the street dangerous in the face of increased traffic. We have never received any "disclosures" about Heritage Lane being anything more than a fire egress road. Many of us might have had second thoughts in moving here if we had known that this village might be nothing more than another subdivision with through- traffic from other populated areas of the city. We expected quiet and peaceful streets. In the sales literature, it states:" Of the 65 acres, construction will be limited to the center of the property. The balance of the site, (which is too steep for construction), will remain in a natural state and will form a permanent buffer between Eskaton Village Placerville and other developments."(Addendum 2). Under the proposed plan, the northeast corner of the Village will be compromised if through- traffic is allowed.

AA-2

There are several homes along Blairs Lane that will require residents to back into Blairs to exit from their driveways or garages. This area is on the corner where most of the traffic would enter Blairs as they turn right from Heritage which could be hazardous. Additionally, turning left onto Broadway from Blairs Lane is already difficult due to heavy traffic and with more people using that route, we are concerned about even more jeopardy in turning onto Broadway in a safe manner. The steep hill on Blairs Lane offers another concern. Recently, one of our residents had to make an emergency trip to the hospital during a heavy snowfall and slid down to the bottom of the hill. Had there been oncoming traffic, it could have been disastrous.

AA-3

AA-4

RECEIVED
APR 07 2009
CITY OF PLACERVILLE
COMMUNITY DEV.

Traffic noise is another issue. We would be faced with the possibility of not only construction vehicles traveling the very steep Blairs Lane with brakes squealing and motors revving but new subdivision drivers using it as well, magnifying the problem.

One of the major reasons most of us bought property in this community had to do with our safety and security and this is now at jeopardy.

Please do not allow traffic from Lumsden Ranch to utilize the Heritage/Blairs Lane option.

Prepared by Roberta M. Roswurm, 3411 Eskaton Dr, Placerville, CA 95682

Signatures of Concerned Residents/Homeowners:

Roberta M. Roswurm

Donald K. Welton

Olaf A. Wilson

Chyllis Yaska

Walter H. Han

Mary Dannelly

Ray Gussal

Calena Bado

Howard S. Hanson

Charles G. Spencer

Lorna Hanson

Jenny A. Roswurm

Manlyga S. Wilson

Madys Hanson

Mary A. Belden

Josephine R. De Luca

Donal A. De Luca

James L. Bado

Patricia Johnson

Alice Jacobott

Freda M. Gosman

Donald H. Johnson

Reck Gonzales

Jean Gonzales

Clare Clement

Joan Williams

Sally Gleason

Ellen Gleason

Betty J Moorhead

Wendy M. Librock

Cecille Bouscal

Donald C Jacques

Jamie L. Jopson

Phyllis Rupley Snyder

ESKATON
MULTISERVICE RETIREMENT COMMUNITY

- Home
- About Eskaton
- Find a Community or Program
- Caregiver Resources & Community Services
- Health Care
- Assisted Living & Memory Care
- Retirement Living
- Eskaton Innovations
- Eskaton Foundation
- Volunteers
- Careers
- Site Map



Eskaton Village Placerville

Multiservice Retirement Community

Location of planned community:
 3380 Blairs Lane
 Placerville, CA 95667
 PH: 1-530-295-3400 (Assisted Living & Memory Care - The Lodge)
 PH: 1-866-912-6767 (Independent Living - Patio Homes - Lakemont)
 FX: 1-530-295-3403
 License #097004117

Frequently-asked Questions

Welcome	Patio Home	Assisted Living	Memory Care	Features
Frequently-asked	Floor Plans	Site Plan	Map	Lakemont Homes
Letters/Comments	Photo Gallery	Contact Us	Moving Assist.	

- ▶ Your Community
- ▶ Your Patio Home

Your Community

Q. Is Eskaton Village Placerville a gated community?
 No. The city of Placerville does not encourage gated communities. Eskaton Village Placerville will be enclosed with access limited to one primary entrance point. A secondary road will be available for emergency use.

Q. Are pets welcome?
 Absolutely! We look forward to welcoming your pet. You must continue the full management and care for your pet and ensure that it does not disturb your neighbors. Pets are limited to one small dog or two indoor cats per patio home or assisted living apartment. Small birds and tropical fish are also welcome. In assisted living apartments, a nonrefundable pet fee will be required to cover the expenses associated with any unexpected pet "mishaps".

Q. Are there designated parking spaces for residents?
 Yes. Patio Homes will have two-car garages. Residents (and their visitors) may park in their driveways. Guest parking bays will be located throughout the community, and there will be guest and staff parking near the Lodge.

Q. What are the provisions for guests of Eskaton Village Placerville residents?
 We welcome all of your guests, and look forward to making their visits enjoyable. Your guests are welcome to stay with you in your garden villa or apartment, or we will be happy to provide your overnight guests with a list of area accommodations.

Q. Will guest meal charges apply and is advance notice required?
 Yes, there will be a guest meal charge. Notice is required as a courtesy to the kitchen staff for meal planning.

Q. Is there a limit to the number of guests I may invite?
 No. However, if you have a large number in your party, please coordinate with the administrator to ensure an enjoyable meal.

Q. What equipment is provided in the exercise room located in The Community Center?
 The exercise room will be available for residents to maintain or increase their fitness levels and will include cardiovascular, flexibility and strength-building equipment. Equipment will also be available for water aerobics and other group exercise classes.

Q. How can I get on the interest list for Eskaton Village Placerville?
 If you are interested in a patio home or condominium, you should call the Lakemont Community Sales Manager at 530-295-1333 or write to Eskaton Village Placerville, 3102 Blairs Lane, Placerville, Ca 95667.

Inquiries about assisted living and memory care services at the Eskaton Village Placerville Lodge should be directed to Eskaton by phone at 916-334-0810, in writing to the Eskaton Administrative Center, 5105 Manzanita Avenue, Carmichael, CA 95608, or by sending an e-mail message using the "Contact Us" form.

Q. Can I get a layout of the entire site?

#1 X

ESKATON Senior Housing Senior Living Senior Care Community
Home
About Eskaton
Find a Community or Program
Caregiver Resources & Community Services
Health Care
Assisted Living & Memory Care
Retirement Living
Eskaton Innovations
Eskaton Foundation
Volunteers
Careers
Site Map



Eskaton Village Placerville

Multiservice Retirement Community

Location of planned community:

3380 Blairs Lane
 Placerville, CA 95667
 PH: 1-530-295-3400 (Assisted Living & Memory Care - The Lodge)
 PH: 1-866-912-6767 (Independent Living - Park Homes - Lakemont)
 FX: 1-530-295-3403
 License #097004117

Welcome

Welcome	Patio Home	Assisted Living	Memory Care	Features
Frequently-asked	Floor Plans	Site Plan	Map	Lakemont Homes
Letters/Comments	Photo Gallery	Contact Us	Moving Assist.	

On a secluded hilltop, Eskaton Village Placerville meets the preferences of seniors seeking the advantages of living in the Sierra foothills.

Location: At an elevation of approximately 1,900 feet above sea level, Placerville is "above the fog and below the snow". Eskaton Village Placerville, on a 65-acre (approximate) site above a quiet residential area is just a short distance from Placerville's medical, shopping, historical and recreational resources and within easy access to Highway 50. Of the 65 acres, construction will be limited to the center of the property. The balance of the site, (which is too steep for construction), will remain in a natural state and will form a permanent buffer between Eskaton Village Placerville and other developments.

2
*

Freedom from maintenance: Eskaton Village Placerville will be maintained by Eskaton and the Eskaton-managed homeowners association. Residents need not be concerned with landscaping, lawn care or exterior home maintenance and repairs.

Service-rich retirement community and home ownership: Eskaton has partnered with Lakemont, a leading Sacramento-area home-builder, who will build patio homes and condominiums and sell them directly to Eskaton Village Placerville residents. An Eskaton-managed homeowners association will provide grounds and exterior home maintenance, emergency response, community center operation, onsite shuttle and recreation/fitness program coordination and other services to homeowners. Scheduled offsite transportation, dining and other optional services will also be available.

Health and fitness: The Community Center will house the heated indoor swimming pool for year-round water aerobics and lap swimming and a warm-water spa. Space will be available for yoga, low-impact aerobics and tai chi. Exercise equipment will also be provided for individual work-outs.

Assistance available: The Lodge at Eskaton Village Placerville will include assisted living apartments on memory care center, administrative offices and the homeowners dining room.

- Physician's Report for Residential Care Facilities for the Elderly (RCFE)

For information about aging issues
 or caregiver concerns, contact
 The Senior Connection
 A community service of Eskaton



Letter AA: Eskaton Village Placerville, Various Residents (April 7, 2009)

Response AA-1: Please see Master Response 1.

Response AA-2: Please see Master Response 1.

Response AA-3: The Blairs Lane Connection Alternative would result in greater traffic volumes at the Blairs Lane/Broadway intersection. However, the increased traffic volumes would not result in a significant impact. The LOS for the most congested traffic movement at the intersection would not degrade below LOS D in either the morning or evening peak hours under either the existing plus project condition or the Long-term Cumulative condition with the Blairs Lane Connection Alternative. In addition, Broadway includes a two-way left-turn lane at this intersection, which facilitates left turns from Blairs Lane onto Broadway. Drivers can use the two-way left-turn lane to end their turn prior to merging into westbound traffic. As a result, the Blairs Lane/Broadway intersection can safely accommodate the increased traffic at this intersection that would result from the Blairs Lane Connection Alternative.

Response AA-4: Please see Master Response 1.

Response AA-5: Please see Master Response 1.

RECEIVED

APR 08 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

To: City of Placerville
Community Development Department-LRDEIR

Re: Proposed street connecting the Lumsden Ranch project to
Blairs Lane via Heritage Lane

This West access to the Lumsden Ranch Project is unacceptable:

1. Eskaton Village Placerville has no sidewalks, and this being a senior community, there are many people in wheel chairs, walkers, battery operated scooters, and using canes at all times of the day, using the streets for physical activities. Increased traffic from 366 residential parcels would be a disaster waiting to happen.
2. Eskaton Village Placerville has 4 homes with driveways exiting directly on to Blairs Lane. In as much as we have many drivers in their 80's and some in their 90's this project would be inviting an accident as a resident backs out of their driveway into extremely increased traffic. We definitely have a safety factor involved here.
3. Eskaton Village Placerville will lose the second means of quick ingress and egress for emergency vehicles or fire. Perhaps Heritage Lane could be made an emergency exit ONLY for the Lumsden Ranch Project as well as ours.
4. The peace and security offered by Eskaton Village Placerville was a major decision in moving here for every homeowner. Had we known of this project I think none of us would have purchased a home in this community. This could be the death of this senior community.
5. Well planned growth is a good thing. However, this is not well planned growth considering the density of the project and the existing or available ingress and egress routes that will have a great, disasterous impact on its neighbors.

Please consider the noise and air pollution to our community when you make your decision of disapproval of this project.

Sincerely, a concerned homeowner,

~~3383 Eskaton Drive~~

*1437 CYPRESS LANE
PLACERVILLE, CA
ESKATON VILLAGE*

Celica Jacobett

BB-1

Letter BB: Eskaton Village Placerville, Alice Taebott (April 8, 2009)

Response BB-1: Please see Master Response 1 and Response O-5.

April 8 - 09

This letter is in regards to Draft EIR.

I moved to Eskaton to live out my years in peace & quiet & the tranquility of the Sierra Foothills.

A connection to the new development by using Blairs Lane would certainly destroy all that.

You will be receiving many letters from us in Eskaton village stating the problems such a proposal would create for us & I agree with all of them.

I sincerely hope I can enjoy my "sunset" years

Yours truly
Mary Donnelly

Mary Donnelly
1392 Range Ct
Placerville, CA 95667 ★

RECEIVED
APR 10 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

CC-1

Letter CC: Eskaton Village Placerville, Mary Donnelly (April 8, 2009)

Response CC-1: Please see Master Response 1.

*The Gormans
3515 Eskaton Drive
Placerville, CA 95667*

City of Placerville
Attn: Mr. Andrew Painter
Community Development Department - LRDEIR
3101 Center Street, 2nd Floor
Placerville, CA 95667

April 10, 2009

RE: Proposed Lumsden Ranch Project

Dear Mr. Painter,


I have grave concerns about the Proposed Lumsden Ranch Project, especially the proposal to connect Lumsden Ranch to Blairs Lane in Eskaton Village via Heritage Lane. Before I purchased my home, I was told Eskaton Village Placerville will be enclosed with access limited to one primary entrance point and a secondary road(Heritage Lane)for emergency use only. This was a compromise because the City of Placerville does not allow gated communities. This situation insures a reasonable amount of safety and security for the residents of Eskaton Village.

If the connection to Lumsden Ranch is made via Heritage Lane; the safety and security of Eskaton Village residents will be jeopardized. There is a limited amount of sidewalks in our community which means people in wheelchairs, powered scooters, walkers and canes use Blairs Lane going to and from various locations in the community. Residents of Lumsden Ranch who will be hurrying to and from work may not be as alert as they should be for people in the streets.

If for some reason Eskaton Village must be evacuated, the route through Lumsden Ranch can be hampered; thus slowing an evacuation which will be slow in the best of situations. If both communities must be evacuated, the route would be overwhelmed which could result in confusion and possible injuries.

Our community was designed to be a senior citizen complex with very limited access and not a through fare for other communities. If Lumsden Ranch is granted access to Blairs Lane via Heritage Lane, our peaceful, tranquil retirement community will no longer exist! I feel that our safety and security is truly threatened! I ask that the City of Placerville consider our concerns and disapprove the proposal to connect Lumsden Ranch to Blairs Lane.

Cc:Placerville City Council, Ray Nutting


Charles A. Gorman

RECEIVED
APR 13 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

DD-1

Letter DD: Eskaton Village Placerville, Charles A. Gorman (April 10, 2009)

Response DD-1: Please see Master Response 1.

Mr. Andrew Painter
City of Placerville
Community Development Department - LRDEIR
3101 Center Street, 2nd Floor
Placerville, CA 95667

April 10, 2009

RE: Proposed Lumsden Ranch Project

Dear Mr. Painter:

I have grave concerns about the Proposed Lumsden Ranch Project, especially the proposal to connect Lumsden Ranch to Blairs Lane in Eskaton Village via Heritage Lane. Before I purchased my home, I was told Eskaton Village Placerville will be enclosed with access limited to one primary entrance point and a secondary road(Heritage Lane)for emergency use only. This was a compromise because the City of Placerville does not allow gated communities. This situation insures a reasonable amount of safety and security for the residents of Eskaton Village.

If the connection to Lumsden Ranch is made via Heritage Lane; the safety and security of Eskaton Village residents will be jeopardized. There is a limited amount of sidewalks in our community which means people in wheelchairs, powered scooters, walkers and canes use Blairs Lane going to and from various locations in the community. Residents of Lumsden Ranch who will be hurrying to and from work may not be as alert as they should be for people in the streets.

If for some reason Eskaton Village must be evacuated, the route through Lumsden Ranch can be hampered; thus slowing an evacuation which will be slow in the best of situations. If both communities must be evacuated, the route would be overwhelmed which could result in confusion and possible injuries.

Our community was designed to be a senior citizen complex with very limited access and not a through fare for other communities. If Lumsden Ranch is granted access to Blairs Lane via Heritage Lane, our peaceful, tranquil retirement community will no longer exist! I feel that our safety and security is truly threatened! I ask that the City of Placerville consider our concerns and disapprove the proposal to connect Lumsden Ranch to Blairs Lane.

Best regards,



Freda M. Gorman
3515 Eskaton Drive
Placerville, CA 95667
(530)626-4218

cc: Council Members, Placerville City Council
Ray Nutting, Board of Supervisors

RECEIVED
APR 13 2009
CITY OF PLACERVILLE
COMMUNITY DEV. DE.

EE-1

Letter EE: Eskaton Village Placerville, Freda M. Gorman (April 10, 2009)

Response EE-1: Please see Master Response 1.

RECEIVED

APR 10 2009

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

To City Of Placerville
Community Department Of Development
3101 Center St.,2nd floor
Placerville, CA 95667

We object to the Lumsden Ranch Project;
We bought our new home in Eskaton Village to live out our senior years in peace,
quite and
security.
The Lumsden development is unacceptable, the planning route to ingress and
egress
Broadway St., would be congested and noisy;
lets keep Placerville the beautiful and peaceful community it is and not let
Lumsden Ranch development happen::

FF-1



Martin J. Gleason
1396 range ct. Eskaton Village, Placerville.



Elleen C. Gleason
1396 range ct. Eskaton Village, Placerville.

Letter FF: Eskaton Village Placerville, Martin and Elleen Gleason (April 10, 2009)

Response FF-1: Please see Master Response 1.

