MITIGATED NEGATIVE DECLARATION

FILE: CUP20-0005

PROJECT NAME Saratoga Lane Outdoor Auto Storage

NAME OF APPLICANT: Adam Croxton

ASSESSOR'S PARCEL NO.: 109-213-010-000 **SECTION:** 10 **T:** 9N **R:** 9E

LOCATION: The project is located on the south side of Sand Ridge Road, 2-miles west of the intersection with Bucks Bar Road in the Somerset area.

☐ **GENERAL PLAN AMENDMENT:** **FROM:** **TO:**

☐ **REZONING:** **FROM:** **TO:**

☐ **TENTATIVE PARCEL MAP**

☐ **SUBDIVISION:**

☒ **SPECIAL USE PERMIT TO ALLOW:** For the construction and operation of an outdoor vehicle storage area with associated sales and rentals.

☐ **OTHER:**

REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:

☐ **NO SIGNIFICANT ENVIRONMENTAL CONCERNS WERE IDENTIFIED DURING THE REVISED INITIAL STUDY.**

☒ **MITIGATION HAS BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.**

☐ **OTHER:**

In accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), State Guidelines, and El Dorado County Guidelines for the Implementation of CEQA, the County Environmental Agent analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding, the Planning Department hereby prepares this MITIGATED NEGATIVE DECLARATION. A period of twenty (20) days from the date of filing this mitigated negative declaration will be provided to enable public review of the project specifications and this document prior to action on the project by COUNTY OF EL DORADO. A copy of the project specifications is on file at the County of El Dorado Planning Services, 2850 Fairlane Court, Placerville, CA 95667.

This Mitigated Negative Declaration was adopted by the _____ on _____.

_____

Executive Secretary

Exhibit J

EL DORADO COUNTY PLANNING SERVICES
2850 FAIRLANE COURT
PLACERVILLE, CA 95667

INITIAL STUDY
ENVIRONMENTAL CHECKLIST

Project Title: Conditional Use Permit CUP20-0005/Saratoga Lane Outdoor Auto Storage

Lead Agency Name and Address: El Dorado County, 2850 Fairlane Court, Placerville, CA 95667

Contact Person: Evan Mattes, Senior Planner | **Phone Number:** (530) 621-5994

Applicant's Name and Address: Adam Croxton, 5503 Bryant Road, Shingle Springs, CA 95682

Owner's Name and Address: Same as above.

Project Engineer's Name and Address: TSD Engineering Inc., 785 Orchard Dr, Suite 110, Folsom, CA 95630

Project Location: The project is located on the north side of Saratoga Lane approximately 0.2 miles southeast of the intersection with Robin Lane in the Cameron Park area of El Dorado County (see **Figure 1**).

Assessor's Parcel Number: 109-213-010 **Acres:** 1.33 acres

Sections: USGS Shingle Springs 7.5-minute Quadrangle, Sec.03 & 10 T:09N R:09E

General Plan Designation: Commercial (C)

Zoning: Community Commercial (CC) w/ Design Control (DC) overlay

Description of Project: Conditional Use Permit for the operation of a 22,280 square foot (s.f.) outodoor vehicle storage area and a 4,685 sf outdoor vehicle sales/rental area, with associated on-site improvements including driveway, parking lot, utility, lighting, signage, landscaping, sanitary dump station and portable office on an approximately 1.33-acre undeveloped parcel.

Surrounding Land Uses and Setting:

	Zoning	General Plan	Land Use/Improvements
Site	Community Commercial with Design Control overlay (CC-DC)	Commercial (C)	Vacant
North	Community Commercial with Design Control overlay (CC-DC)	Commercial (C)	Commercial, Day Care
South	Community Commercial with Design Control overlay (CC-DC)/Transportation Corridor (TC)	Commercial (C)	Vacant, Automotive Repair Shop

`	Light Industrial with Design Control overlay (GC-DC)	Industrial (I)	Warehouse, Distribution
West	Community Commercial with Design Control (CC-DC)	Commercial (C)	Vacant

