
**EL DORADO COUNTY
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION**

**SILVER SPRINGS PARKWAY TO
BASS LAKE ROAD (SOUTH SEGMENT)
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

STATE CLEARINGHOUSE No. SCH# 1991122014

LEAD AGENCY:
Community Development Agency
Transportation Division

PREPARED WITH ASSISTANCE FROM:
Benchmark Resources

MAY 2016

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LEAD AGENCY:
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PREPARED WITH ASSISTANCE FROM:
Benchmark Resources

MAY 2016

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ABBREVIATIONS AND ACRONYMS

APN	Assessor's Parcel Numbers
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
County	El Dorado County
EID	El Dorado Irrigation District
EIR	environmental impact report
EVA	Emergency Vehicle Access
FDC	Fire Department Connection
MMRP	Mitigation Monitoring and Reporting Plan
NOP	Notice of Preparation
Regional Board	Sacramento Valley Regional Water Quality Control Board
RUSD	Rescue Union School District
SEIR	Subsequent EIR
SWPPP	Stormwater Pollution Prevention Plan
Transportation	El Dorado County Community Development Agency, Transportation Division
U.S. 50	U.S. Highway 50

CHAPTER 1

INTRODUCTION AND SUMMARY

CHAPTER 1—INTRODUCTION AND SUMMARY

1.1 Introduction

The California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) requires that discretionary decisions by public agencies be subject to environmental review. The purpose of an Environmental Impact Report (EIR) is to identify the significant effects of a proposed project on the environment, identify alternatives to the project, and indicate the manner in which those significant effects can be mitigated or avoided. When feasible, each public agency is required to avoid or reduce to the extent feasible the significant environmental impacts of projects it approves.

El Dorado County (County) proposes to construct the southern approximately 0.25-mile segment of a new road, named Silver Springs Parkway, that would connect Bass Lake Road to the recently constructed northern segment of Silver Springs Parkway that connects to Green Valley Road to the north. The Silver Springs Parkway to Bass Lake Road (South Segment) project (Project) subject to this current environmental review would also construct a new intersection with Bass Lake Road and modify Bass Lake Road immediately south and east of the new intersection.

The County is the CEQA “lead agency” for the Project, meaning that the County has the primary approval authority for the Project and is therefore the agency responsible for conducting environmental review in compliance with CEQA. In 1993, the County certified the 1992 *Final Environmental Impact Report Bass Lake Road Realignment SCH# 90021120* (1992 Bass Lake Road Realignment EIR) (El Dorado County 1992). The proposed project evaluated in the 1992 Bass Lake Road Realignment EIR envisioned construction of a new road along the alignment of what is now referred to as Silver Springs Parkway. The County Board of Supervisors certified the 1992 Bass Lake Road Realignment EIR and approved the project on April 6, 1993. The north segment of that project has been constructed and the County is currently preparing to construct the southern segment. Due to additional discretionary approvals required for right-of-way acquisition and other considerations, the County decided to conduct additional environmental review and to prepare a Subsequent EIR (SEIR).

The County prepared a Draft SEIR and circulated the Draft SEIR for public and agency review and comment between November 24, 2015 and February 8, 2016, providing a total of 70 days for review and comment, as compared to the minimum review period of 45 days required by CEQA. The County subsequently prepared this Final SEIR which contains comments on the Draft SEIR and the County’s responses to those comments. The County must certify this Final SEIR before making additional discretionary decisions regarding the Project.

The El Dorado County Community Development Agency, Transportation Division (Transportation) is the County department responsible for managing the environmental review and documentation process. This document has been prepared pursuant to CEQA and the CEQA Guidelines (California Administrative Code Sections 15000 et seq.). Potential environmental effects of the Project that must be addressed include the significant adverse effects; growth-

inducing effects; and significant cumulative effects of past, present, and reasonably anticipated future projects. The 2015 Draft SEIR is incorporated by reference to this Final SEIR. The Draft SEIR incorporates and summarizes relevant analysis and information from the previously certified 1992 Bass Lake Road Realignment EIR and a 2001 addendum and includes updated and additional analysis to provide complete and comprehensive documentation of the Project's environmental impacts and other information required for CEQA compliance.

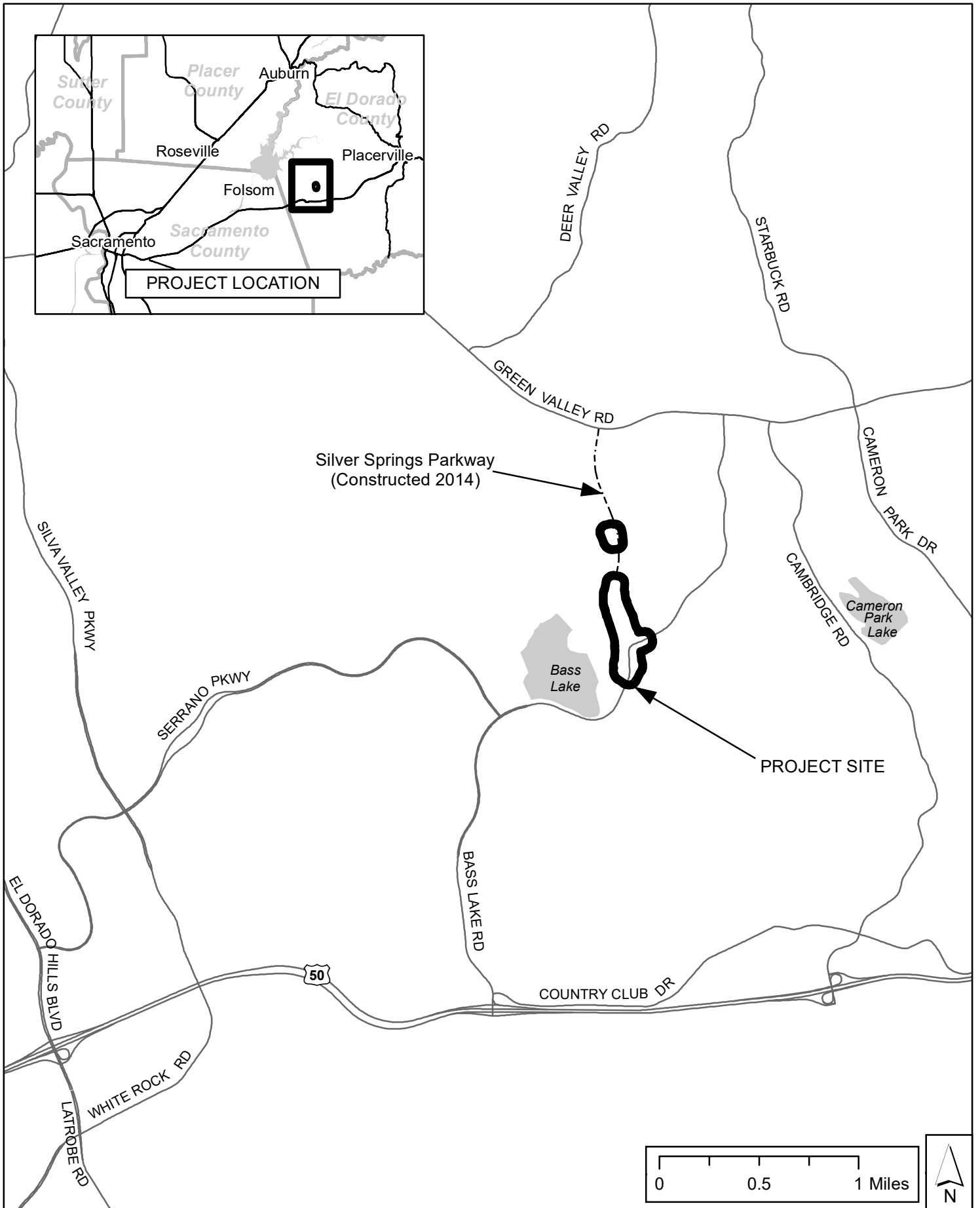
1.2 Project Summary

Section 1.2 of the Draft SEIR provides a detailed discussion of the history of the planning and environmental review process for the Project. Section 2.2 of the Draft SEIR identifies the County's objectives for the Project, discusses that the Project is required as a component of the Silver Springs subdivision to provide for a new connection between Bass Lake Road and Green Valley Road, and describes the Project as identified in the 2015 El Dorado County Capital Improvement Program (CIP). Section 2.3 of the Draft SEIR provides a detailed description of the Project including the proposed roadway design, intersection traffic control and operations, bicycle and pedestrian facilities, construction activities, and other aspects of the Project.

The Project is located in unincorporated El Dorado County between the communities of El Dorado Hills and Cameron Park; about 10 miles west of Placerville (see Figure 1-1, "Project Location"). The southern end of the Project segment is about 2.5 miles north of U.S. Highway 50 by way of Bass Lake Road, and the northern end of the segment is about 1 mile south of Green Valley Road. The alignment is generally located along an existing private road north from Bass Lake Road. The existing road is a gravel-surfaced one-lane road that intersects with Bass Lake Road and provides access to the driveways of two rural residential properties. The topography of the immediate area ranges from nearly flat to gently rolling grasslands and oak woodlands.

The Project would extend Silver Springs Parkway as a two-lane road south from the southern terminus of the recently constructed northern segment of Silver Springs Parkway to Bass Lake Road. The Project would also slightly realign and reconstruct Bass Lake Road south and east of the new intersection that would be constructed at Bass Lake Road/Silver Springs Parkway. The Project includes installation of Class II bicycle lanes, concrete sidewalks on both sides of the parkway, and a center median with turn pockets for driveway access.

Portions of the rights-of-way needed for the alignment are located within adjacent privately owned parcels. The Project would require that the County acquire a total of approximately 9 acres of temporary and permanent rights-of-way from portions of adjacent properties. Acquisition could include negotiated payment, condemnation through eminent domain, and/or dedication in fee or easement. The County would also acquire (in fee right-of-way) approximately 400 square feet of a portion of the existing El Dorado Hills Community Service District property (APN 115-031-021) located northeast of the proposed Bass Lake Road/Silver Springs Parkway intersection.



SOURCE: Benchmark Resources 2015
 BASE MAP: SACOG 2013

Figure 1-1. Project Location

Silver Springs Parkway to Bass Lake Road (South Segment)
 El Dorado County, California

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1.3 Project Review and CEQA Process

Public input is an important aspect of the County’s environmental review process. In accordance with CEQA Guidelines Section 15083, the County provides opportunities for individual members of the public as well as organization and agency representatives to consider proposed actions and provide input and recommendations concerning the content of an EIR.

1.3.1 SEIR Scoping Summary

The County prepared and distributed a Notice of Preparation (NOP) for the SEIR on April 21, 2014. The NOP provided a summary of the Project, a map of the Project location, and an overview of the environmental review process. The NOP invited interested parties to provide comments during a 30-day period regarding the scope and content of issues to be addressed in the SEIR. Written comments regarding the scope of the environmental review received during the scoping period and a summary of oral comments provided at the May 14, 2014, scoping meeting are provided in Appendix A of the Draft SEIR and Section 1.3.3 of the Draft SEIR provides additional discussion of the scoping process. The County considered all scoping comments received during preparation of the Draft SEIR.

1.3.2 Public and Agency Review of Draft SEIR

The Draft SEIR was made available for public and agency review for a period of 70 days (CEQA requires a minimum review period of 45 days). The review period began on November 30, 2015 and was originally noticed to end on January 18, 2016. Based on requests from community members for additional time to review, the County filed an amended notice of availability and extended the review period to February 8, 2016. The document was circulated to state agencies through the State Clearinghouse and notices of availability were sent to over 1,150 residents and local agencies in the County and advertised in the Mountain Democrat on November 30, 2015 and December 23, 2015. (Appendix A of this Final SEIR provides the Notice of Completion used for filing the Draft SEIR with the State Clearinghouse and the notices of availability.) The document was available for review at the following locations:

El Dorado Hills Branch Library
7455 Silva Valley Parkway
El Dorado Hills, CA 95762

Internet
<http://www.edcgov.us/Government/DOT/CEQA.aspx>

Transportation Placerville Office
2850 Fairlane Court, Building C
Placerville, CA 95667

A total of 12 comment letters (including electronic mail messages and State Clearinghouse transmittal letters) were received during the Draft SEIR circulation period. The text of all comments received on the Draft SEIR is included in Section 2 of this Final SEIR and the County’s responses to the individual comments/issues contained within each comment letter are also provided in Section 2. The comment letters as submitted are included in Appendix B, “DSEIR Comment Letters,” of this Final SEIR.

1.3.3 Final SEIR Certification Process

The County has considered all comments and input received from public and agency review of this Draft SEIR and has provided responses to those comments in this Final SEIR. Following completion of the Final SEIR, the County will certify the Final SEIR as complete, adopt CEQA findings for the Project, and, if necessary, adopt statements of overriding considerations for significant and unavoidable impacts of the Project. Certification of the Final SEIR is not a decision to proceed with the Project. Following certification of the Final SEIR, the County will consider proceeding with final design, right-of-way acquisition, permitting, and construction of the Project. In proceeding with the Project, the County will approve and implement a mitigation monitoring and reporting plan (MMRP) that includes any mitigation measures adopted in conjunction with the Project.

1.4 Summary of Impacts

CEQA requires that an EIR consider project impacts, cumulative impacts, and other effects, including growth and energy consumption. Impacts are evaluated in the Draft SEIR and summarized here.