CHAPTER 3

DRAFT EIR TEXT REVISIONS AND ERRATA

Some of the Draft EIR text, graphics, and appendices require minor revisions to respond to comments and to provide corrections and clarifications. All text changes are shown below in ~~strikeout text~~ for deletions and double-underline text for insertions. No changes have been made for corrections to clerical or syntactical errors.

Page 2-2:

The applicant is proposing the following minimum setbacks: 5 feet of side yard, 10 feet of front yard, 15 feet of rear yard, and 20 feet between the garage and the street for most lots. However, several lots designated for "Garden Homes" would have a zero lot line component with zero side and rear yard setbacks.

Page 2-7:

Water Delivery System

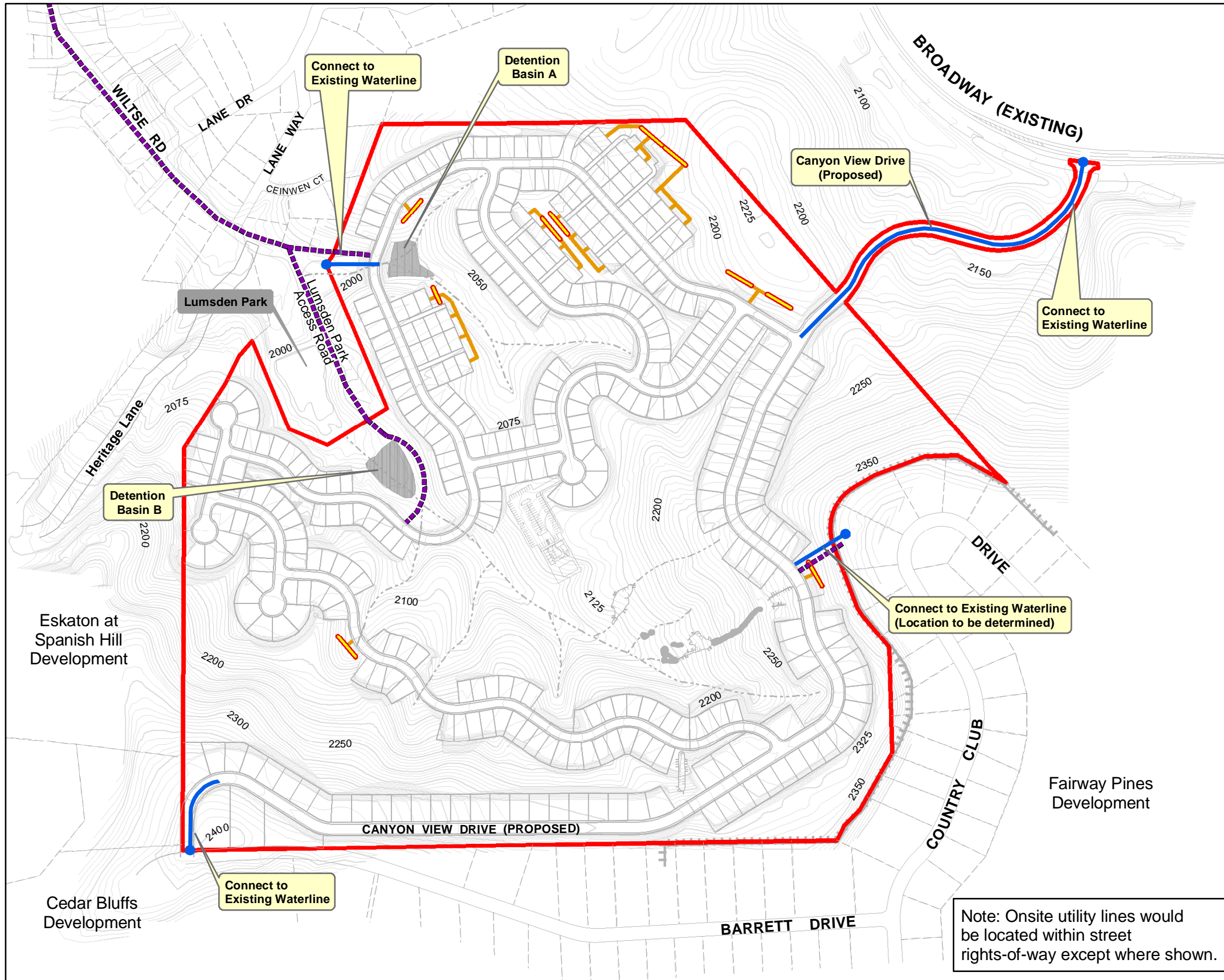
EID delivers wholesale water to the City of Placerville, and the City of Placerville would provide water to the development. Water would be delivered to the project area by existing city water lines that would connect to the proposed on-site water delivery system at four locations: Wiltse Road, Broadway (at the proposed Canyon View Drive intersection), Country Club Drive (location to be determined), and Barrett Drive. The on-site water delivery system would include a looped system of underground water lines constructed within the street rights-of-way. If deemed necessary by the City, the project's water delivery system would include pressure-sustaining valves to ensure adequate water pressure continues to be delivered to existing homes in established upstream pressure zones.

Page 2-11 (Figure 2-3):

The "Lumsden Ranch Access Road" callout has been corrected as "Lumsden Park Access Road."

Page 2-13 (Figure 2-4):

The "Lumsden Ranch Access Road" callout has been corrected as "Lumsden Park Access Road."

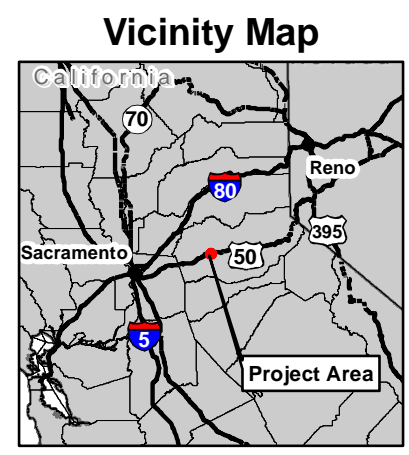


Legend

- Project Area
- Parcel Lines
- Adjoining Parcel Lines
- Ephemeral Drainage
- Intermittent Drainage
- Seasonal Wetland
- Seep
- Detention Basin

Proposed Utilities

- Water Line Connections (Proposed)
- Offsite Sewer Lines (Proposed)
- Propane Storage Tanks (Proposed)
- Propane Lines (Proposed)



Note: Onsite utility lines would be located within street rights-of-way except where shown.

**Figure 2-3
Utilities Map**

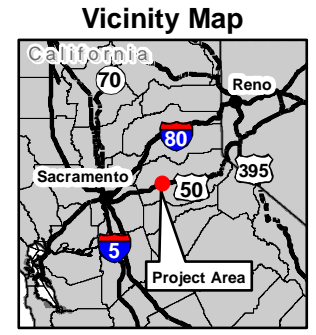
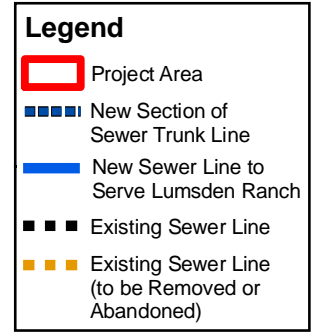
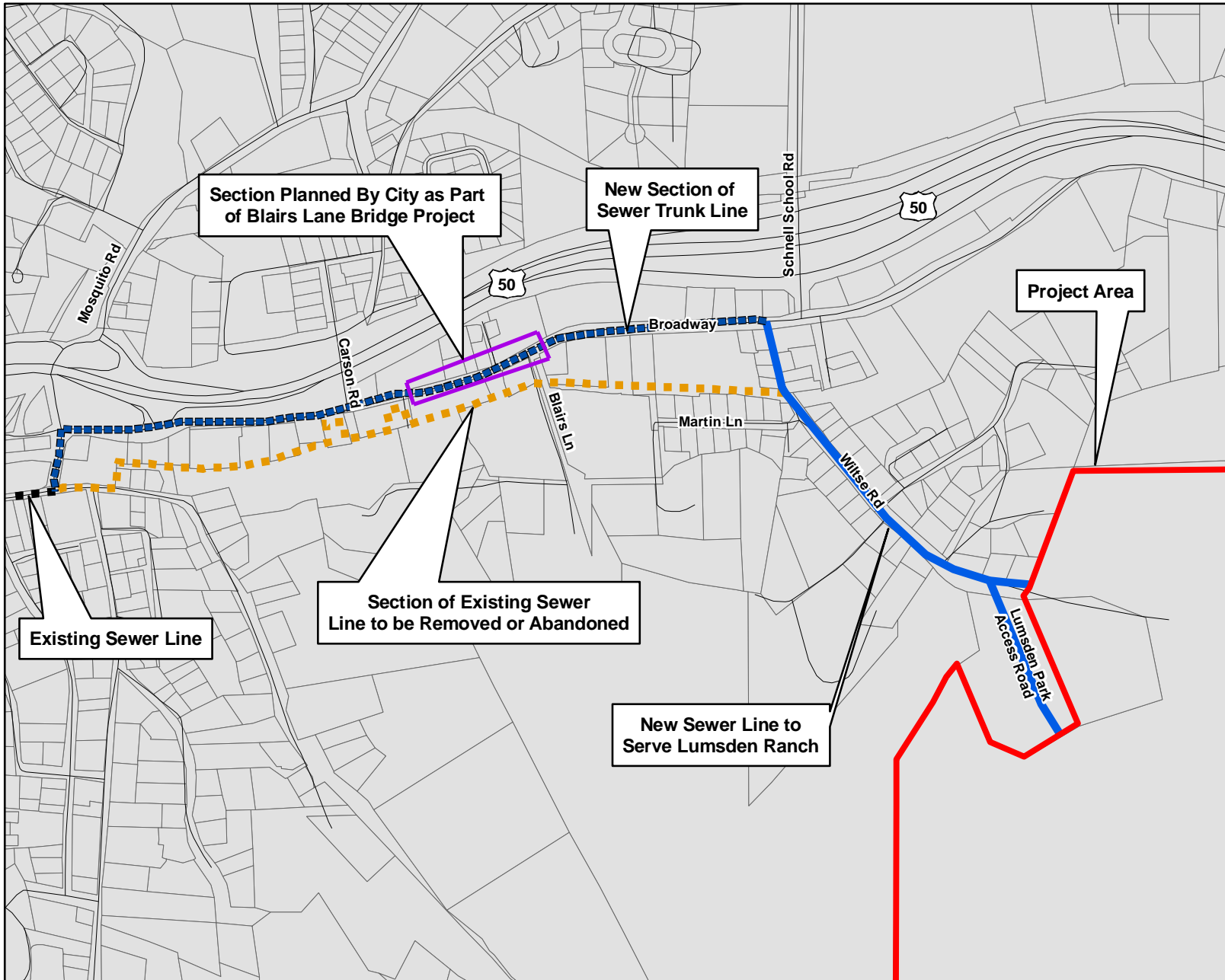


Figure 2-4
Sewer Line Upgrade

Page 3-24:

Water Supply System

El Dorado Irrigation District (EID) provides potable and recycled water to most of El Dorado County, including more than 100,000 residents (EID 2006). EID's water supply system consists of 1,200 miles of pipeline, 40 miles of ditches, six treatment plants, 33 storage reservoirs, and 21 pumping stations. EID delivers wholesale water to the City of Placerville. The City of Placerville is within EID's Western/Eastern Service Area and currently receives treated water from a combination of supplies, including EID's Jenkinson Lake at Sly Park, approximately 13 miles east of Placerville, and the Project 184 system that diverts water from the South Fork American River. Pipelines distribute the water from these facilities Jenkinson Lake to the City's water service area, which generally corresponds to the city limits, excluding some areas. As defined in Section 15155(a)(2) of the State CEQA Guidelines, EID is the public water system serving the project.

EID has the capability of supplying up to 20,920 acre-feet of water from Jenkinson Lake, with a total available water supply of 36,000 acre-feet for the entire Western/Eastern Service Area (EID 2007). Based on water meter readings, 34,593 acre-feet of water were allocated in 2006. EID is contractually committed to providing up to 526 acre-feet (which equates to 907 equivalent dwelling units) of the remaining unallocated 1,407 acre-feet (which equates to 2,426 equivalent dwelling units) to proposed developments through 2009. The remaining uncommitted water (881 acre-feet or 1,519 equivalent dwelling units) would be available for other developments not considered in the 2009 projections, such as the proposed project. At this time, there is adequate water supply to serve the project (EID 2007).

Page 3-182:

Mitigation Measure AQ-2: Comply with District Rules 215, 223-1, 223-2, and 224 to reduce construction dust that may contain asbestos through water application, stabilizing exposed soil, covering loads, periodic cleaning of paved areas, and establishing speed limits; ~~and~~ implement EDCAQMD mitigation measures to control equipment exhaust emissions; and contribute to EDCAQMD's emission credit reduction fund.

URBEMIS 2007 provides a mitigation component and per the recommendation of the EDCAQMD, was used in the analysis below. The following mitigation measures were included in URBEMIS 2007 and resulted in the following emission levels shown in Table 3.11-4.

The applicant shall identify appropriate pollutant control measures on grading plans and construction contracts and ensure implementation of the measures by the construction contractor during all construction activities. These measures would be a condition of grading permits and would include, but not be limited to, the following:

- Applying soil stabilizers to inactive areas
- Replacing ground cover in disturbed areas quickly
- Watering exposed surfaces
- Reducing speed on unpaved roads to less than 15 mph
- Managing haul road dust
- Using low-VOC coatings

Table 3.11-4. Construction Emissions with Mitigation Measures^a

Emissions	Pollutant (Pounds Per Day)			
	ROG	CO	NOx	PM10
Project Construction Emissions with Mitigation Measures ^b	270	272	170	96
Significance Thresholds	82	N/A ^c	82	N/A ^d
Are Thresholds Exceeded? ^e	Yes	No	Yes	Yes ^f

^a Emissions were calculated using the URBEMIS 2007 emissions model with the mitigation component for the Mountain Counties Air Basin and project-specific data provided in the project description.

^b Calculations include emissions from numerous sources, including site grading, construction worker trips, stationary equipment, diesel and gas mobile equipment, off-site haul import for aggregate material, asphalt off-gassing, and painting. Mobile emissions from water trucks were included.

^c The EDCAQMD refers to the CAAQS for CO (9 ppm), and does not have a pounds per day limit.

^d The EDCAQMD refers to the CAAQS for PM10 (50 micrograms per cubic meter), and does not have a pounds per day limit.

^e If ROG and NOx emissions are deemed less than significant, then exhaust emissions of CO and PM10 from construction equipment and exhaust emissions of all constituents from worker commute vehicles may also be deemed not significant (EDCAQMD 2002). For PM10, it was assumed the converse was true; if ROG and NOx are deemed significant, then exhaust emissions of PM10 may also be deemed significant. CO is considered less than significant because of the improvements in CO levels statewide. All areas of northern and central California are in attainment for CO.

^f With mitigation measures, PM10 was reduced by over 90 percent, primarily due to fugitive dust mitigation measures. However, consistent with the footnote ^e, exhaust emissions of PM10 was deemed significant.

The EDCAQMD has noted fugitive dust PM10 emissions from construction projects may be assumed to be less than significant if the project includes mitigation measures that will prevent visible dust beyond the project property boundaries (EDCAQMD 2002). The City will require the applicant to prepare an Asbestos Dust Mitigation Plan Application for review and approval by the EDCAQMD in accordance with EDCAQMD Rule 223. The applicant shall provide proof of EDCAQMD's approval of the plan prior to issuance of grading permits by the City. The applicant shall implement all PM10 control measures required by EDCAQMD during all construction activities. Such measures are expected to include:

- Enclosing, covering, or watering twice daily all soil piles
- Installing an automatic sprinkler system on all soil piles
- Watering all exposed soil twice daily
- Watering exposed soil with adequate frequency to keep soil moist at all times
- Watering all haul roads twice daily
- Paving all haul roads
- Maintaining at least 2 feet of freeboard on haul trucks
- Covering load of all haul/dump trucks securely

The EDCAQMD has also identified mitigation measures for equipment exhaust emissions. The City will require the applicant to implement these measures during all construction activities:

- Using low-emission on-site mobile construction equipment
- Maintaining equipment in tune per manufacturer specifications
- Retarding diesel engine injection timing by 2 to 4 degrees

- Using electricity from power poles rather than temporary gasoline or diesel generators
- Using reformulated low-emission diesel fuel
- Using catalytic converters on gasoline-powered equipment
- Substituting electric and gasoline-powered equipment for diesel-powered equipment where feasible
- Not leaving inactive construction equipment idling for prolonged periods (i.e., more than two minutes)
- Scheduling construction parking to minimize traffic interference
- Developing a construction traffic management plan that includes but is not limited to:
 - Providing temporary traffic control during all phases of construction activities to improve traffic flow
 - Rerouting construction trucks off congested streets
 - Providing dedicated turn lanes for movement of construction trucks and equipment on-and off-site

Other measures that should be considered include:

- Limiting hours of construction activities (i.e., hours of equipment operation)
- Use of alternative fuels
- Screening construction equipment exhaust emissions based on fuel use

The applicant should also consider constructing the project in separate phases, rather than concurrent phases as shown in the applicant's proposed schedule. Doing so would substantially reduce the project's daily construction emissions of ROG, NOx, and PM10.