Environmental Setting: The project site is a 1.33-acre parcel located at an elevation of approximately 1,300 feet above mean sea level. Sycamore Environmental Consultants prepared a Botanical Report in July of 2019 (Attachment 17). The development area is mostly flat and previously disturbed by grading and placement of crushed rock with no vegetation onsite. As shown on Parcel Map PM E-26, there is a 5-foot wide public utility easement along the perimeter of the property.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement)

1. El Dorado County Transportation Department: Review and enforcement of Conditions of Approval
2. El Dorado Irrigation District for water and sewer service connection
3. El Dorado County Planning and Building Department– building permits
4. El Dorado County Fire District – Building plan review

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology / Soils		Greenhouse Gas Emissions		Hazards & Hazardous Materials
	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
x	Noise		Population / Housing		Public Services
	Recreation		Transportation/Traffic	X	Tribal Cultural Resources
	Utilities / Service Systems		Wildfire		

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to applicable standards; and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or Mitigation Measures that are imposed upon the proposed project, nothing further is required.

Signature: Evan Mattes Date: 11-5-2021

Printed Name: Evan Mattes, Senior Planner For: El Dorado County

Signature: Date: 11/5/21

Printed Name: Rommel Pabalinas, Planning Manager For: El Dorado County

PROJECT DESCRIPTION

Introduction

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts resulting from the proposed project.

Project Description

A Conditional Use Permit to allow the construction and operation of a new outdoor vehicle storage, rental and sales facility, Saratoga Lane Outdoor Storage. The facility would consist of 47 storage spaces and 9 sale/rental spaces with roads on-site made of crushed rock surface, trash enclosure, perimeter landscaping, a 216 square foot portable office, and a 180 square foot sanitary dump station with five asphalt spaces of associated parking. An existing 7-ft chain link fencing with tan plastic slat inserts and electronic gate secures the perimeter of the development area. Project signage would be one 3-ft x 6-ft monument sign. Installation of perimeter landscaping would be designed to utilize drought-tolerant species consistent with the County's Model Water Efficiency Model (MWELO) program. Proposed lighting would be designed to be fully shielded pursuant to the Illumination Engineering Society of North America's (IESNA) full cut-off designation. Access to the project site is from Saratoga Lane, a non-County maintained road. A Facilities Improvement Letter (FIL) from the El Dorado Irrigation District (EID) was included with requirements for improvements to connect to public water/sewer service. Electricity/utilities would be provided by connecting to PG&E. The project would have two part-time employees. Business hours would be Monday through Sunday from 6am to 10pm for renter/lessee vehicle storage and 7 am to 7 pm for vehicle rental/sales.

Table 1

Stall Dimension	Number of stalls
12'x37'	32
12'x33'	1
12'x30'	2
12'x29'	1
12'x28'	1
12'x25'	2
12'x24'	1
12'x22'	1
12'x20'	1
12'x17'	2
12'x14'	2
11'x30'	1
11'x21'	1

Project Location and Surrounding Land Uses

The Project site fronts on the North side of Saratoga Lane approximately 0.2 miles south east of the intersection with Robin Lane in the Cameron Park Area of El Dorado County, California (see Figure 1). The site is designated Commercial in the General Plan and is zoned Community Commercial-Design Control (CC-DC). The project is within a Community Region (Cameron Park) as designated by the General Plan. There are no other special designations applicable to the site.

The undeveloped project site consists of flat topography. Elevations at the site is approximately 1,325 feet above mean sea level (msl). Drainage within the subject property generally flows to the south towards Saratoga Lane. The majority of the parcel is highly disturbed with crushed rock, with minimal vegetation on site. There is an eight-foot wide public utility easement located along the western, eastern and northern property lines. All automotive storage will occur outside of the public utility easement. A 20 foot wide El Dorado Irrigation District (EID) sewage easement exists along the western property line.

There is a commercial building north of the project site, which includes a child daycare, offices, and a driving school. The parcel immediate east is vacant, while further west is an automotive repair shop. To the south is another automotive repair shop. To the west is a pipe warehouse and distribution center.

Project Characteristics

1. Transportation/Circulation/Parking

Project Area Roadways

The project would access directly to Saratoga Lane, a County maintained road, which connects to the broader El Dorado County road network via Robin Lane, a County maintained road, and Cameron Park Drive, a County maintained road. The project site has an improved encroachment to Saratoga Lane. The El Dorado County Transportation Department reviewed the project and determined that a Traffic Impact Study is not required for the project.