1.4.1 Project Impacts and Mitigation Measures

Table 1-1, “Summary of Impacts and Mitigation Measures,” provides a summary of the impacts and mitigation measures identified in the Draft SEIR and lists the impact significance without and with implementation of recommended mitigation. As shown in Table 1-1, the Project would result in 20 potentially significant or significant impacts. All of these impacts would be reduced to less than significant through implementation of the recommended mitigation measures, and the Project would not result in any significant and unavoidable impacts.

Impact and mitigation measure summaries in Table 1-1 are identical to those presented in the Draft SEIR. The County has, however, decided to add discussion to the text of Mitigation Measure 3.11-2 to clarify the basis for determining the implementation timing of this measure. This revision does not represent a change to the impact analysis, conclusions, or mitigation requirements as presented in the Draft SEIR, and merely provides clarification. Mitigation Measure 3.11-2 is therefore revised through the following errata with underlined font indicating the added text:

Mitigation Measure 3.11-2: Signalization of the Deer Valley Road/Green Valley Road intersection shall be added to the County’s Capital Improvement Program.

The County shall amend its Capital Improvement Program (CIP) at such time the County deems it necessary to include installation of a traffic control signal at the Deer Valley Road/Green Valley Road intersection at such time a signal at this location is warranted based on the California Manual on Uniform Traffic Control Devices (CMUTCD) and specific warrant factors such as vehicular volumes, pedestrian volumes, school crossings, coordinated signals, crash experience, roadway network, and grade crossings (CMUTCD, Section 4C.01, “Studies and Factors for Justifying Traffic Control Signals”).

1.4.2 Cumulative Impacts

CEQA requires that an EIR examine the cumulative impacts of a project. As discussed in CEQA Guidelines Section 15130(a)(1), a cumulative impact “consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.” Chapter 4 of the Draft SEIR provides an assessment of the Project’s potential to result in cumulatively considerable impacts when considered in light of the impacts identified through the County General Plan (El Dorado County 2004) CEQA review (additional discussion of this analysis approach is also included in Chapter 4 of the Draft SEIR). The analysis determined that none of the Project-specific impacts would create the potential for a substantial contribution to cumulative impacts.

1.4.3 Growth-Inducing Effects

Section 15126.2(d) of the CEQA Guidelines states that an EIR should discuss “the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth.” Growth-inducing effects are discussed in Section 4.4 of the Draft SEIR, and the analysis determined that the Project would result in the removal of a barrier to future development within the Project vicinity.

1.5 Alternatives

1.5.1 Summary of Alternatives Evaluation

CEQA Guidelines require that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain 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” (CEQA Guidelines Section 15126.6[a]). The Guidelines also state that “the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (CEQA Guidelines Section 15126.6[b]). Chapter 5 of the Draft SEIR provides a discussion of the alternatives evaluation process.

The analysis recognized that environmental review of the construction of the Silver Springs Parkway along the proposed alignment has been previously conducted and consideration of alternatives was undertaken as part of those previous environmental reviews. Therefore, and given the Project objectives discussed in Chapter 2, the scope of the alternatives analysis does not extend to consideration of alternative alignments for the Project segment of Silver Springs Parkway. Instead, the consideration of alternatives is appropriately limited to modifications that could be made to the Project that would reduce significant and unavoidable impacts identified in Chapter 3 while still achieving the overall Project objective of constructing the Project along the previously approved alignment.

As discussed in Chapter 5, no Project modifications or alternatives were identified that would reduce the significant impacts of the Project. Thus, no feasible Project alternatives are considered available. The analysis also considers the No-Project Alternative as required by CEQA. The No-Project Alternative is a scenario in which the County would not proceed with

development of the Project. The analysis concludes that the No-Project Alternative would 1) not achieve the Project objectives; 2) would not result in the adverse environmental effects identified in Chapters 3 and 4; and 3) would not result in the environmental benefits of the Project that include reduced long-term air pollutant and GHG emissions, reduced traffic noise levels, and improved traffic circulation.

1.5.2 Environmentally Superior Alternative

CEQA Guidelines Section 15126 requires the lead agency to identify an environmentally superior alternative. The proposed Project and the No-Project Alternative are evaluated in this EIR. The No-Project Alternative would not result in the physical environmental impacts identified for the Project. However, the No-Project Alternative would not achieve the Project objectives. Additionally, the No-Project Alternative would not further the objectives of the County General Plan Circulation Element and other County transportation planning goals, nor would the No-Project Alternative satisfy the County's commitment under agreements with the Silver Springs residential development project developer for the completion of Silver Springs Parkway.

Pursuant to CEQA, if the environmentally superior alternative is the No-Project Alternative, then at least one of the other alternatives must be identified as the environmentally superior alternative.¹ However, because no other alternatives to the proposed Project have been identified by Transportation as feasible, no other alternatives are available to compare to the Project for environmental superiority.

¹ Specifically, CEQA Guidelines Section 15126.6(e)(2) states in relevant part, "If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Table 1-1. Summary of Impacts and Mitigation Measures

Impact Summary	Significance without Mitigation	Mitigation Measure Summary	Significance with Mitigation
AESTHETICS			
Impact 3.2-1: Temporary degradation of visual character resulting from construction activities.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.2-2: Permanent alteration of existing visual character of the Project site as viewed from adjacent areas.	Potentially Significant	Mitigation Measure 3.2-2: The County shall prepare and implement a Project corridor landscaping plan within three years of Project construction.	Less than Significant
Impact 3.2-3: Light and glare from motor vehicles.	Less than Significant	No mitigation required.	Less than Significant
AIR QUALITY AND GREENHOUSE GASES			
Impact 3.3-1: Emissions of ozone precursors during construction.	Potentially Significant	Mitigation Measure 3.3-1: The County shall require that the construction contractor implement at least one of the three potential ozone precursor reduction measures as identified in the EDCAQMD <i>Guide to Air Quality Assessment</i> .	Less than Significant
Impact 3.3-2: Emissions of fugitive dust and particulate matter during construction.	Potentially Significant	Mitigation Measure 3.3-2: The County shall require that the construction contractor implement applicable best available fugitive dust control measures as specified in the EDCAQMD <i>Guide to Air Quality Assessment</i> .	Less than Significant
Impact 3.3-3: Emissions of diesel particulate matter during construction.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.3-4: Potential emissions of naturally occurring asbestos (NOA) during construction.	Potentially Significant	Mitigation Measure 3.3-4: Project construction activities shall comply with El Dorado AQMD Rules 223, 223-1, and 223-2.	Less than Significant
Impact 3.3-5: Operational motor vehicle ozone precursor emissions.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.3-6: Carbon monoxide concentrations at study area intersections.	Less than Significant	No mitigation required.	Less than Significant

Table 1-1. Summary of Impacts and Mitigation Measures

Impact Summary	Significance without Mitigation	Mitigation Measure Summary	Significance with Mitigation
Impact 3.3-7: Short-term and long-term emissions of GHGs.	Less than Significant	Mitigation Measure 3.3-7: GHG emission reduction measures shall be implemented to the extent feasible during Project construction.	Less than Significant
BIOLOGICAL RESOURCES			
Impact 3.4-1: Loss of suitable habitat for potentially occurring special-status plant species.	Potentially Significant	Mitigation Measure 3.4-1: Preconstruction special-status plant species surveys shall be conducted and plants shall be avoided or transplanted and additional measures shall be implemented.	Less than Significant
Impact 3.4-2: Potential effects on Cosumnes spring stonefly.	Potentially Significant	Mitigation Measure 3.4-2: Preconstruction Cosumnes spring stonefly surveys shall be conducted and, if present, the species shall be relocated to suitable habitat.	Less than Significant
Impact 3.4-3: Potential effects on Valley elderberry longhorn beetle.	Potentially Significant	Mitigation Measure 3.4-3: Preconstruction elderberry shrub surveys shall be conducted and, if present, the avoidance, relocation, and/or other measures through consultation with the USFWS shall be implemented.	Less than Significant
Impact 3.4-4: Potential effects on coast horned lizard.	Potentially Significant	Mitigation Measure 3.4-4: Preconstruction coast horned lizard surveys shall be conducted and, if present, the species shall be relocated to suitable habitat.	Less than Significant
Impact 3.4-5: Potential effects on California red-legged frog and foothill yellow-legged frog.	Potentially Significant	Mitigation Measure 3.4-5: Consultation with USFWS and CDFW shall be initiated and preconstruction protocol surveys shall be conducted for CRLF and FYLF and, if present, additional consultation and impact avoidance measures shall be implemented prior to construction.	Less than Significant
Impact 3.4-6: Potential effects on western pond turtle.	Potentially Significant	Mitigation Measure 3.4-6: Preconstruction western pond turtle surveys shall be conducted and, if present, the species shall be relocated to suitable habitat.	Less than Significant
Impact 3.4-7: Potential effects on raptors and other migratory birds.	Potentially Significant	Mitigation Measure 3.4-7: Construction during the migratory bird nesting season shall be avoided or of buffer zones shall be established to prohibit construction activities in proximity to active nests.	Less than Significant

Table 1-1. Summary of Impacts and Mitigation Measures

Impact Summary	Significance without Mitigation	Mitigation Measure Summary	Significance with Mitigation
Impact 3.4-8: Potential effects on Western burrowing owl.	Potentially Significant	Mitigation Measure 3.4-8: Western burrowing owl surveys shall be conducted and impact avoidance measures shall be implemented in consultation with CDFW.	Less than Significant
Impact 3.4-9: Potential effects on special-status bat species.	Potentially Significant	Mitigation Measure 3.4-9: Special-status bat species surveys shall be conducted and impact avoidance measures shall be implemented.	Less than Significant
Impact 3.4-10: Potential effects on waters of the United States, waters of the state, and wetlands.	Significant	Mitigation Measure 3.4-10: The County shall conduct and obtain USACE verification of a wetlands delineation of the Project site and shall provide appropriate mitigation to offset the loss of wetlands and other waters of the United States associated with the Project.	Less than Significant
Impact 3.4-11: Potential effects on oak woodlands.	Significant	Mitigation Measure 3.4-11: The County shall minimize direct impacts and loss of oak woodlands and shall replace the loss of oak woodlands canopy on-site or off-site at a minimum ratio of 1:1.	Less than Significant
CULTURAL RESOURCES			
Impact 3.5-1: Disturbance or destruction of previously unidentified cultural resources and human remains during construction.	Potentially Significant	Mitigation Measures 3.5-1: The County shall incorporate cultural resources and human remains inadvertent discovery programs into construction contract documents.	Less than Significant
GEOLOGY AND SOILS			
Impact 3.6-1: Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic events or landslides.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.6-2: Potential to result in substantial soil erosion or the loss of topsoil.	Less than Significant	No mitigation required.	Less than Significant

Table 1-1. Summary of Impacts and Mitigation Measures

Impact Summary	Significance without Mitigation	Mitigation Measure Summary	Significance with Mitigation
Impact 3.6-3: Potential to be located on a geologic unit or soil that could become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and potential to be located on expansive soils that could create risk of damage.	Less than Significant	No mitigation required.	Less than Significant
HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.7-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.7-2: Potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Potentially Significant	Mitigation Measure 3.7-2: The County shall conduct a Phase 1 ESA of the Project study area and shall implement appropriate remediation to ensure worker and public safety in the event that hazardous materials or conditions are identified.	Less than Significant
Impact 3.7-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.7-4: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.7-5: Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires.	Potentially Significant	Mitigation Measure 3.7-5: Implement fire ignition prevention measures and an emergency fire response and notification plan during construction.	Less than Significant

Table 1-1. Summary of Impacts and Mitigation Measures

Impact Summary	Significance without Mitigation	Mitigation Measure Summary	Significance with Mitigation
HYDROLOGY AND WATER QUALITY			
Impact 3.8-1: Potential to violate a water quality standard or waste discharge requirement or otherwise provide a substantial additional source of polluted runoff.	Less than Significant	Mitigation Measure 3.8-1: The County shall prepare a Construction Stormwater Pollution Prevention Plan (SWPPP) for the Project that contains specific provisions for best management practices (BMPs) for reducing and controlling erosion from areas of excavation, fill, vegetation clearing and grading during and following Project construction.	Less than Significant
Impact 3.8-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	Less than Significant	No mitigation required.	Less than Significant
Impact 3.8-3: Potential to substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation or flooding on- or off-site.	Less than Significant	Mitigation Measure 3.8-3: The County shall prepare a final drainage plan to support final Project design that contains specific recommendations for stormwater conveyance facilities.	Less than Significant
LAND USE AND PLANNING			
Impact 3.9-1: Consistency with General Plan policies.	Significant	Mitigation Measure 3.9-1: The County shall not advertise for construction bids for the Project until the County Board of Supervisors determines that oak tree removal can be undertaken in a manner consistent with the General Plan.	Less than Significant
Impact 3.9-2: Potential conflicts with existing and future land uses.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.9-3: Consistency with El Dorado County Board of Supervisors Resolution No. 29-2008.	Less than Significant	No mitigation required.	Less than Significant

Table 1-1. Summary of Impacts and Mitigation Measures

Impact Summary	Significance without Mitigation	Mitigation Measure Summary	Significance with Mitigation
NOISE			
Impact 3.10-1: Construction noise would cause short-term variations in the ambient noise environment during construction in proximity to existing residences.	Less than Significant	Mitigation Measure 3.10-1: The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation, that construction be limited to specific hours on Monday through Saturdays with no construction on Sunday's, and that engine-driven equipment be fitted with mufflers according to manufacturers' specifications.	Less than Significant
Impact 3.10-2: Increases in predicted traffic noise levels at adjacent sensitive receivers.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.10-3: Potential for excessive groundborne vibration from vehicle travel on Silver Springs Parkway.	Less than Significant	No mitigation required.	Less than Significant
TRAFFIC AND TRANSPORTATION			
Impact 3.11-1: Traffic operations under existing conditions with the Project.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.11-2: Traffic operations under future conditions with the Project.	Significant	Mitigation Measure 3.11-2: Signalization of the Deer Valley Road / Green Valley Road intersection shall be added to the County's Capital Improvement Program.	Less than Significant
Impact 3.11-3: Traffic congestion and delays resulting from construction activities and lane closures.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.11-4: Potential effects on bicycle and pedestrian circulation.	Less than Significant	No mitigation required.	Less than Significant
Impact 3.11-5: Potential effects on transit system operations.	Less than Significant	No mitigation required.	Less than Significant

CHAPTER 2

COMMENTS AND RESPONSES

CHAPTER 2—COMMENTS AND RESPONSES

2.1 Introduction

This section provides responses to comments received on the Draft SEIR. Each comment letter (including emails or other written correspondence) submitted to the County is provided in original form in Appendix B. The text of the comments is reproduced in this chapter using courier font type (example). Individual issues raised in each comment letter are separately numbered and the County’s responses to each of the issues raised are provided following each individually numbered comment. Table 2-1, “List of Draft SEIR Commenters,” lists the agencies and individuals whom provided comments on the Draft SEIR. Each comment letter is individually numbered in this chapter an in the upper right corner of the first page of each letter in Appendix B to provide a means of referencing each comment and the corresponding response.