Prior to issuance of grading permits for each construction phase, the City will require the applicant to calculate the construction emissions generated during the requested phase plus any concurrent construction activities of other phases. The calculations will include emission reductions attributable to mitigation measures incorporated into the project (and listed above). If the construction emissions are calculated to exceed EDCAQMD thresholds for ROG or NOx, the applicant would be required to contribute fees to EDCAQMD's emission credit reduction fund in accordance with EDCAQMD Rule 524. The applicant shall provide documentation that either such fees were paid to EDCAQMD or that no such fees are required.

Page 6-23:

Under this alternative, a public street would be constructed from the western edge of Lumsden Ranch across Eskaton property to Heritage Lane. This street would be approximately 250 feet long and would include a culvert and storm drain inlets to provide drainage (Figures 6-2 and 6-3). Because Heritage Lane is an emergency access road, the section between Lumsden Ranch and Blairs Lane would need to be improved with curbs, gutters, and sidewalks to meet City street standards. The automatic gate at the southern (upper) end of Heritage Lane would be relocated to a location on Heritage Lane northeast (downhill) of the new street connection with Lumsden Ranch removed. The applicant and Lakemont Homes (developer of Eskaton) have negotiated a

memorandum of understanding to allow the applicant to build a street connection from Lumsden Ranch to Heritage Lane.

Appendix I - Air Quality Modeling:

The data and analysis presented in Section 3.11 (Air Quality) of the DEIR is correct; however, the air quality modeling worksheets circulated in the Draft EIR were not the correct version. The correct version is attached.

APPENDIX AIR AIR QUALITY

- URBEMIS Assumptions and Calculations
- URBEMIS Report
- URBEMIS Report with Natural Gas Fireplaces
- CO Emissions Calculations
- Greenhouse Gas Emissions Calculations

Lumsden Ranch
 URBEMIS Assumptions and Calculations

Project Data					
366	sf units	Source: project description			
1	clubhouse	Source: project description			
367	units	Calculation			
3,504	ADT	Source: traffic report			
9.55	average trip rate per day	Calculation			
42	acres for residential units and club house	Source: project description	Phase I	Phase II	Phase III
16	acres for roadway	Source: project description			
75	acres for open space with walking paths	Source: project description			
133	total acreage	Calculation			
58	acres disturbed	Calculation	19.33	19.33	19.33
100	percent wood burning fireplaces	Source: project manager			
2010	project year	Source: project description			
75	July mean temp	Source: weather.com			
45	Dec mean temp	Source: weather.com			
1	street sweeper for mass grading	Source: PM			
1	street sweeper for fine grading	Source: PM			

Months/Phase	Task	
0	demolition	Assumption
3	mass site grading	Assumption
3	fine site grading (overlap 1 month with prior activity)	Assumption
3	trenching (overlap 1 month with prior activity)	Assumption
3	paving (overlap 1 month with prior activity)	Assumption
10	building construction (overlap 1 month with prior activity)	Assumption
3	coating (overlap 1 month with prior activity)	Assumption
19	total	Source: project description

Demolition		
5	residences and outbuildings	Source: project description
3,000	square feet per residence and outbuildings	Assumption
15,000	total square feet	Calcuation
122.5	square root of total square feet	Calcuation
12	feet in height	Assumption
180,000	cubic feet	Calcuation
1	residence and outbuildings per day	Assumption

3,000	square feet per residence and outbuildings	Assumption
54.8	square root of square feet	Calculation
12	feet in height	Assumption
36,000	cubic feet	Calculation

Aggregate Material Imported During Fine Grading			Phase I	Phase II	Phase III	
16	acres for roadway	Source: project description				
43,560	sf to acre	Assumption				
696,960	square feet of roadway	Calculation				
6	inches thick	Assumption				
12	inches to feet	Assumption				
0.5	feet thick	Calculation				
348,480	cubic feet	Calculation				
27	cubic feet to cubic yard	Assumption				
12,907	cubic yard	Calculation	4302.22	4302.22	4302.22	cy of aggregate for road base

ROG & NOX Calculations				
Comparison to Countywide				
1,160	tons per year ROG & NOx	477	pounds per day ROG & Nox	
		87.0525	tons per year ROG & Nox	
		8%		
18	tons per day ROG & NOX	0.2385	tons per day ROG & NOX	
		1.3%		
Reduction with EPA-certified burners				
411	lbs/day ROG			
0.6	reduction			
164	lbs/day ROG			

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\Lois Clarke\My Documents\Lois\Miller Env't Inc\Lumsden\Analysis\Lumsden Mountain Counties 5-4-09.urb924

Project Name: Lumsden Mountain County

Project Location: Mountain Counties Air Basin

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2008 TOTALS (lbs/day unmitigated)	24.17	143.86	173.85	0.06	420.34	8.70	429.05	87.83	7.99	95.82	16,693.42
2008 TOTALS (lbs/day mitigated)	24.17	143.86	173.85	0.06	95.58	8.70	104.28	20.01	7.99	28.00	16,693.42
2009 TOTALS (lbs/day unmitigated)	297.60	170.01	271.50	0.12	420.66	10.03	430.69	87.95	9.20	97.14	24,666.90
2009 TOTALS (lbs/day mitigated)	270.31	170.01	271.50	0.12	95.89	10.03	105.93	20.12	9.20	29.32	24,666.90
2010 TOTALS (lbs/day unmitigated)	288.83	64.34	204.47	0.12	0.64	3.35	3.99	0.23	3.05	3.28	16,238.00
2010 TOTALS (lbs/day mitigated)	261.54	64.34	204.47	0.12	0.64	3.35	3.99	0.23	3.05	3.28	16,238.00

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	26.61	4.76	18.99	0.00	0.06	0.05	5,896.70

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	39.78	51.81	425.39	0.22	42.74	8.36	23,010.98

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	66.39	56.57	444.38	0.22	42.80	8.41	28,907.68

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\Lois Clarke\My Documents\Lois\Miller Env't Inc\Lumsden\Analysis\Lumsden Mountain Counties 5-4-09.urb924

Project Name: Lumsden Mountain County

Project Location: Mountain Counties Air Basin

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2008 TOTALS (lbs/day unmitigated)	24.17	143.86	173.85	0.06	420.34	8.70	429.05	87.83	7.99	95.82	16,693.42
2008 TOTALS (lbs/day mitigated)	24.17	143.86	173.85	0.06	95.58	8.70	104.28	20.01	7.99	28.00	16,693.42
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2010 TOTALS (lbs/day mitigated)	261.54	64.34	204.47	0.12	0.64	3.35	3.99	0.23	3.05	3.28	16,238.00

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	376.22	8.60	391.00	0.62	53.30	51.30	11,107.03

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	48.59	71.83	545.36	0.22	42.74	8.36	21,904.42

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	424.81	80.43	936.36	0.84	96.04	59.66	33,011.45

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\Lois Clarke\My Documents\Lois\Miller Env't Inc\Lumsden\Analysis\Lumsden Mountain Counties with nat gas fp 5-4-

Project Name: Lumsden Mountain County

Project Location: Mountain Counties Air Basin

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2008 TOTALS (lbs/day unmitigated)	24.17	143.86	173.85	0.06	420.34	8.70	429.05	87.83	7.99	95.82	16,693.42
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2010 TOTALS (lbs/day mitigated)	261.54	64.34	204.47	0.12	0.64	3.35	3.99	0.23	3.05	3.28	16,238.00

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	26.61	4.76	18.99	0.00	0.06	0.05	5,896.70

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	39.78	51.81	425.39	0.22	42.74	8.36	23,010.98

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	66.39	56.57	444.38	0.22	42.80	8.41	28,907.68

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\Lois Clarke\My Documents\Lois\Miller Env't Inc\Lumsden\Analysis\Lumsden Mountain Counties with nat gas fp 5-4-

Project Name: Lumsden Mountain County

Project Location: Mountain Counties Air Basin

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2008 TOTALS (lbs/day unmitigated)	24.17	143.86	173.85	0.06	420.34	8.70	429.05	87.83	7.99	95.82	16,693.42
2008 TOTALS (lbs/day mitigated)	24.17	143.86	173.85	0.06	95.58	8.70	104.28	20.01	7.99	28.00	16,693.42
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2010 TOTALS (lbs/day unmitigated)	288.83	64.34	204.47	0.12	0.64	3.35	3.99	0.23	3.05	3.28	16,238.00
2010 TOTALS (lbs/day mitigated)	261.54	64.34	204.47	0.12	0.64	3.35	3.99	0.23	3.05	3.28	16,238.00

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	23.71	7.64	3.26	0.02	0.26	0.25	9,756.41

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	48.59	71.83	545.36	0.22	42.74	8.36	21,904.42

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	72.30	79.47	548.62	0.24	43.00	8.61	31,660.83

Lumsden Ranch

CO Emissions Calculations

El Dorado County AQMD CEQA Guide

First Edition February 2002

CO	1-hour	8-hour		
Background	3	0	ppm	Source: AQMD
2007	1.53	0.51	ppm	Source: AQMD
2010	1.32	0.35	ppm	Source: AQMD
2008	1.46	0.46	ppm	Calculated
2009	1.39	0.40	ppm	Calculated

ADT		3,504		Source: Traffic Report
Conversion to peak hour traffic trips		0.1		Source: AQMD
Peak hour traffic trips		350.4		Calculated

CO	1-hour	8-hour	0.7	Conversion from 1- to 8-hour
Project				
300	1.1		ppm	Source: AQMD
500	1.7		ppm	Source: AQMD
350.4	1.3	0.9	ppm	Calculated

Significance	2008		2009		2010		Operation	
	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour		
1. Background Concentration	1.46	0.46	1.39		0.40	1.3	0.4	Calculated
2. Project-Related Pollutant Concentration	1.3	0.9	1.3		0.9	1.3	0.9	Calculated
3. Anticipated Total Concentration	2.71	1.33	2.64		1.28	2.6	1.2	Calculated
4. Ambient Air Quality Standard	20	9	20		9	20	9	Source: AQMD
5. Significance Determination: Significant if >0	-17.29	-7.67	-17.36		-7.72	-17.43	-7.77	Calculated
Significant? (Yes/No)	N	N	N		N	N	N	

Lumsden Ranch Greenhouse Gas Emissions Calculations

Total Emissions from Indirect Electricity Use
Formula and Emission Factor from The California Climate Action Registry Report Protocol 2006
pages: 32 and 96

Pg. 32 (CCARRP) gives Equation

Total Co₂(CH₄,N₂O) emissions (metric tons) Equals Electricity use (kWh) times Electricity emission Factor (lbs CO₂(CH₄,N₂O)/kWh) divided by 2,204.62 (lbs/metric ton)

Pg. 85 (CCARRP) gives CO₂ output emission rate (lbs/mWh)
804.54 (lbs/mWh)

Pg. 86 (CCARRP) gives Methane and Nitrous Oxide electricity emission factors (lbs/mWh)
Methane - 0.0067 (lbs/mWh)
Nitrous Oxide - 0.0037 (lbs/mWh)

Annual
Use (kWh)
6,864 EIA average residential in CA 2005
367 units

Electric Use (kWh)	Electric Use mWh	GHG	Pollutant Emission Rate (lb/mWh)	Lbs. of Emissions	Metric Tons of Emissions	CO ₂ e factors	CO ₂ Equivalents (CO ₂ e) Metric tons/year
2,519,088	2,519	CO	804.54	2026707.06	919.2999517	1	919.30
2,519,088	2,519	CH ₄	0.0067	16.8778896	0.007655691	296	2.27
2,519,088	2,519	N ₂ O	0.0037	9.3206256	0.00422777	23	0.10
						Total	921.66

1	pound	0.00045359	metric tons	conversion			
25,017	CO ₂ pounds from URBEMIS	11.35	metric tons	CO ₂ from construction			
37,883	CO ₂ pounds from URBEMIS	17.18	metric tons	CO ₂ from operations			
		921.66	metric tons	CO ₂ from indirect electricity use			
		938.85	metric tons	CO ₂ from operations including indirect electricity use			
		950.19	metric tons	CO ₂ total			
		25000	metric tons	reporting limit			
		3.80%		project compared to reporting limit			
		174000000	metric tons	state goal			
		0.00055%		project compared to state goal			

CHAPTER 4

MITIGATION MONITORING AND REPORTING PROGRAM



Andrew Painter,
CITY PLANNER

CITY OF PLACERVILLE

COMMUNITY DEVELOPMENT DEPARTMENT

3101 Center Street

Placerville, CA 95667

TELEPHONE (530) 642-5252 FAX (530) 642-5568

To: All interested parties, the State Clearinghouse, and responsible and trustee agencies

From: Andrew Painter, City Planner, City of Placerville

Subject: **MITIGATION MONITORING AND REPORTING PROGRAM:**
Lumsden Ranch EIR, SCH No. 2007032130

Date: July 15, 2009

Lead Agency

Agency Name City of Placerville,
Community Development
Department

Street Address 3101 Center Street

City/State/Zip Placerville, CA 95667

Contact Andrew Painter,
City Planner

Consulting Firm Retained by Lead Agency

Firm Name SWCA Environmental
Consultants

Street Address 3840 Rosin Court, Suite 130

City/State/Zip Sacramento, CA 95834

Contact Scott Goebel

The **City of Placerville** has prepared a Mitigation Monitoring and Reporting Program (MMRP) pursuant to the California Environmental Quality Act (CEQA) for the proposed Lumsden Ranch development. The applicant is requesting a phased Tentative Subdivision Map and a Planned Development Overlay for subdivision of approximately 133 acres into 366 single-family parcels. The MMRP contains mitigation measures adopted by the City Council for the above project. The measures are described in detail in the Draft Environmental Impact Report (EIR). One mitigation measure (AQ-2) was refined and modified in the Final EIR in response to comments from the El Dorado County Air Quality Management District. The Draft EIR and Final EIR are incorporated by reference; copies of the environmental documents are on file with the City.

The purpose of this program is to assure diligent and good faith compliance with the mitigation measures that have been recommended in the environmental document, and adopted as part of the project or made conditions of project approval, to avoid or mitigate potentially significant effects on the environment.

It shall be the responsibility of the project applicant (or its successors as discussed in the next paragraph) to provide written notification to the City of Placerville, Community Development Department, in a timely manner, of the completion of each mitigation measure for which it is responsible as identified on the following pages. The Department will verify that the project is in compliance with the adopted MMRP. Any non-compliance will be reported to the project applicant, and it shall be the project applicant's responsibility to rectify the situation by bringing the project into compliance and re-notifying the Department.

The requirements of this adopted program run with the real property that is the subject of the project. Successive owners, heirs, and assigns of this real property are bound to comply with all of the requirements of the adopted program. Prior to any lease, sale, transfer, or conveyance of any portion of the real property that is the subject of the project, the record owner(s) at the time of the application for the

project, or his or her successors in interest, shall provide a copy of the adopted program to the prospective lessee, buyer, transferee, or one to whom the conveyance is made.

All project plans and any revisions to those plans shall be in full compliance with the adopted MMRP. The project applicant shall submit one copy of all such plans and any revisions to the Department prior to final approval. If the Department determines that the plans are not in full compliance with the adopted MMRP, the plans shall be returned to the project applicant with a letter specifying the items of non-compliance and instructing the applicant to revise the plans and then resubmit one copy of the revised plans to the Department for determination of compliance prior to final approval. Plans that are inconsistent with the adopted mitigation measures will not be approved. In the event of an ongoing, serious non-compliance issue, the Department may call for a “stop work order” on the project.

In addition, the project applicant shall notify the Department no later than 48 hours prior to the start of construction and no later than 24 hours after its completion. The applicant shall notify the Department no later than 48 hours prior to any/all final inspection(s) by the City of Placerville.