2. Utilities and Infrastructure

The project site is served by El Dorado Irrigation District (EID) for water. The project would connect to the existing water service located within Saratoga Lane. An 8-inch sewer line is located along the western portion of the property with adequate capacity at this time. The project would connect to the existing stormwater collection system in Saratoga Lane.

3. Construction Considerations

The project is a highly disturbed parcel, with as-built fencing and, gate and encroachments. Approximately 20 cubic yards of cut and fill would be required to accommodate onsite improvements. There would be no net import or export. Building permits would be required for the proposed portable office and sanitary dump station/bathrooms.

Project Schedule and Approvals

This Initial Study and proposed Mitigated Negative Declaration is being circulated for public and agency review for a 30-day period. Written comments on the Initial Study should be submitted to the project planner indicated in the Summary section, above. Following the close of the written comment period, the Initial Study and proposed Mitigated Negative Declaration will be considered by the Lead Agency, El Dorado County, in a public meeting and will be adopted if it is determined to be in compliance with CEQA.

The project requires CUP and design review approval by the County.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. If the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is a fair argument that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the Mitigation Measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significant.

ENVIRONMENTAL IMPACTS

I. **AESTHETICS.** *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			**X**	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c. Substantially degrade the existing visual character quality of the site and its surroundings?			**X**	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

Regulatory Setting:

Federal Laws, Regulations, and Policies

No federal regulations are applicable to aesthetics in relation to the proposed project.

State Laws, Regulations, and Policies

In 1963, the California State Legislature established the California Scenic Highway Program, a provision of the Streets and Highways Code, to preserve and enhance the natural beauty of California (Caltrans, 2015). The state highway system includes designated scenic highways and those that are eligible for designation as scenic highways.

There are no officially designated state scenic corridors in the vicinity of the project site.

Local Laws, Regulations, and Policies

The County has several standards and ordinances that address issues relating to visual resources. Many of these can be found in the County Zoning Ordinance (Title 130 of the County Code). The Zoning Ordinance consists of descriptions of the zoning districts, including identification of uses allowed by right or requiring a special-use permit and specific development standards that apply in particular districts based on parcel size and land use density. These development standards often involve limits on the allowable size of structures, required setbacks, and design guidelines. Included are requirements for setbacks and allowable exceptions, the location of public utility distribution and transmission lines, architectural supervision of structures facing a state highway, height limitations on structures and fences, outdoor lighting, and wireless communication facilities.

Visual resources are classified as 1) scenic resources or 2) scenic views. Scenic resources include specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and historic buildings. They are specific features that act as the focal point of a viewshed and are usually foreground elements. Scenic views are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. They are usually middle ground or background elements of a viewshed that can be seen from a range of viewpoints, often along a roadway or other corridor.

A list of the county's scenic views and resources is presented in Table 5.3-1 of the El Dorado County General Plan EIR (p. 5.3-3). This list includes areas along highways where viewers can see large water bodies (e.g., Lake Tahoe and Folsom Reservoir), river canyons, rolling hills, forests, or historic structures or districts that are reminiscent of El Dorado County's heritage.

Several highways in El Dorado County have been designated by the California Department of Transportation (Caltrans) as scenic highways or are eligible for such designation. These include U.S. 50 from the eastern limits of the Government Center interchange (Placerville Drive/Forni Road) in Placerville to South Lake Tahoe, all of SR 89 within the county, and those portions of SR 88 along the southern border of the county.

Rivers in El Dorado County include the American, Cosumnes, Rubicon, and Upper Truckee rivers. A large portion of El Dorado County is under the jurisdiction of the USFS, which under the Wild and Scenic Rivers Act may designate rivers or river sections to be Wild and Scenic Rivers. To date, no river sections in El Dorado County have been nominated for or granted Wild and Scenic River status.