Table 2-1. List of Draft SEIR Commenters

Comment Letter	Name	Agency/Organization	Date
1	Scott Morgan, Director	State Clearinghouse	February 9, 2016
2	Stephanie Tadlock, Environmental Scientist	Central Valley Regional Water Quality Control Board	January 11, 2016
3	Dan Corcoran, Environmental Manager	El Dorado Irrigation District	December 23, 2015
4	Marshall Cox, Fire Marshal	El Dorado Hills Fire Department	February 4, 2016
5	Scott Morgan, Director	State Clearinghouse	December 21, 2015
6	Kathy Prevost		November 30, 2015
7	Diane Alward		December 7, 2015
8	Kathy Prevost		December 11, 2015
9	Kathy Prevost		December 15, 2015
10	John E. Tomson, Ph.D., President Bass Lake Action Committee	Bass Lake Action Committee	December 16, 2015
11	David Smith		January 14, 2016
12	David Schratz		February 8, 2016

2.2 Comments and Responses

Comment Letter 1. Scott Morgan, Director, State Clearinghouse; February 9, 2016

Comment 1-1

The State Clearinghouse submitted the above named Supplemental 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 February 8, 2016, 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.

Response 1-1

The comment provides information regarding the state clearinghouse distribution of the Draft SEIR and does not address the adequacy of the SEIR. No further response to this comment is required.

Comment Letter 2. Stephanie Tadlock, Environmental Scientist, Central Valley Regional Water Quality Control Board; January 11, 2016

Comment 2-1

Pursuant to the State Clearinghouse's 24 November 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Draft Subsequent Environment Impact Report for the Silver Springs Parkway to Bass Lake Road (south segment) Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses; water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the Water Quality Control Plan for the Sacramento and San Joaquin River Basins, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:

http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and

implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/p_hase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit- Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements- Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/p_erm2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Repoli of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. Obtain Coverage Under a Coalition Group. Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water

board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order RS-2013-01 00. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at Irrlands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Response 2-1

The County appreciates the review and input from the Central Valley Regional Water Quality Control Board. The comment letter describes types of permits and regulatory compliance requirements associated with various activities. The County will comply with all applicable water quality regulations and orders and will obtain all necessary permits for Project construction and long-term maintenance and management of the road right of way.

As discussed in Chapter 2 of the Draft SEIR, contract provisions will require compliance with the El Dorado County Grading, Erosion, and Sediment Control Ordinance (Chapter 15.14) and Storm Water Management Plan for Western El Dorado County and implementation of best management practices that will be identified in the Construction Storm Water Pollution Prevention Plan (SWPPP) that will be prepared for the Project. To specify this requirement and provide a mechanism for the County's oversight to ensure this potentially significant impact associated with adverse water quality impacts during construction is avoided, Mitigation Measure 3.8-1 specifies that a construction SWPPP shall be prepared and implemented with specific best management practices to be implemented both during and following construction.

The comment does not address the adequacy of the analysis or mitigation measures presented in the Draft SEIR and no further response to this comment is required.

Comment Letter 3. Dan Corcoran, Environmental Manager, El Dorado Irrigation District; December 23, 2015

Comment 3-1

December 23, 2015 correspondence: I reviewed the project with our engineering staff and confirmed our anticipated facilities are adequately covered. Therefore, we won't have any comments on this document.

December 7, 2015 correspondence: Do you have a pdf of the original 1993 EIR for the road realignment? I saw that the sewer force main work is included in the SEIR (2-16), but there is a potential waterline that may be involved too. Since that facility isn't addressed by the EIR I wanted to see if it might be covered in the original document. Thanks.

Response 3-1

The County appreciates the review and input provided by the El Dorado Irrigation District (EID). In its December 7, 2015 email correspondence, the EID requested the 1993 alignment drawings and County staff provided the drawings via email that same day. EID's December 23, 2015

email correspondence confirms that EID facilities are adequately addressed in the Project design and states that EID will not have comments on the Draft SEIR. No further response to this comment is required.

Comment Letter 4. Marshall Cox, Fire Marshal, El Dorado Hills Fire Department; February 4, 2016

Comment 4-1

The El Dorado Hills Fire Department, on behalf of The Rescue Fire Department, has reviewed the above referenced project and submits the following comments regarding the ability to provide this site with fire and emergency medical services consistent with the El Dorado County General Plan, State Fire Safe Regulations, as adopted by El Dorado County and the California Fire Code as amended locally. Any omissions and/or errors in respect to this letter, as it relates to the aforementioned codes, regulations and plans, shall not be valid, and does not constitute a waiver to the responsible party of the project from complying as required with all Codes, Standards, Local Ordinances, and Laws.

Response 4-1

The County appreciates the review and input provided by the El Dorado Hills Fire Department. This comment is introductory and does not address the adequacy of the Draft SEIR or the environmental analysis. Please see responses to specific comments below. Please also note that the Project subject to environmental review in the Draft SEIR and this Final SEIR is limited to the development of a portion of the planned Silver Springs Parkway and associated modifications to Bass Lake Road as described in Chapter 2 of the Draft SEIR. The Project does not involve the construction of any residential or other habitable/occupied structures; thus, certain requirements specified in the comment letter are not applicable to the Project. Nonetheless, the County will coordinate with the District during final project design to ensure appropriate provisions and utility infrastructure is incorporated to the Project to ensure that applicable fire and emergency medical service provisions are appropriately accommodated.

Comment 4-2

1. Hydrants: This development shall install Mueller Dry Barrel fire hydrants, or any other type of hydrant which conforms to El Dorado Irrigation District specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire Department.
2. Hydrant Visibility: In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue

reflective marker as specified by the Fire Department and State Fire Safe Regulations.

Response 4-2

The El Dorado County Community Development Agency, Transportation Division (Transportation) will coordinate with the Fire Department to determine whether and where fire hydrant placement may be warranted within the Silver Springs Parkway right-of-way. If hydrant installation is required, hydrants would be installed within areas to be disturbed during Project construction and no new disturbance or environmental effects would be associated with hydrant installation. Any hydrants installed would comply with applicable visibility requirements.

Comment 4-3

3. Fire Department Access: Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building. The fire apparatus access roads shall comply with the requirements of Section 503 of El Dorado Hills County Water District Ordinance 36 and shall extend to within 150 feet of all portions of each facility and all portions of the exterior of the first story of the building as measured by an approved route around the exterior of the building or facility. Depending on final heights of each building, the final layout of fire apparatus access roads shall be determined and approved by the fire code official with consideration of whether a ladder truck or ground ladders would be used for firefighting operations.

Response 4-3

The Project would not install any buildings or facilities to which the access provisions specified in the comment would apply.

Comment 4-4

4. Traffic Calming: This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway.

Response 4-4

This requirement is noted. The Project segment of Silver Springs Parkway and modifications to Bass Lake Road do not include installation of raised bumps or dips in the roadway section.

Comment 4-5

5. Turning Radius: All fire apparatus access roadways and driveways shall be designed to provide an approved turning radius with a minimum 40 foot inside radius and 56 foot outside radius.

Response 4-5

The Project segment of Silver Springs Parkway and modifications to Bass Lake Road provide the required turning radii.

Comment 4-6

6. Gates: All gates shall meet the El Dorado Hills Fire Department Gate Standard B-002.

Response 4-6

This requirement is noted. The Project does not include installation of gates.

Comment 4-7

7. Fire Access During Construction: In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003. A secondary means of egress shall be provided prior to any construction or the project can be phased.

Response 4-7

As discussed in Chapter 2 of the Draft SEIR, emergency vehicle movement through the Project area will be provided at all times during construction.

Comment 4-8

8. Fire Service Components: Any Fire Department Connection (FDC) to the sprinkler system and all Fire Hydrant(s) outlets shall be positioned so as not to be obstructed by a parked vehicle.

Response 4-8

Fire sprinkler systems are not proposed or anticipated to be installed in association with the Project. In the event that fire hydrants are installed, the hydrants would be design and installed in accordance with Fire Department requirements, including positioning to avoid obstruction by parked vehicles.

Comment 4-9

9. Parking and Fire Lanes: All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 36 shall be in effect. All streets with parking restrictions will be signed or marked with red curbs as described in the El Dorado County Regional Fire Protection Standard titled "No Parking-Fire Lane." All curbs in the parking

lot(s) that are not designated as parking spaces will be painted red and marked every 25 feet "no parking fire lane." This shall be white letters on a red background, as per El Dorado County Standard B-004.

Response 4-9

The Project does not include parking or fire lanes along the Project segment of Silver Springs Parkway or Bass Lake Road. Any required signage or marking to comply with fire protection standards will be identified through coordination with the Fire Department and installed.

Comment 4-10

10. Vegetative Fire Clearances: Prior to June 1st each year, there shall be vegetation clearance around all EVA's (Emergency Vehicle Access) and the property in accordance with Public Resources Code Section 4291 and the conditioned Wildland Fire Safe Plan.

Response 4-10

The Project does not include or require separate or designated emergency vehicle access. Although the Project as proposed does not include landscaping along the Project segment of Silver Springs Parkway, the Draft SEIR includes Mitigation Measure 3.2-2 which requires the preparation of a Project landscaping plan that includes trees, shrubs, and groundcover in median and perimeter areas and requires installation of landscaping consistent with the plan within 3 years of initial clearing of the Project right-of-way for construction. In developing both the design and maintenance requirements for the landscaping plan, the County will adhere to all applicable vegetation fire clearance requirements.

Comment 4-11

11. Landscaping: The landscaping plan shall be reviewed by the Fire Department to ensure that trees, plants, and other landscaping features proposed to be adjacent to the Fire Apparatus Access roads, Fire and Life Safety equipment, and near address locations on buildings and monuments will not impede fire apparatus access or visual recognition.

Response 4-11

The Project does not include or require separate or designated emergency vehicle access. In developing the landscape plan required by Draft SEIR Mitigation Measure 3.2-2, the County will coordinate landscaping plan review with the Fire Department to ensure landscaping does not impede fire apparatus access or visual recognition of access roads or driveways.

Comment 4-12

Contact Marshall Cox at the El Dorado Hills Fire Department with any questions at 916-933-6623 ext. 17.

Response 4-12

The County appreciates the Fire Department's input, and will coordinate with the Department as necessary through final Project design and construction.

Comment Letter 5. Scott Morgan, Director, State Clearinghouse; December 21, 2015

Comment 5-1

Pursuant to the attached letter, the Lead Agency has extended the review period for the above referenced project to February 8, 2016 to accommodate the review process. All other project information remains the same.

Response 5-1

This State Clearinghouse December 21, 2015 letter provides information to reviewing agencies advising of the County's decision to extend the Draft SEIR review period through February 8, 2016. The letter does not address the environmental analysis or adequacy of the SEIR, and no further response is required.

Comment Letter 6. Kathy Prevost; November 30, 2015

Comment 6-1

November 30, 2015 Correspondence: Thank you, Janet, I will watch for your email.

November 28, 2015 Correspondence: We received a letter from the County Development Agency dated November 20, 2015 regarding the release and comment period for the Draft SEIR for the Silver Springs Parkway to Bass Lake Road Project. A link was included in the letter which takes you to the EDC CEQA documents and the original NOP information, however, the link to the Draft SEIR is not on that page. I attempted to find it on the CEQANET site and it wasn't there, or at least not using the information which I have available. I thought you would want to be aware of this situation since the comment period is supposed to begin on Monday. It would be great to be able to view the information on line without having to travel to Placerville.

Response 6-1

The County distributed the Notice of Availability for the Draft SEIR in advance of the November 30, 2015, start of the Draft SEIR circulation period to ensure that interested reviewers were provided with sufficient notice. The County responded to the commenter's November 28, 2015, inquiry advising that the documents would be posted on the County website and the documents were available from the County website at the start and through the entire 70-day

Draft SEIR review period. The comment does not address the environmental analysis or adequacy of the Draft SEIR and no further response is required.

Comment Letter 7. Diane Alward; December 7, 2015

Comment 7-1

Thank you for the Notice of Availability letter.