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
3.3 Public Services				
<p>PS-2 The project would increase calls to the El Dorado County Fire Protection District by about 10 to 15 calls annually, and would require additional staff, equipment, and a new fire station.</p>	<p><i>Mitigation Measure PS-2: Provide funding for new firefighting facilities, equipment, and staff required to serve the project.</i></p> <p>Prior to City approval of any building permits for the project, the City will require the applicant to provide documentation to the Planning Department that it has coordinated with the El Dorado County Fire Protection District (EDCFPD) to determine the staffing, equipment, and facility levels required to serve each development phase of the project. New staff, equipment, and facilities required to serve the project may include, but is not limited to, fire trucks, full-time firefighters, and possibly a fire station. The demand for new fire equipment, staff, and facilities may be reduced by incorporating fire-suppressing design and building materials into the project.</p> <p>The applicant shall provide to EDCFPD the required funding needed for each development phase prior to approval of building permits, grading permits, or other authorization to begin on-site construction for that phase. The EDCFPD will be responsible for ensuring adequate staff, equipment, and facilities are in place to serve each phase of development prior to occupancy.</p> <p>The EDCFPD can assess developer fees for the project to help pay for additional facilities and equipment needed to serve the new project. Developer fees assessed for the project shall be credited toward the project's funding requirements.</p>	<p>Prior to approval of any building permits for the project</p>	<p>Applicant</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>This mitigation measure is partly needed to mitigate the impacts of cumulative growth. As a result, the applicant would be eligible for reimbursement of the costs to implement this mitigation measure in excess of its fair share. A method of reimbursement shall be established by the EDCFPD, which may include an executed agreement between the City and the applicant that is consistent with state law. If any new EDCFPD facilities are required to serve the project, they would be subject to subsequent CEQA review by the City or El Dorado County, depending on the location of the facility.</p>			
<p>PS-3 The project would reduce the risk of large wild fires within the project area, but would increase the risk of small wild fires due to the increase in public use within the project area.</p>	<p><i>Mitigation Measure PS-3: Implement a fire safe plan to minimize risk of wildland fire.</i></p> <p>The City will require the applicant to implement the fire hazard reduction measures detailed in the fire safe plan that was prepared for the project and approved by the EDCFPD (CDS Fire Prevention Planning 2007; EIR Appendix K). This plan includes fire hazard reduction measures to be included in the design and maintenance of the project that reduce the size and intensity of wild fires and help prevent catastrophic fire losses. The plan includes fire hazard reduction measures customized to the topography and vegetation of the Lumsden Ranch development with special emphasis on the interface between homes and wildland fuels. The plan also includes measures for providing and maintaining defensible space along roads, in open space, and around future homes.</p>	<p>Prior to issuance of building/grading permits for each project phase</p>	<p>Applicant</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>These measures include:</p> <ul style="list-style-type: none"> • Performing a thorough tree assessment to determine the health of the open space trees and to assess the extent of initial fuel treatment • Maintaining a 50-foot fuel break along all sides of the development that interfaces with the open space on slopes less than 30 percent • Maintaining a 100-foot fuel break along all sides of the development that interfaces with the open space on slopes greater than 30 percent • Establishing and maintaining a fuel treatment zone of 10 feet on both sides of the roads adjacent to open space areas • Establishing a special assessment district with the ability to collect regular fees for open space maintenance • Restricting on-street parking where needed to ensure adequate access for fire trucks and equipment • Performing annual fuel treatment maintenance by June 1 of each year • Providing Class-A roofs and non-combustible exteriors for every home • Providing enclosures beneath decks that are cantilevered over the natural slope • Constructing fencing adjacent to open spaces using non-combustible material 			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	Prior to issuance of building/grading permits for the project, the applicant shall provide documentation to the City that all EDCFPD-required fire safety measures are included in the project.			
<p>PS-4 Using Country Club Drive to access the project area could reduce response times for fire trucks on route to the project area.</p>	<p><i>Mitigation Measure PS-4: Implement Fire Safe Plan to offset increased fire protection response times from using Country Club Drive.</i></p> <p>Implement Mitigation Measure PS-3.</p>	<p>Prior to issuance of building/grading permits for each project phase</p>	<p>Applicant</p>	<p>City Community Development Department</p>
<p>PS-5 New students generated by the project would exceed the student capacity of Louisiana Schnell Elementary School, Sierra School, and Edwin Markham Middle School.</p>	<p><i>Mitigation measure PS-5: Assess developer fees to help pay for additional facilities.</i></p> <p>PUSD can assess developer fees for the project to help pay for additional facilities needed to serve new students generated by the project. PUSD can assess these fees at a maximum rate of \$2.97 per square foot of assessable space for residential development and \$0.42 for commercial or industrial development as specified in Government Code Section 65995. These fees constitute the exclusive means of both “considering” and “mitigating” school facilities impacts of projects and are “deemed to provide full and complete school facilities mitigation” (Gov. Code Section 65996[a][h]).</p>	<p>Prior to issuance of building/grading permits for project phase</p>	<p>Applicant</p>	<p>City Community Development Department</p> <p>Placerville Unified School District (PUSD)</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>PS-6 The project would increase usage of City parks, but recreational components proposed for the project would partially offset increased park usage.</p>	<p><i>Mitigation Measure PS-6: Assess park fees to help offset deterioration of park facilities.</i></p> <p>The City will require the applicant to pay the City \$1,320 per dwelling unit (\$476,520) to fund citywide park improvements. At the City's discretion, these fees may be reduced if a "major outdoor facility" (i.e., swimming pool, tennis court, park, or greenbelt) is provided and maintained by the development or land is dedicated to the City for park purposes in lieu of the fees.</p>	<p>Prior to issuance of building/grading permits for each project phase</p>	<p>Applicant</p>	<p>City Community Development Department</p>

3.4 Utilities and Service Systems

<p>U-3 The project would increase stormwater runoff by approximately 30 cubic feet per second, and one of the proposed detention basins would require modifications to adequately detain and convey the increased runoff.</p>	<p><i>Mitigation Measure U-3: Modify Detention Basin B to Increase Capacity</i></p> <p>The City will require the applicant to modify the design of Detention Basin B to comply with the recommendations of the drainage report prepared by Domenichelli and Associates to ensure the basins hold the volume of water delivered by a 100-year, 24-hour storm and regulate stormwater release rates in a manner that would prevent an increase in the water surface profile along Hangtown Creek through downtown to the point where the creek crosses under U.S. 50. With these modifications to the on-site detention basins, stormwater runoff from the project would be regulated to reduce the rate of flows to pre-project levels.</p>	<p>Prior to issuance of building/grading permits for project Phase 1</p>	<p>Applicant</p>	<p>City Public Works Department</p>
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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
3.5 Hydrology and Water Quality				
<p>HWQ-1 Construction activities could discharge pollutants into downstream drainages, resulting in adverse effects on surface water quality.</p>	<p><i>Mitigation Measure HWQ-1: Implement best management practices to control construction-related stormwater runoff, erosion, and sedimentation, and off-site tracking of mud from vehicles.</i></p> <p>The City will require the applicant to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity from the Central Valley RWQCB. As part of the permit application, the applicant will submit a SWPPP for approval by the RWQCB. The SWPPP will identify the sources of sediment and other pollutants on site and ensure the reduction of such pollutants in stormwater discharged from the site. The SWPPP will include an Erosion and Sedimentation Control Plan and provide descriptions of BMPs selected to control erosion, sediment discharge, and other pollutant sources during construction. The SWPPP will be approved by the RWQCB prior to any ground-disturbing activities and will comply with the City's SWMP, and appropriate BMPs will be implemented throughout the duration of construction activities.</p> <p>Typical BMPs may include the following:</p> <ul style="list-style-type: none"> • Use temporary erosion control measures (such as silt fences, staked straw bales, and temporary revegetation) in disturbed areas, and ensure no disturbed surfaces are left without erosion control measures in place during the winter and spring months. 	<p>Prior to any ground-disturbing activities</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<ul style="list-style-type: none"> • Retain sediment onsite by a system of sediment basins, traps, or other appropriate measures. • Develop a spill prevention and countermeasure plan to identify proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used on-site. • Schedule construction activities to minimize land disturbance during peak runoff periods and restrict to the immediate area required for construction. • Implement soil conservation practices during the fall or late winter to reduce erosion during spring runoff, and retain existing vegetation where possible. • Control surface water runoff by directing flowing water away from critical areas and by reducing runoff velocity; use diversion structures such as terraces, dikes, and ditches to collect and direct runoff water around vulnerable areas to prepared drainage outlets; use surface roughening, berms, check dams, hay bales, or similar devices to reduce runoff velocity and erosion. • Contain sediment when conditions are too extreme for treatment by surface protection; use temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins to detain runoff water long enough for sediment particles to settle out; store, cover, and isolate construction materials, including topsoil and chemicals, to prevent runoff losses and 			

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	<p>contamination of groundwater.</p> <ul style="list-style-type: none"> • Store and treat topsoil removed during construction as though it is an important resource, and place berms around topsoil stockpiles to prevent runoff during storm events. • Establish fuel and vehicle maintenance areas away from all drainage courses and design these areas to control runoff. • Control off-site tracking of mud by using a stabilized construction entrance and cleaning up any sediment that reaches the road. • Revegetate disturbed areas after completion of construction activities. 			
<p>HWQ-2 Off-site sewer line construction could result in discharge of pollutants from contaminated soil below Broadway to surface water, affecting water quality.</p>	<p><i>Mitigation Measure HWQ-2: Develop a Soil Management Plan for testing, handling, containment, and disposal of contaminated soils in the event that any are excavated from the area.</i></p> <p>The City will require the applicant to develop a soil management plan and implement appropriate measures to properly dispose of and contain contaminated soils during construction of the off-site sewer line. In addition to the BMPs identified in Mitigation Measure HWQ-1, the elements of a Soil Management Plan would include provisions for testing soils as they are removed from the area of the UST sites and the Former Placerville Cleaners is also listed as a Cleanup Program Site. Tests would be performed for applicable contaminants, based on information from files at the State Underground Storage</p>	<p>Prior to any site disturbance associated with the off-site sewer line</p>	<p>Applicant</p>	<p>City Community Development Department El Dorado County Environmental Management Department</p>

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	<p>Tank Cleanup Fund and the results of an Initial Site Assessment (ISA) for the City's Blairs Lane Bridge project. Applicable contaminants at the sites would likely be petroleum hydrocarbons for the UST sites and tetrachloroethylene, chlorinated solvents, and volatile organic compounds for the Former Placerville Cleaners site. Excavated soils from the area may be stockpiled in a contained area while contaminant testing is performed.</p> <p>In the event that elevated levels of soil contaminants are encountered, the Plan would also include detailed protocols for handling of the soil, temporary onsite containment of contaminated soil to avoid polluting surface waters and ground water, and protocol for disposing of any contaminated soils. Any contaminated soils removed from this area would not be returned to the ground, and would be removed from the project area to a site approved for receiving such materials. Temporary onsite containment measures may include soil berms, containers, and provisions for covering the soil mound from rain and wind exposure. Coordination and reporting with the El Dorado County Environmental Management Department will be required.</p>			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>HWQ-4 Stormwater runoff from the project area could convey urban pollutants and contaminants to downstream drainages, resulting in adverse effects on surface water quality.</p>	<p><i>Mitigation Measure HWQ-4: Implement a Water Quality Control Program.</i></p> <p>The City will require the applicant to implement a water quality control program to reduce water quality contaminants in project runoff, thus minimizing the effects on water quality in Hangtown Creek and downstream surface waters. The program will identify stormwater BMPs to incorporate into project design and manage urban runoff and will comply with the City’s SWMP. The program will be approved by the City and RWQCB prior to issuance of grading permits. At the discretion of the City and RWQCB, monitoring of stormwater runoff may be required to ensure surface water quality in downstream drainages is not substantially affected by the project.</p> <p>A variety of stormwater BMPs are available for managing urban runoff. Stormwater BMPs are most effective when implemented as part of a comprehensive stormwater management program that includes proper selection, design, construction, inspection, and maintenance measures. Stormwater BMPs can be grouped into two broad categories: structural and non-structural. <i>Structural</i> BMPs are used to treat the stormwater at either the point of generation or the point of discharge to the stormwater sewer system or to receiving waters. <i>Non-structural</i> BMPs include a range of pollution prevention, education, institutional, management, and development practices designed to limit the conversion of rainfall to runoff and to prevent pollutants from entering runoff at the source of</p>	<p>Prior to issuance of grading permits for each project phase</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>runoff generation. The City will require the project's homeowners association (or other established entity) to perform post-construction BMPs prior to the first storm of the fall/winter season. Such BMPs will include street sweeping, storm drain inlet cleanout, and cleaning of other stormwater facilities.</p> <p>EIR Table 3.5-2 provides a summary of a variety of commonly used structural and nonstructural stormwater BMPs. These BMPs will be among those evaluated for inclusion in the project's Water Quality Control Program.</p>			

3.6 Geology and Soils

<p>GS-1 Project construction would expose soils to wind and water erosion because of the substantial amount of grading activities on steep slopes.</p>	<p><i>Mitigation Measure GS-1: Implement best management practices during grading activities to control soil erosion.</i></p> <p>The City will require the applicant to identify best management practices (BMPs) to control erosion during grading activities. Preparation of an erosion control plan will be required as part of the grading permit application if grading will occur after October 15 of any year, in compliance with the Grading Ordinance. These measures should be clearly depicted on project grading plans and approved by the City prior to issuance of the grading permit. Typical BMPs are described in Section 3.5 Hydrology and Water Quality (Mitigation Measure HWQ-1) and would also be required as part of the NPDES General Permit.</p>	<p>Prior to issuance of grading permits, if grading will occur after October 15 of any year</p>	<p>Applicant</p>	<p>City Public Works Department</p>
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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>GS-2 Development on or near existing mining features could result in damages to buildings and safety concerns for the public.</p>	<p><i>Mitigation Measure GS-2: Close and stabilize mining features during grading activities.</i></p> <p>The City will require the applicant to identify adequate measures to close and stabilize all mining features in the project area based on recommendations from the geotechnical study (Youngdahl 2005) and verified by a qualified engineer when the grading plans are finalized. These measures will be clearly depicted on project grading plans and be approved by the City prior to issuance of grading permits. All known features and any features discovered during grading activities will be sealed, filled, and/or capped depending on the feature type. Stable or competent adits should be closed by placement of a concrete bulkhead at the entrance. Unstable or collapsed adits should be injected with a cement grout mixture under high pressure to consolidate any loose materials or fill existing voids. Sloping tunnels should be capped with concrete slurry plug. Vertical shafts should be capped with a structural concrete bridge plug installed in firm materials. Shallow features, exploratory pits, or trenches should be excavated to their full depth and backfilled with engineered fill.</p>	<p>Prior to issuance of grading permits for each project phase</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
3.7 Biological Resources				
<p>BR-3 Development of the project area would result in direct impacts to 0.1 acre of potential waters of the U.S.</p>	<p><i>Mitigation Measure BR-3a: Design roads and trails to minimize direct impacts to drainages and wetlands.</i></p> <p>The City will require the applicant to design roads and trails to minimize direct impacts to drainages. Culverts, bridges, or a similar structure should be designed to cross drainages perpendicular to the drainage to minimize the extent of the crossing and should not impede flows through the drainage, including major storm events that may convey large volumes of runoff. Specific designs for roads and trails should be identified on grading plans and will be approved by the City prior to issuance of grading permits.</p>	<p>Prior to issuance of grading permits for roads and trails</p>	<p>Applicant</p>	<p>City Public Works Department</p>
	<p><i>Mitigation Measure BR-3b: Comply with terms of a Clean Water Act (Section 404) permit for direct impacts to waters of the U.S. and implement a mitigation plan for permanent impacts.</i></p> <p>The City will require the applicant to obtain a Section 404 permit from the USACE prior to any construction activities that would affect waters of the U.S. As part of the permit application process, the applicant should submit the Preliminary Waters of the U.S. Delineation prepared by SWCA Environmental Consultants for the additional 5-acre parcel and proposed Canyon View Drive alignment to the USACE for formal verification. Actual direct impacts to all waters of the U.S. should be calculated based on the verified delineation and specific grading plans. Based on the estimate of direct impacts to potential waters of the U.S. in the project area, the project would likely qualify for</p>	<p>Prior to any construction activities that would affect waters of the U.S.</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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	<p>coverage under a nationwide permit, either nationwide permit 14 (for linear transportation projects) or nationwide permit 29 (for residential projects), depending on the purpose of the impacts. These permits allow up to 0.5-acre of temporary and permanent impacts to non-tidal waters of the U.S.</p> <p>Conditions of the permit will require the applicant to implement measures for temporary impacts to maintain normal downstream flows and minimize flooding to the maximum extent practicable. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows, and they must be removed in their entirety following construction. All temporarily affected areas must be returned to pre-construction elevations and revegetated, as appropriate.</p> <p>Permanent impacts to waters of the U.S. will require compensatory mitigation to ensure no net loss of aquatic functions or values. A mitigation plan should be prepared to identify the specific details of the mitigation, which would include replacing affected waters at a minimum one to one ratio, describing the required characteristics of the replaced waters (same functions and values as the affected waters, as described in the Environmental Setting), identifying an appropriate on-site or off-site location to replace the affected waters, and providing monitoring and reporting requirements. The mitigation plan will be submitted to the USACE for approval prior to issuance of the permit. Alternatively, the applicant may purchase mitigation credits at a USACE-approved mitigation bank in the same</p>			