I have a couple of questions:

1. Could the new Silver Springs Parkway be made to intersect Bass Lake at Madera Way? If Silver Springs Parkway makes a new intersection as proposed, at the sharp curve north of Madera, then how will all of us who live in Woodridge safely make a left (which EVERYONE does) to get to the freeway?

Can Silver Springs Parkway be aligned to be a much-needed intersection (with a stop sign or light) at Madera Way so we can safely make a left?

Please, I hope you're not proposing that this whole subdivision now has to make a right, and then a U-turn to get to highway 50? How do you plan all these people who use Madera day in and day out to get to the freeway?

Response 7-1

As shown on Figure 2-2, "Project Configuration," of the Draft SEIR, Madera Way intersects Bass Lake Road south of the Project segment of Silver Springs Parkway and south of the Silver Springs Parkway intersection with Bass Lake Road. It is unclear how the Madera Way / Silver Springs Parkway intersection suggested in the comment would be designed. Regardless, the Draft SEIR concludes that the Project would not result in any significant and unavoidable environmental impacts. Thus, even if an alternative intersection configuration were available, the County would not be required under CEQA to consider that configuration as an alternative to the Project in order to reduce or avoid one or more significant environmental effects. Note that the Draft SEIR discusses considerations associated with an alternative design configuration identified as the "Westward Shift of Bass Lake Road" (Draft SEIR, p. 5-4.) As discussed there, the westward shift design alternative was eliminated from further consideration because it was not needed to mitigate any significant environmental impacts and it would not achieve an important component of the Project objectives because it would diverge from the previously approved alignment.

Draft SEIR Appendix B provides detailed drawings of the Project design. The Project will slightly realign Bass Lake Road near Madera Way by shifting the centerline a few feet to the west of the existing alignment. North of the Madera Way intersection, the Project will shift the Bass Lake Road centerline slightly farther to the west to align with the new Silver Springs Parkway. Additionally, the Project includes installation of a right-turn lane from Bass Lake Road

onto Madera Way. The slight westward shift will result in improved sight distance for motorists turning left from Madera Way onto southbound Bass Lake Road when looking toward the north for oncoming southbound vehicles. Additionally, the new Bass Lake Road / Silver Springs Parkway intersection will be all-way stop-controlled, resulting in slower speeds and more frequent and larger gaps (i.e., increased spacing and time between vehicles) in southbound Bass Lake Road vehicles approaching Madera Way which will create more opportunities for westbound left-turn movements from Madera Way onto southbound Bass Lake Road.

For these reasons, it is anticipated that the planned improvements will not worsen, and may improve, left-turn movements from Madera Way onto Bass Lake Road. It is not anticipated that motorists from Madera Way would need to turn right onto Bass Lake Road and then make a U-turn to travel southbound on Bass Lake Road to U.S. 50.

Comment 7-2

2. A few years ago, we saw a proposal for a new High School on Sliver Springs Parkway. We really, really need the kids in the Woodridge homes (surrounding area of Summer Drive) to be allowed to attend the new high school. What are the plans?

Response 7-2

The Project does not involve future development of a high school and the County does not have information regarding currently proposed high school along the Silver Springs Parkway alignment. The commenter is encouraged to coordinate directly with the Rescue Union School District (RUSD) for current school planning in the area along Silver Springs Parkway. Note that in a December 17, 2015 Rescue Union School District (RUSD) press release, the RUSD announced that it had purchased two parcels of land on Sienna Ridge Road near the corner of Bass Lake Road and Serrano Parkway (approximately 1 mile south of the Project). The RUSD has not determined the type of school that could eventually be developed at this location and has begun initial planning and design for a future school at this location. Previously, in February of 2015, the RUSD purchased property between and adjacent to Bass Lake Road and Bass Lake. RUSD announced that, with the purchase of the Sienna Ridge Road property, it will reevaluate its plans for the previously acquired property near Bass Lake. Any future school planning and development will be subject to environmental review requirements under CEQA separate from the County's current environmental review of the Silver Springs Parkway (South Segment) Project.

Comment Letter 8. Kathy Prevost; December 11, 2015

Comment 8-1

We would like to request a 60 day extension for the Silver Springs Parkway SEIR response period. It is a large document and very much affects several residents of our development who adjoin Bass Lake Road. This would allow them and other residents of The Hills of El Dorado and WoodRidge the opportunity to

thoroughly pursue the document so they can make thoughtful comments and/or suggestions.

I know for myself I would like to be sure I completely understand all of the ramifications of the proposed Silver Springs Parkway project. We have long awaited the release of this document and would very much appreciate a 60 day extension of the comment period.

Response 8-1

The County considered this request for extension of the Draft SEIR review period by an additional 60 days. Due to the County's interest in ensuring sufficient time review time in consideration of the holidays while still meeting the County's schedule goals the Project, the County decided on December 15, 2015, to extend the comment period to February 8, 2016. The extension resulted in total Draft SEIR review period of 70 days, which is 35 days longer than the CEQA minimum review period for an EIR and 10 days longer than the CEQA review period for projects of regional significance. The County advised the commenter of this decision on December 15, 2015, and issued a revised Notice of Availability announcing the extension. The comment does not address the adequacy of the SEIR and no further response is required.

Comment Letter 9. Kathy Prevost; December 15, 2015

Comment 9-1

Thank you very much for your consideration of our request for a 60 day extension for the Silver Springs SEIR comment period. We appreciate EDC has granted an extension to February 8, 2016 which will allow residents the needed extra time to review the document. I am sure the extension will be much appreciated by the residents of the Bass Lake area.

Response 9-1

The comment acknowledges the County's decision to extend the Draft SEIR review period. The comment does not address the adequacy of the SEIR and no further response is required.

Comment Letter 10. John E. Tomson, Ph.D., President, Bass Lake Action Committee; December 16, 2015

Comment 10-1

Thank you for graciously extending the comment period for the Silver Springs SEIR to February 8, 2016.

We realize that this is longer than the requisite time periods, and we appreciate your efforts to maximize the community outreach so that possibly more comments may be forthcoming.

We look forward to seeing the revised Notice of Availability announcing the extension.

Response 10-1

The comment acknowledges the County's decision to extend the Draft SEIR review period. The comment does not address the adequacy of the SEIR and no further response is required.

Comment Letter 11. David Smith; January 14, 2016

Comment 11-1

As a resident of the Woodridge Subdivision along Baas Lake Road, and a civil engineer from the highway construction industry, I read with interest: the County's SEIR for the Silver Springs Parkway (South Segment) Project that is currently within its review/comment period. I have the following comments for your review:

- 1) I believe the SEIR as presented, provides a fair and complete assessment of the potential impacts and mitigations necessary for the project as presented.
- 2) The traffic control designed for the Bass Lake Rd/Silver Springs Parkway intersection (AWSC) appears adequate for the planned traffic movements and would minimize cost of construction and travel impacts over a signalized intersection.

Response 11-1

The agreement expressed in the comment regarding the impact assessment and mitigation in the Draft SEIR and the intersection design is noted and no further response is required.

Comment 11-2

- 3) Silver Springs Parkway is planned to provide a 16' median between travel lanes. I find this median, which would likely need to be landscaped, planted and irrigated to be more than is necessary for a rural main road, and an additional draw on the County's limited water supply. I would recommend eliminating the median, which would reduce the required roadway footprint and could reduce some existing ground disturbance and re-vegetation.

Response 11-2

The center median is a design component of the Project intended to be consistent with previous design decisions for Silver Springs Parkway and to be consistent with the design of the recently completed northern segment of Silver Springs Parkway which includes a 16-foot median. The median also allows for turn sheltered turn pockets to driveways within the Project segment of

Silver Springs Parkway. The Draft SEIR concludes that the Project would not result in any significant and unavoidable environmental impacts. Thus, a design that eliminates the median need not be considered in the SEIR as an alternative to the Project in order to reduce or avoid one or more significant environmental effects. Note also that Mitigation Measure 3.2-2 requires that vegetative plantings associated with landscaping shall be drought tolerant. Nevertheless, the recommendation in the comment to eliminate the center median from the Project design will be considered by County decision makers.

Comment 11-3

- 4) I see no reason this SEIR should not be approved, so that the project could move forward.

Response 11-3

The comment supporting the approval (i.e., certification) of the SEIR and the County proceeding with the Project is noted and no further response is required.

Comment Letter 12. David Schratz; February 8, 2016

Comment 12-1

I started commenting on this project over 10 years ago with Dot. Below are my comments regarding the Silver Springs Parkway to Bass Lake Road Project. I appreciate your acceptance of feedback and comments.

Below I wrote an email back in May of 2014. I have not been able to go look at the drawings in person, but in looking at the Draft SEIR it looks like none of my comments have been had any effect on the plans.

Response 12-1

Please see responses below to specific issues raised in both the February 8, 2015 email and May 23, 2014 email submitted by the commenter.

Please note that the Project design drawings are included in Appendix B of the Draft SEIR and were available for public review at the El Dorado Hills Branch Library, Transportation's Placerville office, and online during the entire Draft SEIR review period. The Draft SEIR remains available at the following website:

<http://www.edcgov.us/Government/DOT/CEQA.aspx>

All comments submitted during the April 23 through May 23, 2014, scoping period for the Draft SEIR were reviewed and considered by the County in preparing the Draft SEIR. This includes the oral comments provided by the commenter at the May 13, 2014, scoping meeting (pages 3 and 4 of "Silver Springs Parkway to Bass Lake Road (South Segment) - Notes from May 13, 2014, Subsequent EIR Scoping Meeting", included in Draft SEIR Appendix A) and the

commenter's May 23, 2014, email and its attached September 30, 2008, email (also included in Draft SEIR Appendix A).

Comment 12-2

I have the same concerns today 6 years later that I had with the plans presented to me by Dori Floyd and Monica Pedigo of DOT. Currently there is a 6 foot sound wall that was required of the builder when our development was built. That wall was not done correct as it start 2' below the road level.

Response 12-2

The existing sound barrier, including any deficiencies in its construction as asserted in the comment, is part of the existing conditions for the purposes of the County environmental review and associated noise analysis. The noise analysis conducted for the Draft SEIR was not based on a speculative height that was part of an original design requirement, and instead considered the actual height, location, and composition of the existing barrier.

Comment 12-3

I was told by Dori and Monika that the road would be moved closer to my property and raised 4 feet so that they could have visibility over the existing sound wall. That was extremely unacceptable to me and makes no sense. The sound wall is there for a reason.

Response 12-3

As illustrated in Draft SEIR Appendix B (see Sheet L-1), the Project would maintain the existing centerline of Bass Lake Road east of the new Silver Springs Parkway / Bass Lake Road, except within approximately 100 feet of the intersection at which point the centerline would be located slightly to the *north* and away from residences located south of this segment of Bass Lake Road. The Project would result in an increase in the elevation of this segment of Bass Lake Road by up to 4 feet nearest the intersection and would taper to a lesser increase to the east to match the existing Bass Lake Road elevation approximately 450 from the intersection, as shown on Sheet L-1 in Appendix B of the Draft SEIR. The raised elevation is necessary to provide a more even grade between this segment of Bass Lake Road and the elevation of the new Silver Springs Parkway / Bass Lake Road intersection, and is not for the purpose of visibility. The Draft SEIR properly accounts for the increase in road surface elevation in both the visual/lighting impact analysis and noise analysis.

Comment 12-4

Also, there is plenty of room to the North to move the road farther from the houses.

Response 12-4

The comment suggests that the segment of Bass Lake Road east of the proposed new Silver Springs Parkway / Bass Lake Road intersection should be shifted to the north. The noise

analysis concludes that the Project would not have a significant noise impact associated with traffic noise along the. Thus, shifting this segment of Bass Lake Road to the north to address noise impacts is not warranted. Further, shifting the road to the north would require additional right-of-way, additional import of fill material, and additional ground disturbance, potentially involving additional loss of oak trees. For these reasons, shifting this segment of Bass Lake Road to the north of the currently proposed design is not required or desirable in terms of attempting to reduce environmental effects.

Comment 12-5

A sound study was done, but this was worthless as it was done behind the current sound wall and during a Holiday week when school was out. Most of the sound was blocked by the existing sound and it does not take into account that the road will now be 4 feet higher than it is existing.

Response 12-5

The noise assessment conducted for the Draft SEIR, *Environmental Noise Assessment—Silver Springs Parkway to Bass Lake Road (South Segment)* (BAC 2015; see Draft SEIR Appendix H) appropriately accounts for existing conditions and predicted changes in traffic noise as a result of the Project, such as changes in the elevation of Bass Lake Road. The comment suggests that the noise evaluation was flawed because monitoring was conducted behind the current sound wall and because the monitoring was conducted during a holiday week.

As discussed in Response 12-2, the noise barrier is part of the existing conditions and the effect of the noise barrier on attenuating noise levels under existing conditions must be considered. The noise assessment recognizes the presence of the barrier and accounts for the reduction in shielding at locations where no barrier is present (BAC 2015; p. 11).

Noise monitoring to determine ambient noise conditions was performed during the period June 13—16, 2014. Traffic and weather conditions during monitoring were appropriate for determining existing ambient noise levels for the purposes of the evaluation. In the event that, as asserted in the comment, traffic volumes were lower during the monitoring period than at other times, the measured ambient conditions may reflect slightly lower noise levels. However, under conditions with the Project, traffic noise levels along this segment of Bass Lake Road are predicted to be less than conditions without the Project due to the reduction in vehicle trips on this segment that would occur with the Project. Thus, if the ambient monitoring did measure lower than average ambient noise levels, as asserted in the comment, the noise assessment is conservative in that it has reported a lower anticipated change (reduction in noise levels) as a result of the Project than might actually occur.

For these reasons, the noise impact assessment is appropriate and sufficient for the purpose of evaluating and disclosing the potential noise impacts of the Project.

Comment 12-6

I felt that I was misled by the company doing the sound study as I asked them about their equipment being behind the existing wall and

they repeatable told me that the current noise was so loud that a new wall would be required to ease my concern.

Response 12-6

Bollard Acoustical Consultants (BAC) is an experienced acoustical consultancy that uses industry accepted practices for the assessment of noise impacts and mitigation requirements. When contacted regarding this comment, BAC President, Paul Bollard who spoke with the commenter, specifically recalled the conversation. Mr. Bollard stated that BAC never makes definitive statements regarding noise mitigation that may be required for a project until the field testing and analysis has been concluded. In this case, Mr. Bollard advised the commenter that if the analysis indicates that the project would result in an adverse noise impact, then various options for noise mitigation, including sound barriers, would be considered. Because the Project would not result in a significant noise impact, consideration of such mitigation is not required.

The County expects that BAC staff would not and, in this instance, did not make onsite conclusory judgements presupposing impacts or mitigation requirements. However, if a misunderstanding occurred from discussions during the ambient noise monitoring, the noise assessment as documented in the Draft SEIR and with the responses provided in this Final SEIR take precedence over any previous informal discussions regarding the Project.

Comment 12-7

In reading the report it looks like no changes are needed due to sound. This is discouraging,...

Response 12-7

Based on the analysis presented in the Draft SEIR, noise mitigation for traffic noise along Bass Lake Road is not required. In fact, as discussed above and in the Draft SEIR, the analysis predicts a reduction in traffic noise at properties adjacent to the eastern leg of Bass Lake Road in the Project area due to the reduced number of vehicle trips that would occur on this segment as a result of the Project.

Comment 12-8

...but my real concern here is the rising of the road 4 feet. I really don't understand this and my concern is seeing the cars and having them look into my back yard. This will have a huge effect on my property value. I have not had a chance to see the latest drawings in detail, but I was told that a new wall would be going in to block the road. I don't need this to be called a sound wall to ease my concerns, but a 6' wall is needed to block the visible traffic. Can you please answer the question if that is in the plans. If not I will need to pursue this.

Response 12-8

The Project is designed to install a concrete sidewalk 6 feet wide and a 4-foot-tall wrought iron fence along the south side of Bass Lake Road east of the new Silver Springs Parkway / Bass

Lake Road intersection. The wrought iron fence will be installed on top of a keystone retaining wall, the top of which will be level with the sidewalk. Neither the potential for increased visibility into a residential yard from a public right-of-way nor economic issues, including effects on property values as asserted in the comment, are environmental impacts under CEQA.

Comment 12-9

Can you tell me if there is a preliminary date to construct this project.

Response 12-9

Table 2-2, "Preliminary Project Construction Schedule," in Section 2.4 of the Draft EIR presents the construction schedule as anticipated during preparation of the Draft SEIR. Although that table need not be updated for this Final SEIR, the County currently anticipates that completion of the CEQA review and the start of environmental permitting, final design, and rights-of-way acquisition will shift from November 2015 to approximately June 2016, potentially, but not necessarily affecting the estimated completion dates associated with these and other activities listed in the table.

Comment 12-10

Please feel free to contact me for any questions or input. Would it be possible to meet and take a look at the drawings to answer a few of my questions. I can be available this week or next.

Response 12-10

Transportation staff is available to discuss the Project with the commenter during regular County business hours.

Comment 12-11***From May 23, 2014 correspondence:***

Below are my comments regarding the Silver Springs Parkway to Bass lake Road Project. I appreciate your acceptance of feedback and comments.

Back in 2008 I met with Dori Floyd and Monika Pedigo of Dot and they explained the current design for the new Silver Springs Parkway. Below is an email I sent to Dori after the meeting.

I have the same concerns today 6 years later. Currently there is a 6 foot sound wall that was required of the builder when our development was built. That wall was not done correct as it start 2' below the road level. I was told by Dori and Monika that the road would be moved closer to my property and raised 4 feet so that they could have visibility over the existing sound wall. That was extremely unacceptable to me and makes no sense. The sound wall is there for a reason. Also, there is plenty of

room to the North to move the road farther from the houses. I would believe that a sound study is needed which would result in a new proper sound wall.

Response 12-11

Please see Responses 12-2 through 12-4, above, which address the issues raised in this comment.

Comment 12-12

One other issue with bringing the road closer to the houses is that it would affect future projects. Woodridge has over 500 hundred houses that are accessed through Madera which is less than a 100 yards from this project. Madera currently is a safety hazard as we have no turn lane in or out of the development. With the current design, the road comes closer to the houses and would not leave room to put in the turn lane at a future date with another project. Therefore, creating future safety issues.

Response 12-12

Draft SEIR Appendix B provides detailed drawings of the Project design. The Project will slightly realign Bass Lake Road near Madera Way by shifting the centerline a few feet to the west of the existing alignment. Contrary to the statements in the comment, this will result in moving the Bass Lake Road centerline farther from residences in the Woodridge community. North of the Madera Way intersection, the Project will shift the Bass Lake Road centerline slightly farther to the west to align with the new Silver Springs Parkway. Additionally, the Project includes installation of a right-turn pocket from Bass Lake Road onto Madera Way. The slight westward shift of Bass Lake Road at and north of Madera Way will result in improved sight distance for motorists turning left from Madera Way onto southbound Bass Lake Road when looking toward the north for oncoming southbound vehicles.

Additionally, the new Bass Lake Road / Silver Springs Parkway intersection will be all-way stop-controlled, resulting in slower speeds and more frequent and larger gaps (i.e., increased spacing and time between vehicles) in southbound Bass Lake Road vehicles approaching Madera Way which will create more opportunities for westbound left-turn movements from Madera Way onto southbound Bass Lake Road.

These improvements are anticipated to improve, not worsen, safety conditions for motorists on Project road segments.

Comment 12-13

Please feel free to contact me for any questions or input. During the meeting at the library a few weeks back I was asked if I would be willing to have sound sensors put in my yard for the sound study and yes I would be willing to cooperate.

Response 12-13

The County appreciates the commenter's willingness to allow noise monitoring to be conducted in his yard, and such monitoring at that location was conducted in June 2014.

APPENDIX A

DRAFT SEIR NOTICES

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #90021120

Project Title: Silver Springs Parkway to Bass Lake Road (south segment)

Lead Agency: El Dorado County

Contact Person: Janet Postlewait

Mailing Address: 2850 Farelane Court

Phone: 530-621-5993

City: Placerville

Zip: 95667

County: El Dorado

Project Location: County: El Dorado

City/Nearest Community: El Dorado Hills

Cross Streets: Bass Lake Road

Zip Code: 95672

Longitude/Latitude (degrees, minutes and seconds): 38 ° 41 ' 01 " N / 121 ° 01 ' 00 " W **Total Acres:** 7.5

Assessor's Parcel No.: 115-003-003, -004, 015, -016, 115-003

Section: 32

Twp.: 10 North

Range: 9 East

Base: _____

Within 2 Miles: State Hwy #: U.S. 50

Waterways: Bass Lake

Airports: Cameron Airpark

Railways: _____

Schools: Grn Vly Elem; Pleas.Mdl

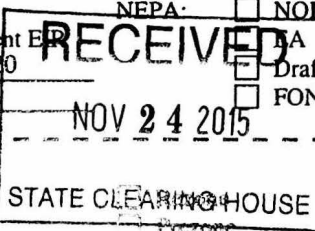
Document Type:

- CEQA: NOP
 Early Cons
 Neg Dec
 Mit Neg Dec

- Draft EIR
 Supplement/Subsequent EIR
 (Prior SCH No.) 90021120
 Other: _____

- NEPA: NOI
 EA
 Draft EIS
 FONSI

- Other: Joint Document
 Final Document
 Other: _____

**Local Action Type:**

- General Plan Update
 General Plan Amendment
 General Plan Element
 Community Plan

- Specific Plan
 Master Plan
 Planned Unit Development
 Site Plan

- Piczone
 Use Permit
 Land Division (Subdivision, etc.)

- Annexation
 Redevelopment
 Coastal Permit
 Other: Road Const.

Development Type:

- Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____

- Transportation: Type County 2-In road, with bike/ped
 Mining: Mineral _____
 Power: Type _____ MW
 Waste Treatment: Type _____ MGD
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

- Aesthetic/Visual
 Agricultural Land
 Air Quality
 Archeological/Historical
 Biological Resources
 Coastal Zone
 Drainage/Absorption
 Economic/Jobs

- Fiscal
 Flood Plain/Flooding
 Forest Land/Fire Hazard
 Geologic/Seismic
 Minerals
 Noise
 Population/Housing Balance
 Public Services/Facilities

- Recreation/Parks
 Schools/Universities
 Septic Systems
 Sewer Capacity
 Soil Erosion/Compaction/Grading
 Solid Waste
 Toxic/Hazardous
 Traffic/Circulation

- Vegetation
 Water Quality
 Water Supply/Groundwater
 Wetland/Riparian
 Growth Inducement
 Land Use
 Cumulative Effects
 Other: _____

Present Land Use/Zoning/General Plan Designation:

Low-Density/Rural Residential

Project Description: (please use a separate page if necessary)

Construct southern segment of a new road (Silver Springs Parkway) providing a new connection between Bass Lake Road and Green Valley Road. Construct new intersection at Silver Springs Parkway and Bass Lake Road. Reconstruct driveways, install/modify soundwalls and retaining walls, install drainage, install Class II bike lanes, and sidewalks. Road with raised center median and right-of-way sufficient for landscaping. Requires acquisition of property for permanent right-of-way and temporary construction easements. Project is identified in the County Capital Improvement Program as CIP#76108.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District #3 | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB #5S |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #2 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input checked="" type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | Other: _____ |
| <input type="checkbox"/> Health Services, Department of | Other: _____ |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date November 30, 2015 Ending Date January 18, 2016

Lead Agency (Complete if applicable):

Consulting Firm: <u>Benchmark Resources</u>	Applicant: _____
Address: <u>2515 East Bidwell Street</u>	Address: _____
City/State/Zip: <u>Folsom, CA 95630</u>	City/State/Zip: _____
Contact: <u>Bob Delp</u>	Phone: _____
Phone: <u>916-983-3016</u>	

Signature of Lead Agency Representative: *Janet Padgett* Date: 11-23-15

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

NOTICE OF AVAILABILITY

A DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

NOTICE is hereby given that the County of El Dorado is issuing for a 45-Day Public Review a DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT) PROJECT.

LOCATION: The project is located in western El Dorado County between Bass Lake Road east of Bass Lake and Green Valley Road. The project includes portions of Assessor's Parcel Numbers 115-003-003, 115-003-004, 115-003-015, 115-003-016, 115-031-003, and 115-031-023, and certain County rights of way (Bass Lake Road).

DESCRIPTION: The project would construct the approximately 0.25-mile southern segment of Silver Springs Parkway as a two-lane road connecting Bass Lake Road to the southern terminus of the recently constructed northern segment of Silver Springs Parkway. This 0.25 segment includes installation of Class II bicycle lanes, concrete sidewalks on both sides, and a landscaped center median. The project would also construct an intersection at the southern end of the proposed Silver Springs Parkway at Bass Lake Road. The project would also realign and reconstruct Bass Lake Road approximately 800 feet south and 500 feet east of the Silver Springs Parkway intersection. The project would require acquisition of property for right-of-way and for temporary construction easements. The project is identified in the County Capital Improvement Program (CIP) as "Silver Springs Parkway to Bass Lake Road (south segment)" (CIP Project #76108). A more detailed description is provided in Chapter 2 of the Draft Subsequent Environmental Impact Report (SEIR).