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	watershed as the project (note the availability of an existing or future mitigation bank may not be guaranteed at the time of the permit application).			
	<p><i>Mitigation Measure BR-3c: Comply with terms of a Streambed Alteration Agreement and implement best management practices during construction.</i></p> <p>The City will require the applicant to notify the CDFG of any activities that could adversely affect fish and wildlife resources associated with construction activities in drainages on-site or activities that adversely affect downstream drainages (i.e., Hangtown Creek or Lumsden Pond). A notification package for a Streambed Alteration Agreement should be submitted to CDFG at the time a 404 permit application is submitted. The CDFG will determine if the project requires a Streambed Alteration Agreement and will issue a draft agreement to the applicant, if necessary. The applicant will be required to comply with terms of the agreement and implement measures to avoid, minimize, or compensate for impacts to drainages and wetlands that could adversely affect fish and wildlife. These measures may include best management practices for erosion control (see Section 3.5 Hydrology and Water Quality), compensatory mitigation for impacts to waters of the U.S. (Mitigation Measure BR-3b), and minimization of activities during the wet season.</p>	<p>Prior to construction activities that could adversely affect fish and wildlife resources or drainages</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>BR-4 Development of the project area could result in the loss of special status plants.</p>	<p><i>Mitigation Measure BR-4a: Avoid direct take of special status plant species during construction activities.</i></p> <p>The City will require the applicant to conduct focused surveys for the five special status plant species (Nissenan manzanita, Pleasant Valley mariposa lily, Brandegee’s clarkia, Parry’s horkelia, and oval-leaved viburnum) with potential to occur in the project area and implement measures during construction to avoid and minimize impacts to individuals and on-site populations. The focused surveys will be required prior to the start of construction activities and should be conducted by a qualified botanist during the appropriate blooming period for each species (generally February to July) in accordance with CDFG’s <i>Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Plant Communities</i> (CDFG 2000). The surveys should be conducted in the entire project area, including those areas that would be affected by construction activities as well as the preserved open space areas, to assess potential direct impacts and determine if a local population exists on-site that could be preserved and used for on-site mitigation. If the results of the survey determine that no special status plant species exist within the project area, then no further measures are necessary. However, if any of the special status plant species are identified within the project area, the locations of individuals or populations should be properly recorded. Individuals or populations within the area affected by the development should be counted and assessed for potential to relocate individuals. Individuals</p>	<p>Prior to the start of each construction phase, but during the appropriate blooming period for each species</p> <p>During all construction</p>	<p>Applicant Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>within the open space areas (those to be avoided) should be flagged or otherwise marked to identify avoidance areas during construction.</p>			
	<p><i>Mitigation Measure BR-4b: Implement a restoration plan for the loss of special status plants.</i></p> <p>If any special status plant species would be directly affected by construction activities, the City will require the applicant to prepare and implement a restoration plan to compensate for take of the plants. The plan should discuss the ability to relocate individuals (transplant) to suitable habitat in the open space areas in the project area or a designated off-site area that would be preserved. If individuals cannot be transplanted, they should be replaced through artificial propagation or seed transfer of plant materials from the project area to a designated restoration site, either off-site or in the open space areas within the project area. The ratio of replacement to loss should exceed a 1:1 ratio (based on number of individuals) for all species. Because most rare plants are restricted to specialized habitats, creating the exact environmental conditions that these plants require may not be possible. The restoration plan should also describe site selection criteria, propagation methods, irrigation, installation designs, maintenance procedures, monitoring guidelines, success criteria, and a project timeline. Permits for handling special status plant materials may be required from CDFG. The plan should provide adequate lead time to plan and carry out the restoration at the correct time of the year. The restoration plan should be submitted to the City and the</p>	<p>Prior to any construction activity that has the potential to affect special status plants</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>CDFG for approval prior to implementation.</p> <p>If transplanting or replacing plants is not determined to be feasible, the City will require the applicant to provide off-site mitigation by protecting suitable habitats that support populations of special status plants. This would be accomplished through the permanent protection of an existing off-site native population, the permanent protection of an off-site introduced population, mitigation banking, or a combination thereof. The ratio of acquisition to loss should exceed a 1:1 ratio (based on number of individuals) for all species. The size and location of the acquisition will vary depending upon the results of the focused survey and the type, condition, extent and rarity of the habitat and species and must be approved by the City or CDFG.</p>			
<p>BR-5 Development of the project area could result in the loss of habitat for and potential take of the valley elderberry longhorn beetle.</p>	<p><i>Mitigation Measure BR-5a: Avoid removal of elderberry shrubs during construction activities.</i></p> <p>The City will require the applicant to conduct a focused survey for elderberry shrubs and implement measures to avoid removal of shrubs during construction activities. Within two years prior to construction, a qualified biologist will conduct a focused survey of the project area and adjacent upland and riparian habitat (within about 100 feet). The biologist will look for elderberry shrubs with stems one inch or greater and look for evidence of beetle activity on the shrubs (emergence holes), in accordance with the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999). Survey results should be submitted to the USFWS for review; the results will be valid for a</p>	<p>Prior to any construction activity that has the potential to affect elderberry shrubs</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>period of two years. If impacts to the beetle are anticipated as a result of the surveys, the applicant should initiate Section 7 consultation as part of the Corps 404 permit process. USFWS should be consulted to identify specific measures to implement during construction and following construction, if appropriate. If no elderberry shrubs are identified in the project area, no further mitigation measures would be necessary.</p> <p>If elderberry shrubs with any stems greater than one inch are identified in the project area or adjacent habitats, a 100-foot wide construction-free buffer zone will be required to ensure no adverse effects occur. The buffer zone will be fenced and flagged with signs every 50 feet identifying the area as a “no-disturbance” zone because it provides habitat for the valley elderberry longhorn beetle. If activities are required within the buffer zone, the USFWS must be consulted, and a minimum 20-foot setback from the dripline of the elderberry shrub will be required. Disturbed areas within the buffer zone will be restored immediately following the construction activities.</p> <p>Additionally, the applicant will provide special status species training to all work crews to inform them about applicable regulations surrounding the valley elderberry longhorn beetle’s legal protections, identifying elderberry shrubs, and avoiding elderberry shrubs during construction.</p>			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p><i>Mitigation Measure BR-5: Transplant or replace elderberry shrubs that cannot be avoided and establish a conservation area.</i></p> <p>The City will require the applicant to transplant or replace any elderberry shrubs that cannot be avoided by construction activities. Transplanting procedures should be coordinated with the USFWS and should follow the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999). A transplanting and replacement plan should be prepared and submitted to the City and USFWS for approval prior to implementation. The plan should describe the transplanting procedures and replacement plantings, describe the conservation area (size, long-term protection, weed control, fencing), and identify monitoring requirements. Transplanting should occur during the shrub's dormant period (November through mid-February), and a biological monitor will be required on-site during all transplanting efforts to ensure unauthorized take does not occur. The biologist will have the authority to stop activities if unauthorized take is anticipated, and the USFWS will be consulted. In addition to the transplanting, each elderberry stem measuring one inch or greater that is affected by the project and not transplanted will need to be replaced. Replacement ratios range from 1:1 to 8:1 (new plantings to affected stems), depending on the quality of the shrubs and habitat; the replacement ratio is up to the discretion of the USFWS. The transplanting and replacement plantings should occur at an appropriate conservation area designated by the USFWS.</p>	<p>Prior to any construction activity that has the potential to affect the elderberry shrub and during the shrub's dormant period</p>	<p>Applicant</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	This area will be held in perpetuity and may be within the open space areas on-site or at an acceptable off-site location. The USFWS will need to approve the conservation area prior to any transplanting efforts.			
BR-7 Development of the project area would result in the loss of habitat for and potential take of the northwestern pond turtle.	<p><i>Mitigation Measure BR-7a: Avoid direct impacts to northwestern pond turtles during construction activities.</i></p> <p>The City will require the applicant to conduct a pre-construction survey for northwestern pond turtles (in disturbance areas only) and implement measures to avoid direct take of individuals and impacts to nest sites during construction activities. If possible, the applicant should avoid vegetation clearing, grubbing, and grading during the pond turtle’s peak breeding season (October 1 to March 1). Prior to construction activities, the construction contractor will install fencing around construction areas to prevent the movement of northwestern pond turtles into the project area during construction. The fencing will be buried into the ground to prevent pond turtles from accessing construction areas and will remain intact during construction activities.</p> <p>Within 48 hours prior to construction activities, a qualified biologist will conduct a pre-construction survey of the fenced-off construction area. The biologist will look for adult pond turtles and nests containing pond turtle hatchlings and eggs (during breeding season). If an adult northwestern pond turtle is located in the designated construction area, the biologist will consult CDFG to determine a suitable aquatic site to move the turtle outside</p>	<p>Within 48 hours prior to any construction activity</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>the construction area (possibly the reservoir at Lumsden Park). Individuals will be relocated prior to any construction activities. If an active pond turtle nest containing either pond turtle hatchlings or eggs is found in the construction area, the applicant should consult CDFG to determine and implement appropriate avoidance measures, which may include a “no-disturbance” buffer around the nest site until the hatchlings have moved to a nearby aquatic site.</p> <p>Additionally, the applicant will provide special status species training to all work crews to inform them about applicable regulations surrounding the northwestern pond turtle’s legal protections, identifying a northwestern pond turtle, and avoiding the pond turtle and contacting a designated representative (either the developer or the City) if they observe one in the project area.</p>			
	<p><i>Mitigation Measure BR-7b: Provide signs in sensitive areas along trails to inform the public about northwestern pond turtles.</i></p> <p>The City will require the applicant to construct signs along the walking trails at sensitive areas to inform residents and visitors about the northwestern pond turtle. Signs should be posted at the man-made pond and near wetlands and drainages along the walking trails to inform the public about the sensitivity of the pond turtle and their presence in the project area. Information should include enforcement actions that would be implemented if pond turtles are purposefully harmed or collected, or if their habitat is intentionally damaged.</p>	<p>Prior to any construction activity</p>	<p>Applicant</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>BR-8: Development of the project area would result in the loss of habitat for and potential take of special status birds, nesting raptors, and nesting migratory and resident birds.</p>	<p><i>Mitigation Measure BR-8: Avoid impacts to nest sites during construction activities.</i></p> <p>The City will require the applicant to conduct pre-construction nest surveys in the project area (both disturbance and open space areas) within 30 days prior to construction activities that would occur during the breeding season for birds (March 1 to August 31).</p> <p>The surveys will be conducted by a qualified biologist to identify and locate active nests of Cooper’s hawk, California spotted owl, and yellow warbler as well as other bird species (raptors and songbirds). All active nest sites identified during field surveys should be flagged, and a 100-foot “no-disturbance” buffer for songbirds and 500-foot “no-disturbance” buffer for raptors would be established around the nest site using bright-colored flagging, stakes, and other means necessary to inform construction crews to avoid the area. Construction activities should be directed away from the nest site until the young have fledged or as determined appropriate by a qualified biologist or the CDFG. Trees containing active nests should be removed during the non-nesting season (September through February). If no active nests are found during the pre-construction surveys, no further measures relating to nest disturbances would be necessary.</p> <p>Construction crews will also be informed about the identification and regulatory protections of the special status species that may nest in the project area.</p>	<p>Within 30 days prior to any construction activities that would occur during the breeding season for birds (March 1 to August 31)</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>BR-9 Development of the project area would result in the loss of foraging and roosting habitat and potential take of special status bat species.</p>	<p><i>Mitigation Measure BR-9: Avoid impacts to roosting bats and their young during construction.</i></p> <p>The City will require the applicant to conduct pre-construction bat surveys in areas subject to disturbance within 30 days prior to construction activities that would occur during the reproductive period for bats (April 1 to October 31).</p> <p>The surveys will be conducted by a qualified biologist to identify and locate active roost sites of special status bats. The survey should focus on large trees and structures that would be removed. All active maternity roost sites identified during field surveys should be flagged, and a 100-foot “no-disturbance” buffer should be established around the site using bright-colored flagging, stakes, and other means necessary to inform construction crews to avoid the sites. Construction activities should be directed away from the roost site until the young are capable of flying or as determined appropriate by a qualified biologist or the CDFG. For active day roost sites, bats should be excluded from or otherwise removed from the trees or structures prior to removal or demolition. If no active roost sites are found during the pre-construction surveys, no further measures relating to roost disturbances would be necessary.</p> <p>For bats that must relocate due to project activities, the applicant should provide bat houses within the open space areas for every roost destroyed by the project. Construction design of the bat houses should be approved by a bat specialist to benefit the specific species that are affected.</p>	<p>Within 30 days prior to construction activities that would occur during the reproductive period for bats (April 1 to October 31)</p>	<p>Applicant Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	Construction crews will also be informed about the identification and regulatory protections of the special status species that may occur in the project area.			

3.8 Cultural Resources

<p>CR-1 Ground disturbance could affect known cultural resources.</p>	<p><i>Mitigation Measure CR-1: Document surface artifacts at site PL-Lum-01 and donate to El Dorado Miwok tribe.</i></p> <p>The remnants of the surface scatter at prehistoric archaeological site PL-Lum-01 should not be destroyed but should be documented by a qualified archaeologist who meets the Secretary of the Interior’s Standards for archeologists (National Park Service 1983) and a representative of the El Dorado Miwok Tribe prior to project implementation at the site, and any remaining artifacts should be donated to the El Dorado Miwok Tribe.</p>	<p>Prior to any ground disturbing activity that would occur at site PL-Lum-01</p>	<p>Applicant</p>	<p>City Community Development Department</p>
<p>CR-2 Ground disturbance could affect undocumented cultural resources, including human remains.</p>	<p><i>Mitigation Measure CR-2a: Implement construction monitoring by a qualified archaeologist for the protection of cultural resources, including human remains.</i></p> <p>The City will require the applicant to monitor ground-disturbing activities in native sediments/soils by a qualified archaeologist who meets the Secretary of the Interior’s Standards for archaeologists (National Park Service 1983). Construction work within stockpile and/or fill material does not require monitoring. The monitor will be empowered to temporarily halt construction in the immediate vicinity of a discovery while it is evaluated for significance. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data</p>	<p>Prior to any ground-disturbing activities that would occur in native sediments/soils</p> <p>During all construction</p>	<p>Applicant Construction contractor</p>	<p>City Community Development Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	recovery excavation, may be warranted. At the conclusion of archaeological monitoring, a monitoring report will be prepared and submitted to the City of Placerville and to the NCIC.			
	<p><i>Mitigation Measure CR-2b: Implement construction monitoring by a qualified Native American for the protection of culturally sensitive areas, including human remains.</i></p> <p>In addition to a qualified archaeologist, ground-disturbing activities in native sediments/soils within the three areas considered sensitive by members of the local Native American community and within the boundaries of prehistoric archaeological site PL-Lum-01, as well as a 10-meter (65-foot) buffer zone around the boundaries of that site, will be monitored by a qualified representative of the local Native American community. If human remains are discovered during the course of ground-disturbing activity outside these areas, a qualified Native American will monitor the discovery, in consultation with the recommendations provided by the NAHC and Most Likely Descendant (MLD).</p>	Concurrently performed with any ground-disturbing activities that would occur in native sediments/soils within the three areas considered sensitive by members of the local Native American community	Applicant	<p>City Community Development Department</p> <p>Qualified Native American Community Member</p>
CR-3: Ground disturbance could affect undocumented paleontological resources.	<p><i>Mitigation Measure CR-3: Implement inadvertent discovery measures for the protection of paleontological resources.</i></p> <p>If paleontological resources are discovered during construction, the applicant will halt all activities in the immediate vicinity of the find until a qualified professional paleontologist can evaluate it. The paleontologist will examine the resources, assess their significance, and</p>	During any grading activity	Applicant Construction contractor	City Community Development Department

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	recommend appropriate procedures to either further investigate or mitigate adverse impacts on the resources encountered.			