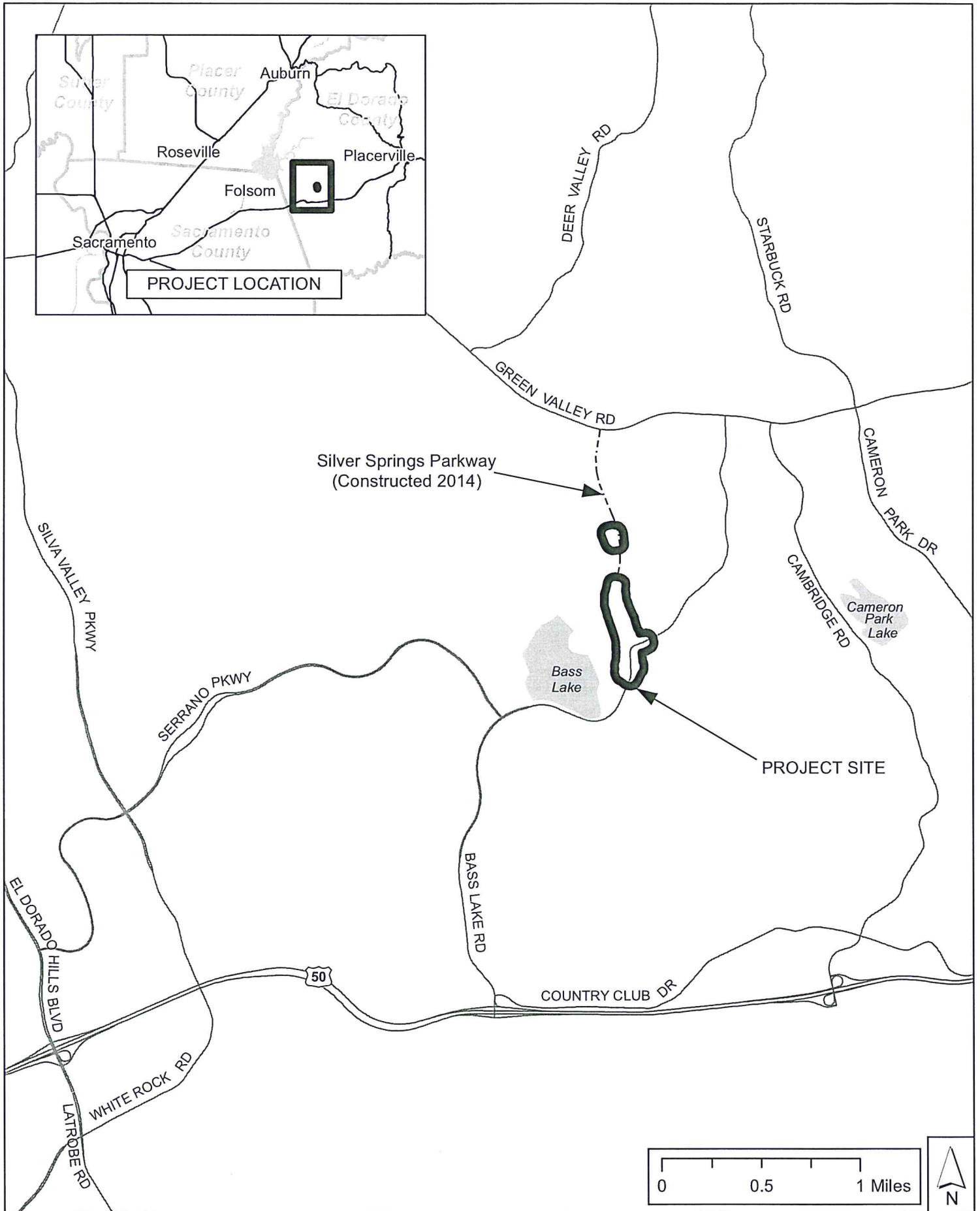
BACKGROUND: In 1993, the County certified a Final Environmental Impact Report and approved the Bass Lake Road Realignment Project. The northern segment of the previously approved Bass Lake Road Realignment Project was constructed in 2014 as a component of the Silver Springs development on-site improvements. The Draft SEIR includes updated analysis to document environmental impacts of the current project. A Notice of Preparation (NOP) requesting comments on the scope of the SEIR was circulated from April 23, 2014 to May 23, 2014. Scoping comments received were considered during preparation of, and are included in, the Draft SEIR.

REVIEW: The review period for the Draft SEIR begins on **November 30, 2015** and ends **January 18, 2016**. The Draft SEIR is available for review at County Transportation offices: 2850 Fairlane Court, Placerville, CA, and on the Transportation website at: <http://www.edcgov.us/Government/DOT/CEQA.aspx>. To ensure consideration in the Final SEIR, comments addressing the adequacy of the environmental analysis and information in the Draft SEIR are due no later than January 18, 2016. Please submit comments to:

Janet Postlewait, Principal Planner
El Dorado County Community Development Agency, Transportation Division
2850 Fairlane Court
Placerville, California 95667

Comments may also be submitted electronically to janet.postlewait@edcgov.us. Failure to comment in writing will not preclude your right to comment at any public hearing for the proposed project. The Board of Supervisors is anticipated to consider certifying the Final SEIR in February 2016 at a hearing that will be noticed to the public. The Board's agenda may be downloaded at <http://www.edcgov.us> prior to the meeting.

Signed: Janet Postlewait Date: November 20, 2015
Title: Principal Planner



SOURCE: Benchmark Resources 2015
 BASE MAP: SACOG 2013

Project Location

Silver Springs Parkway to Bass Lake Road (South Segment)
 El Dorado County, California



COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:

2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

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(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:

1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

EXTENDED NOTICE OF AVAILABILITY

A DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

NOTICE is hereby given that the County of El Dorado is extending the Public Review period for the **DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT) PROJECT**. The review period will now end on **February 8, 2016**.

LOCATION: The project is located in western El Dorado County between Bass Lake Road east of Bass Lake and Green Valley Road. The project includes portions of Assessor's Parcel Numbers 115-003-003, 115-003-004, 115-003-015, 115-003-016, 115-031-003, and 115-031-023, and certain County rights of way (Bass Lake Road).

DESCRIPTION: The project would construct the approximately 0.25-mile southern segment of Silver Springs Parkway as a two-lane road connecting Bass Lake Road to the southern terminus of the recently constructed northern segment of Silver Springs Parkway. This 0.25 segment includes installation of Class II bicycle lanes, concrete sidewalks on both sides, and a landscaped center median. The project would also construct an intersection at the southern end of the proposed Silver Springs Parkway at Bass Lake Road. The project would also realign and reconstruct Bass Lake Road approximately 800 feet south and 500 feet east of the Silver Springs Parkway intersection. The project would require acquisition of property for right-of-way and for temporary construction easements. The project is identified in the County Capital Improvement Program (CIP) as "Silver Springs Parkway to Bass Lake Road (south segment)" (CIP Project #76108). A more detailed description is provided in Chapter 2 of the Draft Subsequent Environmental Impact Report (SEIR).

BACKGROUND: In 1993, the County certified a Final Environmental Impact Report and approved the Bass Lake Road Realignment Project. The northern segment of the previously approved Bass Lake Road Realignment Project was constructed in 2014 as a component of the Silver Springs development on-site improvements. The Draft SEIR includes updated analysis to document environmental impacts of the current project. A Notice of Preparation (NOP) requesting comments on the scope of the SEIR was circulated from April 23, 2014 to May 23, 2014. Scoping comments received were considered during preparation of, and are included in, the Draft SEIR.

REVIEW: The review period for the Draft SEIR began on **November 30, 2015** and was originally advertised to end on January 18, 2016. The review period has been extended by 21 days and will now end on **February 8, 2016**, providing a total of 70 days for review and comment. The Draft SEIR is available for review at County Transportation offices: 2850 Fairlane Court, Placerville, CA, and on the Transportation website at: <http://www.edcgov.us/Government/DOT/CEQA.aspx>. To ensure consideration in the Final SEIR, comments addressing the adequacy of the environmental analysis and information in the Draft SEIR are due no later than February 8, 2016. Please submit comments to:

Janet Postlewait, Principal Planner
El Dorado County Community Development Agency, Transportation Division
2850 Fairlane Court
Placerville, California 95667

Comments may also be submitted electronically to janet.postlewait@edcgov.us. The Board of Supervisors is anticipated to consider certifying the Final SEIR in March 2016 at a hearing that will be noticed to the public. The Board's agenda may be downloaded at <http://www.edcgov.us> prior to the meeting.

Signed: Janet Postlewait Date: December 16, 2015

Title: Principal Planner

APPENDIX B
DRAFT SEIR COMMENT LETTERS



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

February 9, 2016

Janet Postlewait
El Dorado County
2850 Farelane Court
Placerville, CA 95667

Subject: Silver Springs Parkway to Bass Lake Road (south segment)
SCH#: 1991122014

Dear Janet Postlewait:

The State Clearinghouse submitted the above named Supplemental 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 February 8, 2016, 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,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 1991122014
Project Title Silver Springs Parkway to Bass Lake Road (south segment)
Lead Agency El Dorado County

Type SIR Supplemental EIR
Description Note: Extended Review

Construct southern segment of a new road (Silver Springs Parkway) providing a new connection between Bass Lake Road and Green Valley Road. Construct new intersection at Silver Springs Parkway and Bass Lake Road. Reconstruct driveways, install/modify soundwalls and retaining walls, install drainage, install Class II bike lanes, and sidewalks. Road with raised center median and right-of-way sufficient for landscaping. Requires acquisition of property of property for permanent right-of-way and temporary construction easements. Project is identified in the County Capital Improvement Program as CIP#76108.

Lead Agency Contact

Name Janet Postlewait
Agency El Dorado County
Phone 530 621 5993 **Fax**
email
Address 2850 Farelane Court
City Placerville **State** CA **Zip** 95667

Project Location

County EL DORADO
City EL DORADO HILLS
Region
Lat / Long 38° 41' 1" N / 121° 1' 0" W
Cross Streets Bass Lake Road
Parcel No. 115-003-003, -004, 015, -016
Township 10N **Range** 9E **Section** 32 **Base**

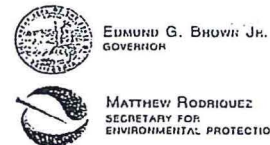
Proximity to:

Highways US 50
Airports Cameron Airpark
Railways
Waterways Bass Lake
Schools Grn Villy ES; Pleas. MS
Land Use Low-Density / Rural Residential

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 2; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3 S; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission

Date Received 11/24/2015 **Start of Review** 11/24/2015 **End of Review** 02/08/2016



Central Valley Regional Water Quality Control Board

11 January 2016

RECEIVED

clear 2/8/16

JAN 14 2016

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

STATE CLEARINGHOUSE CERTIFIED MAIL
91 7199 9991 7035 8418 1157

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT, SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT) PROJECT, SCH# 1991122014, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 24 November 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Draft Subsequent Environment Impact Report for the Silver Springs Parkway to Bass Lake Road (south segment) Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:

http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_app_oval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

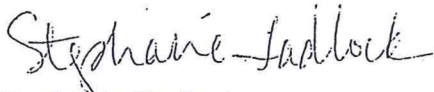
For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



Janet Postlewait <janet.postlewait@edcgov.us>

RE: Silver Springs SEIR

1 message

Corcoran, Daniel <dcorcoran@eid.org>

Wed, Dec 23, 2015 at 12:55 PM

To: Janet Postlewait <janet.postlewait@edcgov.us>

Cc: Chandra Ghimire <chandra.ghimire@edcgov.us>, Bob Delp <bdelp@benchmarkresources.net>, "Brink, Mike" <mbrink@eid.org>

Hi Janet,

I reviewed the project with our engineering staff and confirmed our anticipated facilities are adequately covered. Therefore, we won't have any comments on this document. Merry Christmas and Happy Holidays!

Dan Corcoran

Environmental Manager

El Dorado Irrigation District

2890 Mosquito Road

Placerville, CA 95667

(530) 642-4082

(530) 642-4382 fax

dcorcoran@eid.org

Please Note: Governor Brown has issued an executive order mandating that all water providers achieve a statewide 25% reduction in water use. As a result, the District is required to reduce its water usage by 28% and mandatory [watering restrictions](#) are in effect. For more information, visit www.eid.org/drought. Please "like" our [EID Drought Information](#) Facebook page as well.

From: Janet Postlewait [mailto:janet.postlewait@edcgov.us]

Sent: Monday, December 07, 2015 2:51 PM

To: Corcoran, Daniel

Cc: Chandra Ghimire; Bob Delp

Subject: Re: Silver Springs SEIR

Sure, Dan, here you go. Let me know if you need anything else.

Janet Postlewait

Principal Planner

EI Dorado County Community Development Agency

Transportation Division

2850 Fairlane Court

Placerville, CA 95667

(530) 621-5993 / FAX (530) 626-0387

janet.postlewait@edcgov.us

On Mon, Dec 7, 2015 at 1:46 PM, Corcoran, Daniel <dcorcoran@eid.org> wrote:

Janet,

Do you have a pdf of the original 1993 EIR for the road realignment? I saw that the sewer force main work is included in the SEIR (2-16), but there is a potential waterline that may be involved too. Since that facility isn't addressed by the EIR I wanted to see if it might be covered in the original document. Thanks.

Dan Corcoran

Environmental Manager

EI Dorado Irrigation District

2890 Mosquito Road

Placerville, CA 95667

(530) 642-4082

(530) 642-4382 fax



EL DORADO HILLS FIRE DEPARTMENT

"Serving the Communities of El Dorado Hills, Rescue and Latrobe"

February 4, 2016

Janet Postlewait, Principal Planner
El Dorado County Planning Department
2850 Fair Lane
Placerville, CA 95667

Re: **Silver Springs and Bass Lake Connection - CIP 76108**

Dear Mrs. Postlewait:

The El Dorado Hills Fire Department, on behalf of The Rescue Fire Department, has reviewed the above referenced project and submits the following comments regarding the ability to provide this site with fire and emergency medical services consistent with the El Dorado County General Plan, State Fire Safe Regulations, as adopted by El Dorado County and the California Fire Code as amended locally. Any omissions and/or errors in respect to this letter, as it relates to the aforementioned codes, regulations and plans, shall not be valid, and does not constitute a waiver to the responsible party of the project from complying as required with all Codes, Standards, Local Ordinances, and Laws.

1. **Hydrants:** This development shall install Mueller Dry Barrel fire hydrants, or any other type of hydrant which conforms to El Dorado Irrigation District specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each hydrant shall be determined by the Fire Department.
2. **Hydrant Visibility:** In order to enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations.
3. **Fire Department Access:** Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building. The fire apparatus access roads shall comply with the requirements of Section 503 of El Dorado Hills County Water District Ordinance 36 and shall extend to within 150 feet of all portions of each facility and all portions of the exterior of the first story of the building as measured by an approved route around the exterior of the building or facility. Depending on final heights of each building, the final layout of fire apparatus access roads shall be determined and approved by the fire code official with consideration of whether a ladder truck or ground ladders would be used for firefighting operations.
4. **Traffic Calming:** This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway.
5. **Turning Radius:** All fire apparatus access roadways and driveways shall be designed to provide an approved turning radius with a minimum 40 foot inside radius and 56 foot outside radius.

6. **Gates:** All gates shall meet the El Dorado Hills Fire Department Gate Standard B-002.
7. **Fire Access During Construction:** In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003. A secondary means of egress shall be provided prior to any construction or the project can be phased.
8. **Fire Service Components:** Any Fire Department Connection (FDC) to the sprinkler system and all Fire Hydrant(s) outlets shall be positioned so as not to be obstructed by a parked vehicle.
9. **Parking and Fire Lanes:** All parking restrictions as stated in the El Dorado Hills County Water District Ordinance 36 shall be in effect. All streets with parking restrictions will be signed or marked with red curbs as described in the El Dorado County Regional Fire Protection Standard titled "No Parking-Fire Lane." All curbs in the parking lot(s) that are not designated as parking spaces will be painted red and marked every 25 feet "no parking fire lane." This shall be white letters on a red background, as per El Dorado County Standard B-004.
10. **Vegetative Fire Clearances:** Prior to June 1st each year, there shall be vegetation clearance around all EVA's (Emergency Vehicle Access) and the property in accordance with Public Resources Code Section 4291 and the conditioned Wildland Fire Safe Plan.
11. **Landscaping:** The landscaping plan shall be reviewed by the Fire Department to ensure that trees, plants, and other landscaping features proposed to be adjacent to the Fire Apparatus Access roads, Fire and Life Safety equipment, and near address locations on buildings and monuments will not impede fire apparatus access or visual recognition.

Contact Marshall Cox at the El Dorado Hills Fire Department with any questions at 916-933-6623 ext. 17.

Sincerely,

EL DORADO HILLS FIRE DEPARTMENT



Marshall Cox
Fire Marshal



EDMUND G. BROWN JR.
GOVERNOR

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



KEN ALEX
DIRECTOR

Memorandum

Date: December 21, 2015
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # 1991122014
Silver Springs Parkway to Bass Lake Road (south segment)

RECEIVED
 DOT
 2015 DEC 28 AM 11:29

Pursuant to the attached letter, the Lead Agency has *extended* the review period for the above referenced project to **February 8, 2016** to accommodate the review process. All other project information remains the same.

cc: Janet Postlewait
 El Dorado County
 2850 Farelane Court
 Placerville, CA 95667



COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

EXTENDED NOTICE OF AVAILABILITY

A DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

NOTICE is hereby given that the County of El Dorado is extending the Public Review period for the DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT) PROJECT. The review period will now end on February 8, 2016.

LOCATION: The project is located in western El Dorado County between Bass Lake Road east of Bass Lake and Green Valley Road. The project includes portions of Assessor's Parcel Numbers 115-003-003, 115-003-004, 115-003-015, 115-003-016, 115-031-003, and 115-031-023, and certain County rights of way (Bass Lake Road).

DESCRIPTION: The project would construct the approximately 0.25-mile southern segment of Silver Springs Parkway as a two-lane road connecting Bass Lake Road to the southern terminus of the recently constructed northern segment of Silver Springs Parkway. This 0.25 segment includes installation of Class II bicycle lanes, concrete sidewalks on both sides, and a landscaped center median. The project would also construct an intersection at the southern end of the proposed Silver Springs Parkway at Bass Lake Road. The project would also realign and reconstruct Bass Lake Road approximately 800 feet south and 500 feet east of the Silver Springs Parkway intersection. The project would require acquisition of property for right-of-way and for temporary construction easements. The project is identified in the County Capital Improvement Program (CIP) as "Silver Springs Parkway to Bass Lake Road (south segment)" (CIP Project #76108). A more detailed description is provided in Chapter 2 of the Draft Subsequent Environmental Impact Report (SEIR).

BACKGROUND: In 1993, the County certified a Final Environmental Impact Report and approved the Bass Lake Road Realignment Project. The northern segment of the previously approved Bass Lake Road Realignment Project was constructed in 2014 as a component of the Silver Springs development on-site improvements. The Draft SEIR includes updated analysis to document environmental impacts of the current project. A Notice of Preparation (NOP) requesting comments on the scope of the SEIR was circulated from April 23, 2014 to May 23, 2014. Scoping comments received were considered during preparation of, and are included in, the Draft SEIR.

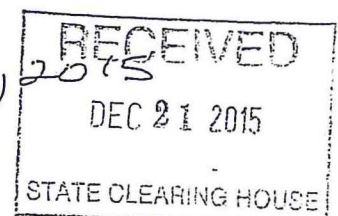
REVIEW: The review period for the Draft SEIR began on November 30, 2015 and was originally advertised to end on January 18, 2016. The review period has been extended by 21 days and will now end on February 8, 2016, providing a total of 70 days for review and comment. The Draft SEIR is available for review at County Transportation offices: 2850 Fairlane Court, Placerville, CA, and on the Transportation website at: <http://www.edcgov.us/Government/DOT/CEQA.aspx>. To ensure consideration in the Final SEIR, comments addressing the adequacy of the environmental analysis and information in the Draft SEIR are due no later than February 8, 2016. Please submit comments to:

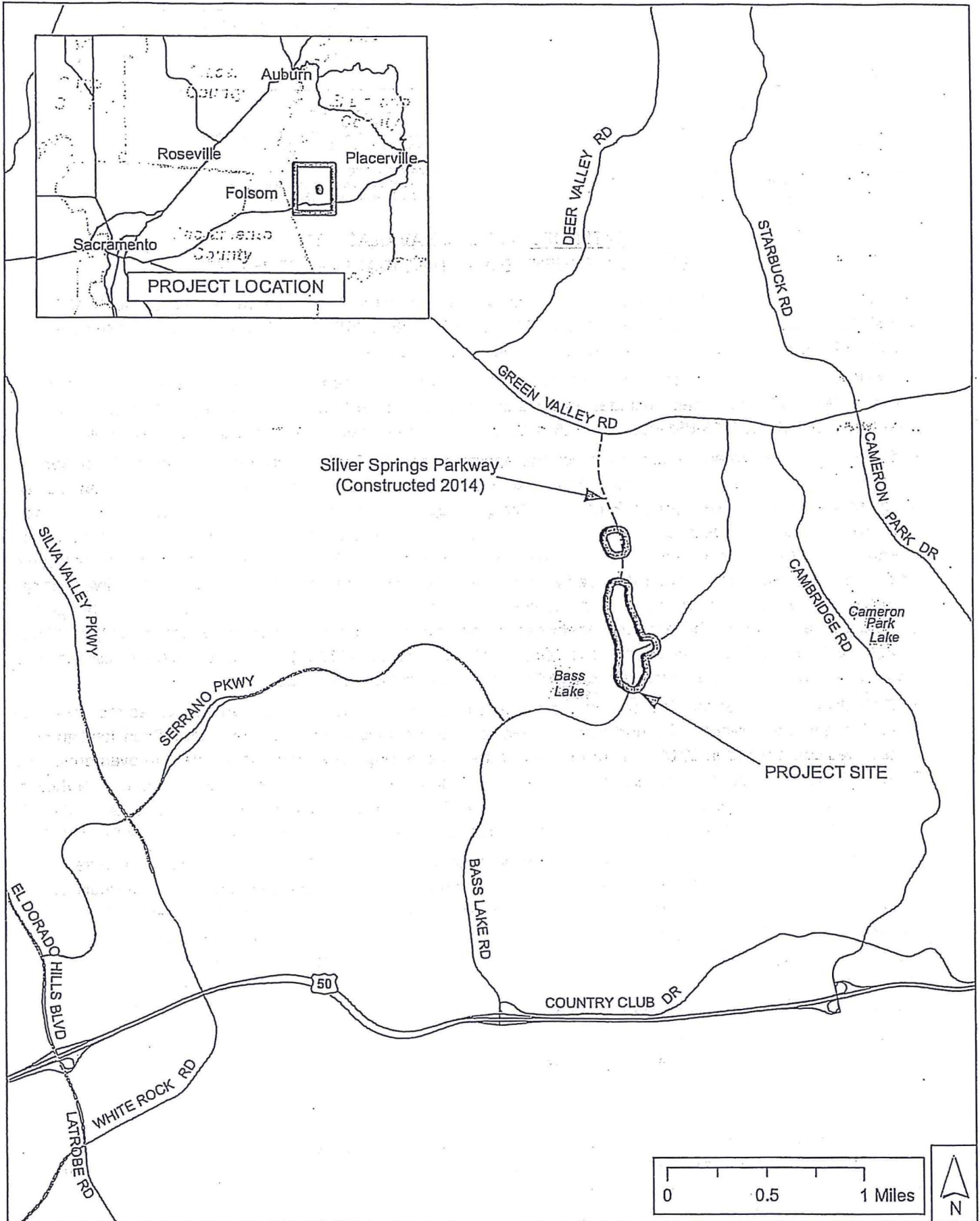
Janet Postlewait, Principal Planner
El Dorado County Community Development Agency, Transportation Division
2850 Fairlane Court
Placerville, California 95667

Comments may also be submitted electronically to janet.postlewait@edcgov.us. The Board of Supervisors is anticipated to consider certifying the Final SEIR in March 2016 at a hearing that will be noticed to the public. The Board's agenda may be downloaded at <http://www.edcgov.us> prior to the meeting.

Signed: Janet Postlewait Date: December 16, 2015

Title: Principal Planner





SOURCE: Benchmark Resources 2015
 BASE MAP: SACOG 2013

Project Location

Silver Springs Parkway to Bass Lake Road (South Segment)
 El Dorado County, California

Notice of Completion & Environmental Document Transmittal

1991122014

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #90021120

Project Title: Silver Springs Parkway to Bass Lake Road (south segment)

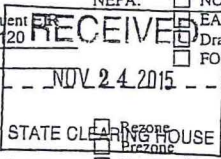
Lead Agency: El Dorado County Contact Person: Janet Postlewait
 Mailing Address: 2850 Farelane Court Phone: 530-621-5993
 City: Placerville Zip: 95667 County: El Dorado

Project Location: County: El Dorado City/Nearest Community: El Dorado Hills
 Cross Streets: Bass Lake Road Zip Code: 95672

Longitude/Latitude (degrees, minutes and seconds): 38 ° 41 ' 01 " N / 121 ° 01 ' 00 " W Total Acres: 7.5
 Assessor's Parcel No.: 115-003-003, -004, 015, -016, 115-01 Section: 32 Twp.: 10 North Range: 9 East Base:
 Within 2 Miles: State Hwy #: U.S. 50 Waterways: Bass Lake
 Airports: Cameron Airpark Railways: Schools: Grm Vily Elem; Pleas.Mdl

Document Type:

CEQA: NOP Draft EIR Supplement/Subsequent EIR (Prior SCH No.) 90021120 Other:
 Early Cons Neg Dec Mit Neg Dec
 NEPA: NOI EA Draft EIS FONSI
 Other: Joint Document Final Document Other:



Local Action Type:

General Plan Update Specific Plan Annexation
 General Plan Amendment Master Plan Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: Road Const.

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type County 2-In road, with bike/ped
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other:

Present Land Use/Zoning/General Plan Designation:

Low-Density/Rural Residential

Project Description: (please use a separate page if necessary)

Construct southern segment of a new road (Silver Springs Parkway) providing a new connection between Bass Lake Road and Green Valley Road. Construct new intersection at Silver Springs Parkway and Bass Lake Road. Reconstruct driveways, install/modify soundwalls and retaining walls, install drainage, instal Class II bike lanes, and sidewalks. Road with raised center median and right-of-way sufficient for landscaping. Requires acquisition of property for permanent right-of-way and temporary construction easements. Project is identified in the County Capital Improvement Program as CIP#76108.

State Clearinghouse Contact:

(916) 445-0613

State Review Began:

11 - 24 - 2015

SCH COMPLIANCE

02 - 8
~~01 - 19 - 2016~~

- NOTE: Review per lead.

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 1991122014

Please forward late comments directly to the Lead Agency

AQMD/APCD 6

(Resources: 11 / 28)

Project Sent to the following State Agencies

Resources State/Consumer Svcs
 Boating & Waterways General Services
 Coastal Comm Cal EPA
 Colorado Rvr Bd ARB: ALL Other Projects
 Conservation ARB: Transportation Projects
 CDFW # 2 ARB: Major Industrial/Energy
 Delta Protection Comm SWRCB: Div. of Drinking Water
 Cal Fire SWRCB: Div. Financial Assist.
 Historic Preservation SWRCB: Wtr Quality
 Parks & Rec SWRCB: Wtr Rights
 Central Valley Flood Prot. Reg. WQCB # 58
 Bay Cons & Dev Comm. Toxic Sub Ctrl-CTC
 DWR Yth/Adlt Corrections
 OES Corrections
 Resources, Recycling and Recovery
 CalSTA Independent Comm
 Aeronautics Energy Commission
 CHP NAHC
 Caltrans # 35 Public Utilities Comm
 Trans Planning State Lands Comm
 Tahoe Rgl Plan Agency
 Other HCD Conservancy
 Food & Agriculture Other:



Janet Postlewait <janet.postlewait@edcgov.us>

Re: Draft Subsequent EIR for Silver Springs Parkway released

1 message

hpkp@aol.com <hpkp@aol.com>

Mon, Nov 30, 2015 at 8:05 AM

To: janet.postlewait@edcgov.us

Thank you, Janet, I will watch for your email.

Have a great day,

Kathy Prevost

---Original Message---

From: Janet Postlewait <janet.postlewait@edcgov.us>

To: hpkp@aol.com

Sent: Mon, Nov 30, 2015 7:09 am

Subject: Re: Draft Subsequent EIR for Silver Springs Parkway released

Hi Kathy,

Yes, I'm sorry. With the holidays, we weren't able to get this on the web page ahead of time. Our offices were closed on Friday. It will be on today and I'll email you when it's up and running. Sorry for the inconvenience. The review period will run until January 18th.