3.10 Transportation and Circulation

<p>TT-1 The project would unacceptably degrade traffic operations at the Schnell School Road/U.S. 50 westbound ramps intersection.</p>	<p><i>Mitigation Measure TT-1: Install all-way stop sign control at the Schnell School Road/U.S. 50 westbound ramps intersection.</i></p> <p>The City will require the project applicant to install all-way stop sign control at the Schnell School Road/U.S. 50 westbound ramps intersection.</p> <p>Installing all-way stop sign control would enable this intersection to operate at LOS C during the morning peak hour. No intersection widening, geometric change, or right-of-way acquisition would be required to facilitate the installation of stop sign control.</p> <p>Caltrans may require installation of all-way stop sign control at the Schnell School Road/U.S. 50 eastbound ramps intersection in conjunction with this mitigation measure because both ramp terminal intersections at an interchange are typically controlled by the same type of traffic control. Doing so often enhances traffic flow and operations. If Caltrans requires installation of stop signs at the eastbound ramps intersection, the City would require the project applicant to install them as part of this mitigation measure. The Schnell School Road/U.S. 50 eastbound ramps intersection would continue to operate acceptably during the morning and evening peak hours</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>with installation of all-way stop-sign control.</p> <p>This intersection is owned and controlled by Caltrans, so implementation of this mitigation measure lies outside of the control of the City of Placerville and would require Caltrans' approval and oversight. As a result, neither the City of Placerville nor the project applicant can guarantee construction of the improvements identified in Mitigation Measure TT-1.</p>			
<p>TT-2 The project would unacceptably exacerbate degraded traffic operations at the U.S. 50 eastbound ramps/Broadway intersection near Mosquito Road.</p>	<p>Mitigation Measure TT-2: Pay a fair-share contribution toward construction of a traffic signal at the U.S. 50 eastbound ramps/Broadway intersection near Mosquito Road and reconfiguration of the adjacent access.</p> <p>The City will require the project applicant to pay a fair-share contribution toward construction of a traffic signal at the U.S. 50 eastbound ramps/Broadway intersection. Access to the gas station located on the south side of Broadway would need to be reconfigured to limit access to one driveway on Broadway, which would be located across from the U.S. 50 eastbound ramps to form the fourth leg of the intersection.</p> <p>Signalizing the U.S. 50 eastbound ramps/Broadway intersection would enable this intersection to operate at LOS B during the evening peak hour with the Lumsden Ranch project. This intersection would satisfy the peak hour traffic signal warrant with the addition of project related traffic. This improvement would be consistent with the City's Traffic Impact Mitigation Program, which includes signalizing this intersection and provides approximately 40</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>percent of its funding via impact fees paid by developers throughout Placerville. No other intersection widening, geometric change, or right-of-way acquisition would be required to facilitate the signalization.</p> <p>This intersection currently operates unacceptably, so this mitigation measure is partly needed to mitigate an existing deficiency. As a result, the project applicant would be required to pay a fair-share contribution toward installation of the signal rather than its full cost. Neither the City nor Caltrans have a mechanism in place to fund the remainder of this improvement; therefore, there would be no guarantee that a traffic signal would be constructed within a reasonable period of time.</p> <p>This intersection is owned and controlled by Caltrans, so construction of a traffic signal at this location lies outside of the control of the City of Placerville and would require Caltrans' approval and oversight. As a result, neither the City of Placerville nor the project applicant can guarantee construction of the improvements identified in Mitigation Measure TT-2 even if full funding is ultimately secured.</p>			
<p>TT-3 The project would unacceptably degrade traffic operations at the Schnell School Road/U.S. 50 westbound ramps intersection.</p>	<p><i>Mitigation Measure TT-3: Install all-way stop sign control at the Schnell School Road/U.S. 50 westbound ramps intersection.</i></p> <p>This mitigation measure is identical to Mitigation Measure TT-1.</p> <p>The City will require the project applicant to install all-way stop sign control at the Schnell School Road/U.S. 50</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>westbound ramps intersection.</p> <p>Installing all-way stop sign control would enable this intersection to operate at LOS C during the morning peak hour. No intersection widening, geometric change, or right-of-way acquisition would be required to facilitate the installation of stop sign control.</p> <p>This intersection is owned and controlled by Caltrans, so implementation of this mitigation measure lies outside of the control of the City of Placerville and would require Caltrans' approval and oversight. As a result, neither the City of Placerville nor the project applicant can guarantee construction of the improvements identified in Mitigation Measure TT-3.</p>			
<p>TT-4 The project would unacceptably degrade traffic operations at the Schnell School Road/U.S. 50 eastbound ramps intersection.</p>	<p><i>Mitigation Measure TT-4: Install all-way stop sign control at the Schnell School Road/ U.S. 50 eastbound ramps intersection</i></p> <p>The City will require the project applicant to install all-way stop sign control at the Schnell School Road/U.S. 50 eastbound ramps intersection.</p> <p>Installing all-way stop sign control would enable this intersection to operate at LOS C during the morning peak hour. No intersection widening, geometric change, or right-of-way acquisition would be required to facilitate the installation of stop sign control.</p> <p>This intersection is owned and controlled by Caltrans, so implementation of this mitigation measure lies outside of the control of the City of Placerville and would require</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	Caltrans' approval and oversight. As a result, neither the City of Placerville nor the project applicant can guarantee construction of the improvements identified in Mitigation Measure TT-4.			
<p>TT-5 The proposed and related projects would unacceptably degrade traffic operations throughout the Schnell School Road/Broadway/Wiltse Road/U.S. 50 ramps roadway system (i.e., the Schnell School Road System).</p>	<p>Mitigation Measure TT-5: Pay a fair-share contribution of one of the following alternative improvement plans for the Schnell School Road System.</p> <ul style="list-style-type: none"> • Alternative 1: Implement three traffic signals and realign Wiltse Road to the east to intersect Broadway opposite Schnell School Road. • Alternative 2: Implement three roundabouts: (1) a single-lane roundabout at the Schnell School Road/U.S. 50 westbound ramps intersection; (2) a five-legged two-lane roundabout including the following approaches: Broadway, Schnell School Road, the U.S. 50 eastbound off-ramp, and the U.S. 50 eastbound on-ramp; and (3) a three-legged single-lane roundabout at the Wiltse Road/Broadway intersection. • Alternative 3: Implement three traffic signals, restrict Wiltse Road to right turns in/out only (no realignment of Wiltse Road), and widen Schnell School Road within its undercrossing of U.S. 50. • Alternative 4: Implement three traffic signals, restrict Wiltse Road to right turns in/out only (no realignment of Wiltse Road). 	Prior to approval of building permits	Applicant	City Public Works Department

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>TT-6 The proposed and related projects would unacceptably degrade traffic operations at the Mosquito Road/Broadway intersection.</p>	<p><i>Mitigation Measure TT-6: Pay a fair-share contribution toward construction of a traffic signal at the Mosquito Road/Broadway intersection.</i></p> <p>Signalizing the Mosquito Road/Broadway intersection would enable this intersection to operate at LOS B during the evening peak hour with the Lumsden Ranch project. No intersection widening, geometric change, or right-of-way acquisition would be required to facilitate the signalization. This intersection would satisfy the peak hour traffic signal warrant with the addition of project-related traffic.</p> <p>This mitigation measure is partly needed to mitigate the impacts of cumulative traffic growth. As a result, the project applicant would be required to pay a fair-share contribution toward installation of the signal rather than its full cost. This improvement would be consistent with the City's Traffic Impact Mitigation Program, which includes signalizing this intersection and provides approximately 40 percent of its funding via impact fees paid by developers throughout Placerville. However, the City does not have a mechanism in place to fund the remainder of this improvement; therefore, there would be no guarantee that a traffic signal would be constructed within a reasonable period of time.</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>TT-7 The proposed and related projects would unacceptably degrade traffic operations at the Cedar Ravine Road/Main Street intersection.</p>	<p><i>Mitigation Measure TT-7: Construct a single-lane roundabout at the Cedar Ravine Road/Main Street intersection.</i></p> <p>The City will construct a single-lane roundabout at the Cedar Ravine Road/Main Street intersection.</p> <p>A single-lane roundabout would operate at LOS C during the morning and evening peak hours. This improvement is consistent with the Clay Street Realignment project as well as the City’s Traffic Impact Mitigation Program, which includes constructing a roundabout at this intersection. The City has secured full funding for this improvement through a combination of traffic impact mitigation fees and federal funds, so no additional funding would be provided by the applicant for this improvement beyond the payment of their Traffic Impact Mitigation Program fee. If additional right-of-way is needed, the City would need to obtain it either through purchase or eminent domain.</p>	<p>Prior to approval of building permits</p>	<p>City Public Works Department</p>	<p>City Public Works Department</p>
<p>TT-8 The proposed and related projects would unacceptably degrade traffic operations at the U.S. 50 eastbound ramps/Broadway intersection.</p>	<p><i>Mitigation Measure TT-8: Pay a fair-share contribution toward construction of a traffic signal at the U.S. 50 eastbound ramps/Broadway intersection, and reconfiguration/widening of its approaches/departures.</i></p> <p>This mitigation measure is partly needed to mitigate the impacts of cumulative traffic growth. As a result, the project applicant would be required to pay a fair-share contribution toward installation of the signal rather than its full cost.</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>To facilitate signalization, the fair-share contribution would also consider the cost to construct the following supporting improvements.</p> <ul style="list-style-type: none"> • Change the pavement delineation on the U.S. 50 eastbound off-ramp to include one exclusive left-turn lane and one shared left-through-right lane. • Widen eastbound Broadway to provide an additional through lane from the intersection to 300 feet to 500 feet east of the intersection to provide a receiving lane for the additional left-turn lane. • Reconfigure access to the gas station located on the south side of Broadway to limit access to one driveway on Broadway, which would be located across from the U.S. 50 eastbound ramps to form the fourth leg of the intersection. <p>Signalizing the U.S. 50 eastbound ramps/Broadway intersection would reduce the delay at this intersection to less-than-cumulative levels without the project, which was the delay identified in the Long Term Cumulative No Project scenario; however, this intersection would continue to operate worse than LOS D during the evening peak hour. This improvement would be consistent with the City's Traffic Impact Mitigation Program, which includes signalizing this intersection and provides approximately 40 percent of its funding via impact fees paid by developers throughout Placerville. However, neither the City nor Caltrans have a mechanism in place to fund the remainder of this improvement; therefore, there would be no</p>			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>guarantee that a traffic signal would be constructed within a reasonable period of time.</p> <p>Widening eastbound Broadway may be accomplished by converting the median two-way-left-turn to a through lane. No other intersection widening, geometric change, or right-of-way acquisition would be required to facilitate the signalization. This intersection would satisfy the peak hour traffic signal warrant with the addition of project-related traffic.</p> <p>This intersection is owned and controlled by Caltrans, so implementation of this mitigation measure lies outside of the control of the City of Placerville and would require Caltrans' approval and oversight. As a result, neither the City of Placerville nor the project applicant can guarantee construction of the improvements identified in Mitigation Measure TT-8.</p>			
<p>TT-9 The proposed and related projects would unacceptably degrade traffic operations at the Bedford Avenue/U.S. 50 intersection</p>	<p><i>Mitigation Measure TT-9: Pay a fair-share contribution toward construction of widening of the westbound approach to the Bedford Avenue/U.S. 50 intersection to include an exclusive right-turn lane.</i></p> <p>This mitigation measure is partly needed to mitigate the impacts of cumulative traffic growth. As a result, the project applicant would be required to pay a fair-share contribution toward construction of the identified improvement rather than its full cost. However, neither the City nor Caltrans have a mechanism in place to fund the remainder of this improvement; therefore, there would be no guarantee that the physical improvement would be</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>constructed within a reasonable period of time.</p> <p>Widening the westbound approach to the Bedford Avenue/U.S. 50 intersection would reduce the delay at this intersection to less-than-cumulative levels without the project, which was the delay identified in the Long Term Cumulative No Project scenario; however, this intersection would continue to operate worse than LOS D during the morning peak hour. This improvement may require additional right-of-way and a retaining wall.</p> <p>This intersection is owned and controlled by Caltrans, so implementation of this mitigation measure lies outside of the control of the City of Placerville and would require Caltrans' approval and oversight. As a result, neither the City of Placerville nor the project applicant can guarantee construction of the improvements identified in Mitigation Measure TT-9.</p>			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>TT-10 The proposed and related projects would unacceptably degrade traffic operations at the Point View Drive/U.S. 50 westbound ramps intersection.</p>	<p><i>Mitigation Measure TT-10: Pay a fair-share contribution toward the construction of a roundabout at the Point View Drive/U.S. 50 westbound ramps intersection.</i></p> <p>This mitigation measure is partly needed to mitigate the impacts of cumulative traffic growth. As a result, the City will require the project applicant to pay a fair-share contribution toward the construction of a roundabout at the Point View Drive/U.S. 50 westbound ramps intersection rather than its full cost.</p> <p>Installing a roundabout at this intersection would enable it to operate at LOS D or better during the morning and evening peak hours. However, no funding mechanism is in place to fully fund this improvement. In addition, extensive right-of-way would need to be obtained.</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
<p>TT-11 The proposed and related projects would unacceptably degrade traffic operations at the Point View Drive/U.S. 50 eastbound ramps intersection.</p>	<p><i>Mitigation Measure TT-11: Pay a fair-share contribution toward the construction of a roundabout at the Point View Drive/U.S. 50 eastbound ramps intersection.</i></p> <p>This mitigation measure is partly needed to mitigate the impacts of cumulative traffic growth. As a result, the City will require the project applicant to pay a fair-share contribution toward the construction of a roundabout at the Point View Drive/U.S. 50 eastbound ramps intersection rather than its full cost.</p> <p>Installing a roundabout at this intersection would enable it to operate at LOS D or better during the morning and evening peak hours. However, no funding mechanism is in place to fully fund this improvement. In addition, extensive right-of-way would need to be obtained.</p>	<p>Prior to approval of building permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>TT-12 The project would result in an inconsistency with a General Plan policy.</p>	<p><i>Mitigation Measure TT-12a: Construct a roadway connection between the project and the Eskaton at Spanish Hill project as described in the project alternative.</i></p> <p>The City will require the project applicant to construct a roadway connection between the project and the Eskaton at Spanish Hill project, consistent with the Blairs Lane Connection Alternative evaluated in Chapter 6.</p> <p>The City will require the project applicant to implement the mitigation measures identified in analysis of the Blairs Lane Connection Alternative evaluated in Chapter 6. If constructed, this roadway connection would change the travel patterns associated with this project; therefore, the mitigation measures identified in the analysis of the project alternative should be implemented.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Community Development Department</p> <p>City Public Works Department</p>
	<p><i>Mitigation Measure TT-12b: Amend the City’s Master Street Plan in such a way that the Lumsden Ranch Project is consistent with the amended plan.</i></p> <p>The City will amend its Master Street Plan to remove the requirement for the roadway connections between the project area and the surrounding areas that are not included in the Lumsden Ranch Plan.</p>	<p>Prior to approval of grading permits</p>	<p>City of Placerville</p>	<p>City Community Development Department</p> <p>City Public Works Department</p>
<p>TT-13 Project access, provided by Canyon View, may not accommodate all modes of travel.</p>	<p><i>Mitigation Measure TT-13a: Construct the Canyon View Drive/Broadway intersection with stop-sign control on Canyon View Drive and with two lanes on Canyon View Drive approaching Broadway, one left-turn lane and one right-turn lane.</i></p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>The City will require the project applicant to construct the Canyon View Drive/Broadway intersection with stop-sign control on Canyon View Drive and with two lanes on Canyon View Drive approaching Broadway, one left-turn lane and one right-turn lane.</p> <p>Constructing the Canyon View Drive/Broadway intersection as described above would provide adequate vehicular access to and from the project area. In addition, this intersection would operate acceptably at LOS C or better.</p>			
	<p><i>Mitigation Measure TT-13b: Construct Canyon View Drive with a Class II bike lane in both directions between Broadway and the project's first internal intersection.</i></p> <p>The City will require the project applicant to construct Canyon View Drive with a Class II bike lane in both directions between Broadway and the project's first internal intersection. Constructing Canyon View Drive with Class II bike lanes would provide adequate bicycle access to and from the project area.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
	<p><i>Mitigation Measure TT-13c: Construct Canyon View Drive with a sidewalk on both sides of the street between Broadway and the project's first internal intersection.</i></p> <p>The City will require the project applicant to construct Canyon View Drive with a sidewalk on both sides of the street between Broadway and the project's first internal intersection. Constructing Canyon View Drive with sidewalks would provide adequate pedestrian access to and from the project area.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>TT-14 The project would not provide adequate pedestrian access to Lumsden Park or Louisiana Schnell Elementary School.</p>	<p><i>Mitigation Measure TT-14a: Construct a pedestrian-only access to Wiltse Road to/from the project, and construct a sidewalk along the east side of Wiltse Road between the project and Lumsden Park.</i></p> <p>Given the proximity of the project to Lumsden Park and the pedestrian demand that will result from the project, a direct pedestrian connection via Wiltse Road is needed to serve this demand.</p> <p>The City will require the project applicant to construct a pedestrian only access to Wiltse Road to/from the project, and construct a sidewalk along the east side of Wiltse Road between the project and Lumsden Park.</p> <p>In the event that additional right-of-way is needed, the project applicant would be responsible for acquiring the needed right-of-way. The project applicant may petition the City to acquire the right-of-way, and the City may choose to exercise its power of eminent domain at its discretion. In the event the City agrees to obtain required right-of-way, the project applicant would be responsible for all costs associated with its acquisition. Since the project applicant does not have the power of eminent domain and the City may choose not to exercise their power, there is no guarantee that the necessary right-of-way would ultimately be obtained.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
	<p><i>Mitigation Measure TT-14b: Pay a fair-share contribution toward construction of path/sidewalk along Wiltse Road between Lumsden Park and Broadway.</i></p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>The pedestrian connection along Wiltse Road to Lumsden Park identified in Mitigation Measure TT-14a needs to be extended along Wiltse Road to Broadway since Wiltse Road would provide the most direct pedestrian access to Broadway, which provides a connection to Schnell School Road for access to Louisiana Schnell Elementary School. The Lumsden Ranch Project would be within the attendance boundary for this school; therefore, pedestrian demand between Lumsden Ranch and the school will result from the project.</p> <p>The City will require the project applicant to pay a fair-share contribution toward construction of a path/sidewalk along Wiltse Road between Lumsden Park and Broadway. This improvement is identified in the City of Placerville Pedestrian Circulation Plan. However, the City does not have a mechanism in place to fund the remainder of this improvement; therefore, there would be no guarantee that a path or sidewalk would be constructed within a reasonable period of time. In addition, additional right-of-way may be needed to construct the path, and there is no guarantee that the necessary right-of-way would ultimately be obtained.</p>			
<p>TT-15 The project would encourage through-traffic within a residential neighborhood.</p>	<p><i>Mitigation Measure TT-15: Construct traffic-calming devices along Canyon View Drive as approved by the City's Public Works Department.</i></p> <p>The City will require the applicant to construct traffic calming devices along Canyon View Drive in accordance with the traffic calming plan shown in Figure 3.10-15. The</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>project applicant shall revise the proposed site plan to show the location, type, and design of all traffic-calming devices. The applicant may propose an alternative traffic-calming plan that is functionally equivalent to the plan shown in Figure 3.10-15 subject to the approval of the City's Public Works Department.</p>			
<p>TT-16 The project would result in non-standard roadway improvements.</p>	<p><i>Mitigation Measure TT-16a: Revise the proposed site plan to include a 56-foot-wide right-of-way for Canyon View Drive between Broadway and the first internal intersection within the project.</i></p> <p>The applicant will revise the proposed site plan to satisfy the Street Standards contained in Part I of the City of Placerville General Plan Policy Document.</p>	<p>Prior to issuance of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
	<p><i>Mitigation Measure TT-16b: Review design plans for all new and reconstructed roadways to ensure applicable design standards are satisfied, to the satisfaction of the City's Public Works Department and/or Caltrans, as appropriate.</i></p> <p>The City will review design plans for all new and reconstructed roadways to ensure applicable design standards are satisfied, to the satisfaction of the City's Public Works Department and/or Caltrans, as appropriate.</p> <p>New roadways and roadways reconstructed as a result of the project must satisfy design standards pursuant to the California Manual on Uniform Traffic Control Devices, Highway Design Manual, and/or Street Standards contained in Part I of the City of Placerville General Plan Policy Document, as appropriate. Adherence to the design</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department Caltrans</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	standards will ensure that all roadway improvements are standard, which would result in a less-than-significant impact.			
<p>TT-17 The project may increase hazards due to a design feature such as sharp curves or dangerous intersections.</p>	<p><i>Mitigation Measure TT-17: Review design plans for all new and reconstructed roadways to ensure applicable design standards are satisfied, to the satisfaction of the City's Public Works Department and/or Caltrans, as appropriate</i></p> <p>The City will implement Mitigation Measure TT-16b.</p> <p>Mitigation Measure TT-16b require adherence to applicable design standards. New and reconstructed roadways constructed as a result of the project must satisfy design standards pursuant to the California Manual on Uniform Traffic Control Devices, Highway Design Manual, and/or Street Standards contained in Part I of the City of Placerville General Plan Policy Document, as appropriate. Design standards provide criteria for the geometric characteristics of roadways such as curve radius, maximum grade, and clear sight lines. Adherence to the relevant design standards will ensure that hazardous design features are avoided.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>TT-18 The project may increase hazards due to a design feature such as unnecessary or inappropriate crosswalk and trailhead locations.</p>	<p><i>Mitigation Measure TT-18: Revise the site plan to eliminate unnecessary crosswalks and to relocate inappropriate trailhead locations.</i></p> <p>The City will require the applicant to revise the proposed site plan to eliminate unnecessary crosswalks and to relocate inappropriate trailhead locations as shown in Figure 3.10-15. The project applicant may revise the proposed trail system with trailhead locations subject to approval of the City's Public Works department.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
<p>TT-19 The project may fail to provide adequate sight distances at intersections and/or driveways.</p>	<p><i>Mitigation Measure TT-19: Review design plans for all new and reconstructed roadways to ensure applicable design standards are satisfied, to the satisfaction of the City's Public Works Department and/or Caltrans, as appropriate.</i></p> <p>The City will implement Mitigation Measure TT-16b.</p> <p>Mitigation Measure TT-16b requires adherence to applicable design standards. New and reconstructed roadways constructed as a result of the project must satisfy design standards pursuant to the California Manual on Uniform Traffic Control Devices, Highway Design Manual, and/or Street Standards contained in Part I of the City of Placerville General Plan Policy Document, as appropriate. Design standards provide criteria for intersection sight lines. Adherence to the relevant design standards will ensure that inadequate sight distances are avoided.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department Caltrans</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>TT-20 The project would create demand for transit services above the capacity that is provided or planned.</p>	<p><i>Mitigation Measure TT-20a: Construct a bus stop within 250 feet of the intersection of Broadway with Canyon View Drive.</i></p> <p>The City will require the project applicant to construct a bus stop within 250 feet of the intersection of Broadway with Canyon View Drive.</p> <p>A bus stop located at the intersection of Broadway with Canyon View Drive would be located within 0.5 mile of the majority of homes within the project. No route or service changes would be required to serve a bus stop at this location.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
	<p><i>Mitigation Measure TT-20b: Provide service to the bus stop constructed at the Canyon View Drive/Broadway intersection.</i></p> <p>El Dorado Transit would need to add the newly constructed bus stop to their service area. El Dorado Transit has committed to providing service to this bus stop if the project is approved and the bus stop is constructed.</p>	<p>Prior to approval of grading permits</p>	<p>El Dorado Transit</p>	<p>City Community Development Department El Dorado Transit</p>
<p>TT-21 The project may interfere with planned bicycle facilities.</p>	<p><i>Mitigation Measure TT-21a: Include provisions for Class II bike lanes on Broadway at its intersection with Canyon View Drive.</i></p> <p>The City will require the project applicant to include provisions for Class II bike lanes in the improvements constructed on Broadway as part of its new connection with Canyon View Drive including adequate right-of-way to accommodate standard vehicular and bicycle lane widths.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>This mitigation measure ensures that the project would not interfere with planned bicycle facilities.</p> <p><i>Mitigation Measure TT-21b: Include provisions for Class II bike lanes on Mosquito Road and Schnell School Road as part of the design for mitigation measures that are ultimately constructed at the following intersections: Schnell School Road/U.S. 50 westbound ramps, Schnell School Road/U.S. 50 eastbound ramps, Schnell School Road/Broadway, and Mosquito Road/Broadway.</i></p> <p>The City will ensure that provisions for Class II bike lanes are provided in the improvements that are ultimately constructed on Mosquito Road and Schnell School Road at the following intersections: Schnell School Road/U.S. 50 westbound ramps, Schnell School Road/U.S. 50 eastbound ramps, Schnell School Road/Broadway, and Mosquito Road/Broadway. Provisions will include adequate right-of-way to accommodate standard vehicular and bicycle lane widths.</p> <p>This mitigation measure ensures that the mitigation measures implemented in response to the Lumsden Ranch project would not interfere with planned bicycle facilities.</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>
<p>TT-22 The project may interfere with planned pedestrian facilities.</p>	<p><i>Mitigation Measure TT-22a: Include provisions for sidewalks in the improvements constructed on Broadway at its intersection with Canyon View Drive.</i></p> <p>The City will require the project applicant to include provisions for sidewalks in the improvements constructed on Broadway at its intersection with Canyon View Drive and</p>	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>within the Schnell School Road System, including adequate right-of-way to accommodate standard sidewalk widths and crosswalks. This mitigation measure ensures that the project would not interfere with planned pedestrian facilities.</p> <p><i>Mitigation Measure TT-22b: Include provisions for sidewalks in the improvements that are ultimately constructed within the Schnell School Road System.</i></p> <p>The City will ensure that provisions for sidewalks are provided in the improvements that are ultimately constructed within the Schnell School Road System, including adequate right-of-way to accommodate standard sidewalk widths and crosswalks. This mitigation measure ensures that the project would not interfere with planned pedestrian facilities.</p>			
<p>TT-23 The project would create temporary but prolonged construction-related impacts, potentially including congestion.</p>	<p><i>Mitigation Measure TT-23: Develop and implement a construction traffic management plan to the satisfaction of the City's Public Works department.</i></p> <p>The City will require the project applicant to develop and implement a construction traffic management plan to the satisfaction of the City's Public Works department. The construction management plan would minimize transportation impacts of project and infrastructure construction. The plan should include, but need not be limited to, the following elements:</p> <ul style="list-style-type: none"> • Permissible work hours and work days 	<p>Prior to approval of grading permits</p>	<p>Applicant</p>	<p>City Public Works Department</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<ul style="list-style-type: none"> • Permissible lane closures and restrictions to their use • Measures to accommodate bicycle and pedestrian travel on public right-of-way on or adjacent to construction activities • A monitoring program to identify damage to area roadways caused by project-related construction, and a mechanism to construct or fund repairs to damaged roadways • Permissible truck routes for access to and from the project area 			