Janet Postlewait

Principal Planner

El Dorado County Community Development Agency

Transportation Division

2850 Fairlane Court

Placerville, CA 95667

(530) 621-5993 / FAX (530) 626-0387

janet.postlewait@edcgov.us

On Sat, Nov 28, 2015 at 8:54 AM, <hpkp@aol.com> wrote:

Hi Janet:

We received a letter from the County Development Agency dated November 20, 2015 regarding the release and comment period for the Draft SEIR for the Silver Springs Parkway to Bass Lake Road Project. A link was included in the letter which takes you to the EDC CEQA documents and the original NOP information, however, the link to the Draft SEIR is not on that page. I attempted to find it on the CEQANET site and it wasn't there, or at least not using the information which I have available.

I thought you would want to be aware of this situation since the comment period is supposed to begin on Monday. It would be great to be able to view the information on line without having to travel to Placerville.

Thank you in advance.

Kathy Prevost
1080 Jasmine Circle
El Dorado Hills, CA 95762



Janet Postlewait <janet.postlewait@edcgov.us>

Silver Springs Parkway

1 message

Diane A. <daughterbygrace@yahoo.com>

Mon, Dec 7, 2015 at 9:59 AM

Reply-To: "Diane A." <daughterbygrace@yahoo.com>

To: "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

Good Morning,

Thank you for the Notice of Availability letter.

I have a couple of questions:

1. Could the new Silver Springs Parkway be made to intersect Bass lake at Madera Way? If Silver Springs Parkway makes a new intersection as proposed, at the sharp curve north of Madera, then how will all of us who live in Woodridge safely make a left (which EVERYONE does) to get to the freeway?

Can Silver Springs Parkway be aligned to be a much-needed intersection (with a stop sign or light) at Madera Way so we can safely make a left?

Please, I hope you're not proposing that this whole subdivision now has to make a right, and then a U-turn to get to highway 50? How do you plan all these people who use Madera day in and day out to get to the freeway?

2. A few years ago, we saw a proposal for a new High School on Silver Springs Parkway. We really, really need the kids in the Woodridge homes (surrounding area of Summer Drive) to be allowed to attend the new high school. What are the plans?

Thank You for your time,

Mrs. Diane Alward



Janet Postlewait <janet.postlewait@edcgov.us>

re: Silver Springs Parkway SEIR/Request for comment period extension

1 message

blacinfo@aol.com <blacinfo@aol.com>

Fri, Dec 11, 2015 at 9:58 AM

To: janet.postlewait@edcgov.us

Good Morning Janet:

We would like to request a 60 day extension for the Silver Springs Parkway SEIR response period. It is a large document and very much affects several residents of our development who adjoin Bass Lake Road. This would allow them and other residents of The Hills of El Dorado and WoodRidge the opportunity to thoroughly pursue the document so they can make thoughtful comments and/or suggestions.

I know for myself I would like to be sure I completely understand all of the ramifications of the proposed Silver Springs Parkway project. We have long awaited the release of this document and would very much appreciate a 60 day extension of the comment period.

Thank you in advance,

Kathy Prevost
1080 Jasmine Circle
El Dorado Hills, CA 95762



Janet Postlewait <janet.postlewait@edcgov.us>

Re: Silver Springs Parkway SEIR/Request for comment period extension

1 message

blacinfo@aol.com <blacinfo@aol.com>

Tue, Dec 15, 2015 at 3:29 PM

To: janet.postlewait@edcgov.us

Cc: john.kahling@edcgov.us, chandra.ghimire@edcgov.us

Hi Janet:

Thank you very much for your consideration of our request for a 60 day extension for the Silver Springs SEIR comment period. We appreciate EDC has granted an extension to February 8, 2016 which will allow residents the needed extra time to review the document. I am sure the extension will be much appreciated by the residents of the Bass Lake area.

Have a great day,

Kathy Prevost
1080 Jasmine Circle
El Dorado Hills, CA 95762

---Original Message---

From: Janet Postlewait <janet.postlewait@edcgov.us>

To: [blacinfo](mailto:blacinfo@aol.com) <blacinfo@aol.com>

Cc: John Kahling <john.kahling@edcgov.us>; Chandra Ghimire <chandra.ghimire@edcgov.us>

Sent: Tue, Dec 15, 2015 2:22 pm

Subject: Re: Silver Springs Parkway SEIR/Request for comment period extension

Hi Kathy,

The County has considered your request for extension of the review period by an additional 60 days. Due to County's interest in ensuring sufficient review time in consideration of the holidays while still meeting our schedule goals for bringing this project to the Board of Supervisors, we have decided to extend the comment period to February 8, 2016. This results in a total review period of 70 days, which is 35 days longer than the CEQA minimum review period for an EIR and 10 days longer than the CEQA review period for projects of regional significance. The County will issue a revised Notice of Availability announcing the extension.

As always, we are available to answer any questions you may have about the project.

Janet Postlewait

Principal Planner

El Dorado County Community Development Agency

Transportation Division

2850 Fairlane Court

Placerville, CA 95667

(530) 621-5993 / FAX (530) 626-0387

janet.postlewait@edcgov.us

On Fri, Dec 11, 2015 at 9:58 AM, <blacinfo@aol.com> wrote:

Good Morning Janet:

We would like to request a 60 day extension for the Silver Springs Parkway SEIR response period. It is a large document and very much affects several residents of our development who adjoin Bass Lake Road. This would allow them and other residents of The Hills of El Dorado and WoodRidge the opportunity to thoroughly pursue the document so they can make thoughtful comments and/or suggestions.

I know for myself I would like to be sure I completely understand all of the ramifications of the proposed Silver Springs Parkway project. We have long awaited the release of this document and would very much appreciate a 60 day extension of the comment period.

Thank you in advance,

Kathy Prevost

1080 Jasmine Circle

El Dorado Hills, CA 95762



Janet Postlewait <janet.postlewait@edcgov.us>

Silver Springs Parkway

1 message

John Eber Thomson <doctorjet@aol.com>
To: Janet Postlewait <janet.postlewait@edcgov.us>
Cc: Bard Lower <bard.lower@edcgov.us>

Wed, Dec 16, 2015 at 3:04 PM

Hello Janet,

Thank you for graciously extending the comment period for the Silver Springs SEIR to February 8, 2016.

We realize that this is longer than the requisite time periods, and we appreciate your efforts to maximize the community outreach so that possibly more comments may be forthcoming.

We look forward to seeing the revised Notice of Availability announcing the extension.

Have a Merry Christmas!

Best regards,

Bass Lake Action Committee
John E. Thomson, Ph.D.
President



Janet Postlewait <janet.postlewait@edcgov.us>

Comments to Draft SEIR - Silver Springs Parkway

1 message

Smith, David B. <David.Smith@gcinc.com>

Thu, Jan 14, 2016 at 1:48 PM

To: "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

Good afternoon Janet,

As a resident of the Woodridge Subdivision along Bass Lake Road, and a civil engineer from the highway construction industry, I read with interest the County's SEIR for the Silver Springs Parkway (South Segment) Project that is currently within its review/comment period. I have the following comments for your review:

- 1) I believe the SEIR as presented, provides a fair and complete assessment of the potential impacts and mitigations necessary for the project as presented.
- 2) The traffic control designed for the Bass Lake Rd/Silver Springs Parkway intersection (AWSC) appears adequate for the planned traffic movements and would minimize cost of construction and travel impacts over a signalized intersection.
- 3) Silver Springs Parkway is planned to provide a 16' median between travel lanes. I find this median, which would likely need to be landscaped, planted and irrigated to be more than is necessary for a rural main road, and an additional draw on the County's limited water supply. I would recommend eliminating the median, which would reduce the required roadway footprint and could reduce some existing ground disturbance and re-vegetation.
- 4) I see no reason this SEIR should not be approved, so that the project could move forward.

Thank you and good luck with your project.

Sincerely,

David B Smith

2430 Summer Drive

El Dorado Hills, CA 95762

Sent from my iPad



Janet Postlewait <janet.postlewait@edcgov.us>

FW: SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT) PROJECT

1 message

David.Schratz@emerson.com
<David.Schratz@emerson.com>
To: janet.postlewait@edcgov.us

Mon, Feb 8, 2016 at 10:21 PM

Hello Janet,

I started commenting on this project over 10 years ago with Dot. Below are my comments regarding the Silver Springs Parkway to Bass lake Road Project. I appreciate your acceptance of feedback and comments.

Below I wrote an email back in May of 2014. I have not been able to go look at the drawings in person, but In looking at the Draft SEIR it looks like none of my comments have been had any effect on the plans.

I have the same concerns today 6 years later that I had with the plans presented to me by Dori Floyd and Monica Pedigo of DOT. Currently there is a 6 foot sound wall that was required of the builder when our development was built. That wall was not done correct as it start 2' below the road level. I was told by Dori and Monika that the road would be moved closer to my property and raised 4 feet so that they could have visibility over the existing sound wall. That was extremely unacceptable to me and makes no sense. The sound wall is there for a reason. Also, there is plenty of room to the North to move the road farther from the houses. A sound study was done, but this was worthless as it was done behind the current sound wall and during a Holiday week when school was out. Most of the sound was blocked by the existing sound wall and it does not take into account that the road will now be 4 feet higher than it is existing. I felt that I was misled by the company doing the sound study as I asked them about their equipment being behind the existing wall and they repeatable told me that the current noise was so loud that a new wall would be required to ease my concern. In reading the report it looks like no changes are needed due to sound. This is discouraging, but my real concern here is the rising of the road 4 feet. I really don't understand this and my concern is seeing the cars and having them look into my back yard. This will have a huge effect on my property value. I have not had a chance to see the latest drawings in detail, but I was told that a new wall would be going in to block the road. I don't need this to be called a sound wall to ease my concerns, but a 6' wall is needed to block the visible traffic. Can you please answer the question if that is in the plans. If not I will need to pursue this.

Can you tell me if there is a preliminary date to construct this project.

Please feel free to contact me for any questions or input. Would it be possible to meet and take a look at the drawings to answer a few of my questions. I can be available this week or next.

Thanks for your time.

Best Regards,

David Schratz

1019 Jasmine Circle

925-980-3133

David J. Schratz | Senior Engineer | Emerson

Emerson Process Management | 2685 Collier Canyon Rd. | Livermore | CA | 94551

Cell 925-980-3133 | David.Schratz@emerson.com | www.EmersonProcess.com/MicroMotion 800-522-6277

----- Forwarded Message -----

Subject:SILVER SPRINGS PARKWAY TO BASS LAKE ROAD (SOUTH SEGMENT) PROJECT

Date:Fri, 23 May 2014 12:19:30 -0700

From:Dave S <davidsch@sbcglobal.net>

To:janet.postlewait@edcgov.us

CC:steve.setoodeh@yahoo.com, Chuck Buck <chuckb1812@sbcglobal.net>, Madrigal, Joel <joel.madrigal@intel.com>, Ginger Schratz <ginger.schratz@gmail.com>, kathyp@basslakeaction.org, blacinfo@aol.com, john.kahling@edcgov.us, monika.pedigo@edcgov.us, tbecker@3qcinc.com

Hello Janet,

Below are my comments regarding the Silver Springs Parkway to Bass lake Road Project. I appreciate your acceptance of feedback and comments.

Back in 2008 I met with Dori Floyd and Monika Pedigo of Dot and they explained the current design for the new Silver Springs Parkway. Below is an email I sent to Dori after the meeting.

I have the same concerns today 6 years later. Currently there is a 6 foot sound wall that was required of the builder when our development was built. That wall was not done correct as it start 2' below the road level. I was told by Dori and Monika that the road would be moved closer to my property and raised 4 feet so that they could have visibility over the existing sound wall. That was extremely unacceptable to me and makes no sense. The sound wall is there for a reason. Also, there is plenty of room to the North to move the road farther from the houses. I would believe that a sound study is needed which would result in a new proper sound wall. One other issue with bringing the road closer to the houses is that it would affect future projects. Woodridge has over 500 hundred houses that are accessed through Madera which is less than a 100 yards from this project. Madera currently is a safety hazard as we have no turn lane in or out of the development. With the current design, the road comes closer to the houses and would not leave room to put in the turn lane at a future date with another project. Therefore, creating future safety issues.

Please feel free to contact me for any questions or input. During the meeting at the library a few weeks back I was asked if I would be willing to have sound sensors put in my yard for the sound study and yes I would be willing to cooperate.

Thanks for your time.

Best Regards,
Dave Schratz
1019 Jasmine Circle
925-980-3133

----- Original Message -----

Subject:Safety Improvement on Bass Lake Road

Date:Tue, 30 Sep 2008 14:29:33 -0700

From:Dave S <davidsch@sbcglobal.net>

To:dfloyd@co.el-dorado.ca.us, anstiveson@aol.com, kathyp@basslakeaction.org

CC:mygaard@co.el-dorado.ca.us, BLACinfo@aol.com, "Madrigal, Joel" <joel.madrigal@intel.com>, Dave S <davidsch@sbcglobal.net>, rshepard@co.el-dorado.ca.us, t.becker@wcsca.com, steve.setoodeh@yahoo.com, chuckb1812@sbcglobal.net, jstiveson@aol.com, russellweiss@comcast.net, [tag@greenmanconstruction.com](mailto>tag@greenmanconstruction.com), Ginger Schratz <ginger.schratz@gmail.com>

Dori,