3.11 Air Quality

<p>AQ-2 Construction activities would generate dust and produce vehicle emissions that would exceed established emissions thresholds for ROG, Nox, and PM10, and grading activities could release asbestos fibers.</p>	<p><i>Mitigation Measure AQ-2: Comply with District Rules 215, 223-1, 223-2, and 224 to reduce construction dust that may contain asbestos through water application, stabilizing exposed soil, covering loads, periodic cleaning of paved areas, establishing speed limits, and implement EDCAQMD mitigation measures to control equipment exhaust emissions.</i></p> <p>URBEMIS 2007 provides a mitigation component and per the recommendation of the EDCAQMD, was used in the analysis below. The following mitigation measures were included in URBEMIS 2007 and resulted in the following emission levels shown in Table 3.11-4.</p> <p>The applicant shall identify appropriate pollutant control measures on grading plans and construction contracts and</p>	<p>Prior to issuance of any grading permits</p> <p>During all construction activity</p>	<p>Applicant</p>	<p>City Public Works Department</p>
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Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification																								
	<p>ensure implementation of the measures by the construction contractor during all construction activities. These measures would be a condition of grading permits and would include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Applying soil stabilizers to inactive areas • Replacing ground cover in disturbed areas quickly • Watering exposed surfaces • Reducing speed on unpaved roads to less than 15 mph • Managing haul road dust • Using low-VOC coatings <p>Table 3.11-4 Construction Emissions with Mitigation Measures^a</p> <table border="1" data-bbox="510 883 1171 1195"> <thead> <tr> <th rowspan="2">Emissions</th> <th colspan="4">Pollutant (Pounds Per Day)</th> </tr> <tr> <th>ROG</th> <th>CO</th> <th>NO_x</th> <th>PM₁₀</th> </tr> </thead> <tbody> <tr> <td>Project Construction Emissions with Mitigation Measures^b</td> <td>270</td> <td>272</td> <td>170</td> <td>96</td> </tr> <tr> <td>Significance Thresholds</td> <td>82</td> <td>N/A^c</td> <td>82</td> <td>N/A^d</td> </tr> <tr> <td>Are Thresholds Exceeded?^e</td> <td>Yes</td> <td>No</td> <td>Yes</td> <td>Yes^f</td> </tr> </tbody> </table> <p>^a Emissions were calculated using the URBEMIS 2007 emissions model with the mitigation component for the Mountain Counties Air Basin and project-specific data provided in the project description.</p> <p>^b Calculations include emissions from numerous sources, including site grading, construction worker trips, stationary equipment, diesel and gas mobile equipment, off-site haul import for aggregate material,</p>	Emissions	Pollutant (Pounds Per Day)				ROG	CO	NO _x	PM ₁₀	Project Construction Emissions with Mitigation Measures ^b	270	272	170	96	Significance Thresholds	82	N/A ^c	82	N/A ^d	Are Thresholds Exceeded? ^e	Yes	No	Yes	Yes ^f			
Emissions	Pollutant (Pounds Per Day)																											
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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>asphalt off-gassing, and painting. Mobile emissions from water trucks were included.</p> <p>c The El Dorado County AQMD refers to the CAAQS for CO (9 ppm); and does not have a pounds per day limit.</p> <p>d The El Dorado County AQMD refers to the CAAQS for PM10 (50 micrograms per cubic meter); and does not have a pounds per day limit.</p> <p>e If ROG and NOx emissions are deemed less than significant, then exhaust emissions of CO and PM10 from construction equipment, and exhaust emissions of all constituents from worker commute vehicles, may also be deemed not significant (EDCAQMD 2002). For PM10, it was assumed the converse was true; if ROG and NOx are deemed significant, then exhaust emissions of PM10 may also be deemed significant. CO is considered less than significant because of the improvements in CO levels statewide. All areas of northern and central California are in attainment for CO.</p> <p>f With mitigation measures, PM10 was reduced by over 90 percent, primarily due to fugitive dust mitigation measures. However, consistent with the footnote e, exhaust emissions of PM10 was deemed significant.</p> <p>The EDCAQMD has noted fugitive dust PM10 emissions from construction projects may be assumed to be less than significant if the project includes mitigation measures that will prevent visible dust beyond the project property boundaries (EDCAQMD 2002). The City will require the applicant to prepare an Asbestos Dust Mitigation Plan Application for review and approval by the EDCAQMD in accordance with EDCAQMD Rule 223. The applicant shall provide proof of EDCAQMD's approval of the plan prior to issuance of grading permits by the City. The applicant shall implement all PM10 control measures required by EDCAQMD during all construction activities.</p>			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>Such measures are expected to include:</p> <ul style="list-style-type: none"> • Enclosing, covering, or watering twice daily all soil piles • Installing an automatic sprinkler system on all soil piles • Watering all exposed soil twice daily • Watering exposed soil with adequate frequency to keep soil moist at all times • Watering all haul roads twice daily • Paving all haul roads • Maintaining at least 2 feet of freeboard on haul trucks • Covering load of all haul/dump trucks securely <p>The EDCAQMD has also identified mitigation measures for equipment exhaust emissions. The City will require the applicant to implement these measures during all construction activities:</p> <ul style="list-style-type: none"> • Use low-emission on-site mobile construction equipment • Maintain equipment in tune per manufacturer specifications • Retard diesel engine injection timing by 2 to 4 degrees • Use electricity from power poles rather than temporary gasoline or diesel generators • Use reformulated low-emission diesel fuel 			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<ul style="list-style-type: none"> • Use catalytic converters on gasoline-powered equipment • Substitute electric and gasoline-powered equipment for diesel-powered equipment where feasible • Do not leave inactive construction equipment idling for prolonged periods (i.e., more than two minutes) • Schedule construction parking to minimize traffic interference • Develop a construction traffic management plan that includes but is not limited to: <ul style="list-style-type: none"> • Providing temporary traffic control during all phases of construction activities to improve traffic flow • Rerouting construction trucks off congested streets • Providing dedicated turn lanes for movement of construction trucks and equipment on-and off-site <p>Other measures that should be considered include:</p> <ul style="list-style-type: none"> • Limiting hours of construction activities (i.e., hours of equipment operation) • Use of alternative fuels • Screening construction equipment exhaust emissions based on fuel use 			

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p>The applicant should also consider constructing the project in separate phases, rather than concurrent phases as shown in the applicant’s proposed schedule. Doing so would substantially reduce the project’s daily construction emissions of ROG, NOx, and PM10.</p> <p>Prior to issuance of grading permits for each construction phase, the City will require the applicant to calculate the construction emissions generated during the requested phase plus any concurrent construction activities of other phases. The calculations will include emission reductions attributable to mitigation measures incorporated into the project (and listed above). If the construction emissions are calculated to exceed EDCAQMD thresholds for ROG or NOx, the applicant would be required to contribute fees to EDCAQMD’s emission credit reduction fund in accordance with EDCAQMD Rule 524. The applicant shall provide documentation that either such fees were paid to EDCAQMD or that no such fees are required.</p>			
<p>AQ-3 Project traffic and residential operations would result in long-term stationary and mobile emissions that would exceed air quality thresholds for ROG, and could violate PM10 standards.</p>	<p><i>Mitigation Measure AQ-3: Design homes and clubhouse to include only propane burning fireplaces.</i></p> <p>The applicant will ensure only propane burning fireplaces are used in the project to substantially reduce PM10 emissions. This measure will be a condition of approval of the final subdivision map by the City.</p> <p>URBEMIS 2007 was used to analyze the installation of propane fireplaces. The resulting emission levels are shown in Table 3.11-6.</p>	<p>Prior to approval of the final subdivision map by the City</p>	<p>Applicant</p>	<p>City Community Development Department</p>

Lumsden Ranch Mitigation Monitoring and Reporting Program

Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification																								
	<p style="text-align: center;">Table 3.11-6. Daily Operational Emissions with Propane Fireplaces – 2010^a</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="510 477 793 574" rowspan="2">Emissions</th> <th colspan="4" data-bbox="793 477 1167 521">Criteria Air Pollutants (Pounds Per Day)</th> </tr> <tr> <th data-bbox="793 521 890 574">ROG</th> <th data-bbox="890 521 966 574">CO</th> <th data-bbox="966 521 1062 574">NO_x</th> <th data-bbox="1062 521 1167 574">PM₁₀</th> </tr> </thead> <tbody> <tr> <td data-bbox="510 574 793 675">Project Operational Emissions - Phase I, II, and III (Year 2010)^b</td> <td data-bbox="793 574 890 675" style="text-align: center;">72</td> <td data-bbox="890 574 966 675" style="text-align: center;">549</td> <td data-bbox="966 574 1062 675" style="text-align: center;">79</td> <td data-bbox="1062 574 1167 675" style="text-align: center;">43</td> </tr> <tr> <td data-bbox="510 675 793 727">Significance Thresholds^b</td> <td data-bbox="793 675 890 727" style="text-align: center;">82</td> <td data-bbox="890 675 966 727" style="text-align: center;">N/A^c</td> <td data-bbox="966 675 1062 727" style="text-align: center;">82</td> <td data-bbox="1062 675 1167 727" style="text-align: center;">N/A^d</td> </tr> <tr> <td data-bbox="510 727 793 776">Are Thresholds Exceeded?</td> <td data-bbox="793 727 890 776" style="text-align: center;">No</td> <td data-bbox="890 727 966 776" style="text-align: center;">No^c</td> <td data-bbox="966 727 1062 776" style="text-align: center;">No</td> <td data-bbox="1062 727 1167 776" style="text-align: center;">N/A^d</td> </tr> </tbody> </table> <p data-bbox="510 792 1167 873">^a Emissions were calculated using the URBEMIS 2007 emissions model for the MCAB and project-specific data provided in the project description. N/A- Not available</p> <p data-bbox="510 873 1167 954">^b Calculations include emissions from numerous sources, including vehicle trips, landscape maintenance, and use of natural gas for space heating, natural gas burning fireplaces, and consumer products.</p> <p data-bbox="510 954 1167 1003">^c The EDCAQMD refers to the CAAQS for CO (9 ppm); and does not have a pounds per day limit. See Impact AQ-4.</p> <p data-bbox="510 1003 1167 1068">^d The EDCAQMD refers to the CAAQS for PM₁₀ (50 micrograms per cubic meter); and does not have a pounds per day limit.</p>	Emissions	Criteria Air Pollutants (Pounds Per Day)				ROG	CO	NO _x	PM ₁₀	Project Operational Emissions - Phase I, II, and III (Year 2010) ^b	72	549	79	43	Significance Thresholds ^b	82	N/A ^c	82	N/A ^d	Are Thresholds Exceeded?	No	No ^c	No	N/A ^d			
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<p>AQ-6 Project-generated construction and operational emissions would exceed established thresholds for ROG, Nox, and PM10, and grading activities could release asbestos fibers. The project would therefore have a cumulatively considerable contribution to a significant regional cumulative air quality impact.</p>	<p><i>Mitigation Measure AQ-6a: Comply with District Rules 215, 223-1, 223-2, and 224 to reduce construction dust that may contain asbestos through water application, stabilizing exposed soil, covering loads, periodic cleaning of paved areas, establishing speed limits, and implement EDCAQMD mitigation measures to control equipment exhaust emissions.</i></p> <p>Implement Mitigation Measure AQ-2.</p>	<p>Prior to issuance of any grading permit</p> <p>During all construction activity</p>	<p>Applicant</p>	<p>City Public Works Department</p>
	<p><i>Mitigation Measure AQ-6b: Design homes and clubhouse to include only propane burning fireplaces.</i></p> <p>Implement Mitigation Measures AQ-3.</p>	<p>Prior to approval of the final subdivision map by the City</p>	<p>Applicant</p>	<p>City Community Development Department</p>
<p>3.12 Noise</p>				
<p>N-1 Project construction would result in temporary noise impacts that could affect adjacent and project residences.</p>	<p><i>Mitigation Measure N-1a: Limit Construction to the hours between 7 a.m. and 7 p.m. Monday through Friday, and 8 a.m. and 5 p.m. Saturday.</i></p> <p>The City will require the applicant to limit construction activities to the hours between 7 a.m. and 7 p.m. Monday through Friday, and 8 a.m. and 5 p.m. Saturday to avoid noise-sensitive hours of the day. No construction work will be allowed on Sundays and federal/state-recognized holidays. This requirement will be identified on all grading plans and construction contracts.</p>	<p>Prior to issuance of all grading permits and construction contracts</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Community Development Department</p> <p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p><i>Mitigation Measure N-1b: Locate portable (fixed) construction equipment (such as compressors and generators) and construction staging areas away from existing residences.</i></p> <p>The City will require the applicant to identify locations of proposed staging areas on grading plans and assure that they are not near existing residences. The locations of staging areas will be approved prior to issuance of grading permits. This measure will also be identified in construction contracts.</p>	<p>Prior to issuance of grading permits and construction contracts</p> <p>During all construction</p>	<p>Applicant</p> <p>Construction contractor</p>	<p>City Community Development Department</p> <p>City Public Works Department</p>
	<p><i>Mitigation Measure N-1c: Post signs at the construction site that include permitted construction days and hours, expected timeframe for construction, a day and evening contact number for the job site, and a contact number for the City of Placerville for complaints about construction noise.</i></p> <p>The City will require the applicant to ensure signs are posted at the construction site to specify permitted construction days and hours (7 a.m. to 7 p.m., Monday through Friday; 8 a.m. to 5 p.m. Saturday), expected timeframe for construction, and contact numbers for the contractor and City. The signs will help to facilitate rapid communication of any problems related to noise. Posting of the hours and duration will allow the adjacent residences to understand the length of the proposed construction phase and also the limits on activity each day and week. This measure will be identified on grading plans and construction contracts.</p>	<p>Prior to issuance of grading permits and construction contracts</p> <p>During all construction</p>	<p>Applicant</p>	<p>City Community Development Department</p> <p>City Public Works Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>N-4 (Cumulative) Project traffic, in combination with cumulative project traffic, would substantially increase traffic noise levels along Airport Road and Barrett Drive in 2025</p>	<p><i>Mitigation Measure N-4 (Cumulative): Provide opportunities for alternative forms of transportation.</i></p> <p>The City will require the applicant to incorporate sidewalks, bike lanes, and bus stops into the project design and encourage use of alternative forms of transportation by project residents to reduce traffic. Mitigation measures TT-18a, TT-18b, TT-19a, TT-19b, and TT-20 should be implemented to provide such opportunities. These measures should be shown on grading plans for roadways and incorporated into the project design prior to project approval.</p> <p>The City and County should encourage other development projects to provide opportunities for alternative transportation to reduce cumulative traffic on roadways in the project vicinity, thus reducing traffic noise.</p>	<p>Prior to issuance of grading permits for roadways and incorporated into the project design prior to project approval</p>	<p>Applicant</p>	<p>City Community Development Department</p> <p>City Public Works Department</p>

4.3.4 Utilities and Service Systems (Cumulative Impacts)

<p>U-2 The project, in combination with other reasonably foreseeable projects, would contribute to a cumulative increase in demand on sewer and wastewater treatment service in the city.</p>	<p><i>Cumulative Mitigation Measure U-2: Construct new sewers to avoid existing sewer surcharge areas in the city based on the Sewer System Master Plan.</i></p> <p>The City will require each applicant to either contribute fair share funding for construction of new sewers in Placerville or construct new sewers to convey flows to the WRF, such that areas known to result in sewer surcharge are avoided (specific areas are identified in the Sewer System Master Plan prepared by Holmes International [2006]). During the City's environmental review process, or prior to issuance of grading or building permits, the City will ensure adequate</p>	<p>Prior to issuance of grading or building permits for other projects.</p>	<p>City Public Works Department</p>	<p>City Public Works Department</p>
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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	funding or sewer lines are provided to reduce the cumulative impact on the sewer and wastewater system.			

4.3.5 Hydrology and Water Quality (Cumulative Impacts)

<p>HWQ-1 The project, in combination with other reasonably foreseeable projects, would result in a cumulative increase in construction and urban pollutants in downstream surface waters (Hangtown Creek, Weber Creek, and the American River).</p>	<p><i>Cumulative Mitigation Measure HWQ-1a: Implement a Stormwater Pollution Prevention Plan and best management practices during construction activities.</i></p> <p>The City will ensure new development projects in the city limits, implement best management practices (BMPs) during construction, and comply with a project-specific Stormwater Pollution Prevention Plan (SWPPP). Typical construction BMPs include temporary erosion control measures, diverting surface flows away from critical areas, minimizing land disturbance during peak runoff periods, containing sediment on-site, and revegetating disturbed areas. Specific BMPs will be identified in each project’s SWPPP, which will be reviewed by the City and Central Valley Regional Water Quality Control Board (RWQCB) prior to issuance of grading permits. BMPs will also be identified on grading plans and in construction contracts.</p> <p>The County should be responsible for ensuring its projects comply with applicable water quality regulations as well as the adopted General Plan, as required, and implement appropriate BMPs to reduce impacts on surface water quality.</p>	<p>Prior to issuance of grading or building permits for other projects.</p>	<p>City Public Works Department</p>	<p>City Public Works Department</p>
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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
	<p><i>Cumulative Mitigation Measure HWQ-1b: Implement a water quality control program and incorporate best management practices into project design.</i></p> <p>The City will ensure new development projects in the city limits implement water quality control programs to identify BMPs to reduce urban pollutants in surface runoff. Typical urban BMPs include community outreach, water quality basins, minimizing herbicide/pesticide use, street cleaning, vegetated swales, and pervious pavement. Specific BMPs will be identified in a project-specific water quality control program, which will be established in coordination with the City and Central Valley RWQCB prior to issuance of grading permits.</p> <p>The County should be responsible for ensuring its projects comply with applicable water quality regulations as well as the adopted General Plan, as required, and implement appropriate BMPs to reduce impacts on surface water quality.</p>	<p>Prior to issuance of grading or building permits for other projects.</p>	<p>City Public Works Department</p>	<p>City Public Works Department</p>

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4.3.6 Biological Resources (Cumulative Impacts)				
<p>BR-1 The project, in combination with other reasonably foreseeable projects, would result in a cumulative loss of habitat, including sensitive habitats such as riparian habitat and wetlands.</p>	<p><i>Cumulative Mitigation Measure BR-1: Avoid adverse impacts to sensitive habitats, and provide appropriate mitigation to offset unavoidable adverse impacts.</i></p> <p>The City will ensure new development in the city limits complies with applicable biological regulations (i.e., Clean Water Act, Fish and Game Code), as required, and implement mitigation measures to avoid impacts to sensitive habitats such as riparian habitat and wetlands, where feasible, and offset unavoidable impacts through habitat replacement or other measures. Impacts to waters of the U.S. would require permitting through the U.S. Army Corps of Engineers. A Streambed Alteration Agreement with the California Department of Fish and Game would be required for substantial impacts to drainages and adjacent riparian habitat. These regulatory agencies would identify appropriate mitigation, in coordination with the applicant, to fully mitigate impacts to sensitive habitats. Typical mitigation would include replacing habitat, either through an on-site or off-site conservation easement or use of an existing mitigation bank; construction avoidance measures, such as using construction fencing around avoidance areas; and implementing BMPs during construction.</p> <p>The County should be responsible for ensuring its projects comply with applicable biological regulations as well as the adopted General Plan, as required, and implement appropriate mitigation measures to reduce impacts.</p>	<p>Prior to issuance of grading or building permits for other projects.</p>	<p>City Community Development Department County Planning Department</p>	<p>City Community Development Department County Planning Department</p>

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Impacts	Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Responsibility for Monitoring and Verification
<p>BR-3 The project, in combination with other reasonably foreseeable projects, would result in direct and indirect impacts on special status plants and wildlife, which could affect regional populations of the species.</p>	<p><i>Cumulative Mitigation Measure BR-3: Avoid adverse impacts on special status species, and provide appropriate mitigation to reduce direct and indirect impacts.</i></p> <p>The City will ensure new development in the city limits complies with applicable biological regulations (i.e., federal and state Endangered Species Acts), as required, and implements mitigation measures to avoid impacts to special status species where feasible and offset unavoidable impacts through habitat replacement or other measures. For impacts to federal- or state-listed species, applicants may be required to consult with the U.S. Fish and Wildlife Service or California Department of Fish and Game and obtain incidental take permits. These regulatory agencies would identify appropriate mitigation, in coordination with the applicant, to fully mitigate impacts to special status species. Pre-construction surveys may be required for state and federally listed species, as well as other special status species considered under CEQA. Typical mitigation would include preserving habitat on-site or protecting off-site habitat through a conservation easement; construction avoidance measures, such as establishing buffers around active nest sites, limiting construction to the non-breeding period or using construction fencing around avoidance areas; and transplanting sensitive plant populations or relocating sensitive wildlife to a suitable off-site location.</p> <p>The County should be responsible for ensuring its projects comply with applicable biological regulations and the adopted General Plan, as required, and implement appropriate mitigation measures to reduce impacts.</p>	<p>Prior to issuance of grading or building permits for other projects.</p>	<p>City Community Development Department</p> <p>County Planning Department</p>	<p>City Community Development Department</p> <p>County Planning Department</p>

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5.3.3 Climate Change				
<p>CC-1 Project construction would generate more than 11 metric tons, and project operation would generate more than 939 metric tons, of CO2 equivalents per year.</p>	<p><i>Mitigation Measure CC-1a: Implement measures to reduce GHG emissions from construction activities.</i></p> <p>To reduce GHG emissions from construction activities, the applicant will be required to implement appropriate construction equipment exhaust measures (see Mitigation Measure AQ-2).</p>	<p>Prior to issuance of any grading permits</p> <p>During all construction activity</p>	<p>Applicant</p>	<p>City Public Works Department</p>
	<p><i>Mitigation Measure CC-1b: Implement measures to reduce GHG emissions from energy use.</i></p> <p>To reduce GHG emissions from direct and indirect energy use, the applicant will be required to:</p> <ul style="list-style-type: none"> • Design homes and clubhouse to include only propane burning fireplaces (see Mitigation Measure AQ-3) • Equip residential structures with front and rear electric outlets • Meet or exceed the latest Title 24 energy efficiency standards applicable to the project (Title 24 standards are energy efficiency standards for residential and non-residential buildings established by Title 24, Part 6 of the California Code of Regulations) 	<p>Prior to issuance of any grading permits</p>	<p>Applicant</p>	<p>City Community Development Department</p>

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	<p><i>Mitigation Measure CC-1c: Implement measures to reduce GHG emissions from transportation.</i></p> <p>To provide opportunities for alternative forms of transportation and reduce vehicle miles traveled (VMT), the project applicant will be required to:</p> <ul style="list-style-type: none"> • Incorporate sidewalks, bike lanes, and bus stops into the project design and encourage use of alternative forms of transportation by project residents to reduce traffic (see Mitigation Measure N-4) • Construct a bus stop within 250 feet of the intersection of Broadway with Canyon View Drive (see Mitigation Measure TT-18) • Include provisions for Class II bike lanes in the street improvements constructed for the project (see Mitigation Measures TT-19) • Include provisions for sidewalks in the street improvements constructed for the project (see Mitigation Measure TT-20). 	<p>Prior to issuance of grading permits</p>	<p>Applicant</p>	<p>Community Development Department</p> <p>City Public Works Department</p>