Discussion: A substantial adverse effect to Visual Resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista.

a. **Scenic Vista:** A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. No scenic vistas have been officially designated for the project site or vicinity in the General Plan (El Dorado County, 2003). While the proposed project would introduce a new commercial development to the project site, it would not result in a substantial adverse effect to a scenic vista. Impacts would be **less than significant**.

b. **Scenic Resources:** The project site is not visible from an officially designated State Scenic Highway or county-designated scenic highway, or any roadway that is part of a corridor protection program (Caltrans, 2013). There are no views of the site from public parks or scenic vistas. There are no trees or historic buildings that have been identified by the County as contributing to exceptional aesthetic value at the project site. There would be **no impact**.

c. **Visual Character:** The proposed project would result in the operation of a vehicle storage and rales/rental facility in the community of Cameron Park. Parking facilities are also a part of the project. These elements may result in a change to the visual character of the site by increasing the number of urban structures on otherwise vacant land. However, the site is designated and zoned for commercial land uses and therefore intended to accommodate commercial development under the El Dorado County General Plan. The proposed project would be required to comply with County development standards. The project is subject to design review to ensure it would be consistent with the surrounding commercial and industrial uses. The construction of the project would not substantially degrade the character of the site or its surroundings, as the new vehicle storage and sale/rental would be consistent with existing development in the area. This impact is **less than significant**.

d. **Light and Glare**: The proposed project would result in a new building and parking area, both of which may result in an increase of artificial light and glare into the existing environment. Potential sources of light and glare include external building lighting, parking lot lighting, and building windows. The introduction of new sources of light and glare may contribute to nighttime light pollution and result in impacts to nighttime views in the area. However, the project would be required to comply with County design standards and outdoor lighting associated with the project would be required to meet the County Zoning Ordinance Section 130.14.170 (Outdoor Lighting). Outdoor lighting associated with the project would be required to be shielded to avoid potential glare affecting day or nighttime views for those that live or travel through the area. In complying with County regulations, the proposed project impact would be **less than significant** regarding the creation of a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

FINDING: With adherence to El Dorado County Code of Ordinances (County Code), for this Aesthetics category, impacts would be less than significant.

II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by California Department of forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

Regulatory Setting:

Federal Laws, Regulations, and Policies

No federal regulations are applicable to agricultural and forestry resources in relation to the proposed project.

State Laws, Regulations, and Policies

Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP), administered by the California Department of Conservation (CDC), produces maps and statistical data for use in analyzing impacts on California's agricultural resources (CDC 2008). FMMP rates and classifies agricultural land according to soil quality, irrigation status, and other criteria. Important Farmland categories are as follows (CDC 2013a):

> ***Prime Farmland:*** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields. Prime Farmland must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

Farmland of Statewide Importance: Farmland similar to Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Farmland of Statewide Importance must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. These lands are usually irrigated but might include non-irrigated orchards or vineyards, as found in some climatic zones. Unique Farmland must have been cropped at some time during the 4 years before the FMMP's mapping date.

Farmland of Local Importance: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) allows local governments to enter into contracts with private landowners for the purpose of preventing conversion of agricultural land to non-agricultural uses (CDC 2013b). In exchange for restricting their property to agricultural or related open space use, landowners who enroll in Williamson Act contracts receive property tax assessments that are substantially lower than the market rate.

Z'berg-Nejedly Forest Practice Act

Logging on private and corporate land in California is regulated by the 1973 Z'berg-Nejedly Forest Practice Act. This Act established the Forest Practice Rules (FPRs) and a politically-appointed Board of Forestry to oversee their implementation. The California Department of Forestry (CALFIRE) works under the direction of the Board of Forestry and is the lead government agency responsible for approving logging plans and for enforcing the FPRs.

Discussion: A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
- The amount of agricultural land in the County is substantially reduced; or
- Agricultural uses are subjected to impacts from adjacent incompatible land uses.

a. **Farmland Mapping and Monitoring Program:**
The FMMP El Dorado County Important Farmland map classifies the project site as Urban and Built-up Land (DOC 2016). The project site is designated for commercial uses and is not located within or adjacent to lands designated with the Agricultural (A) General Plan Land Use Overlay. As such, the project would not result in the conversion of any farmland to non-agricultural use and would have **no impact**.

b. **Agricultural Uses:** The project site is not located within a Williamson Act Contract, would not conflict with existing zoning for agricultural use, and would not affect any properties under a Williamson Act Contract. There would be **no impact**.

c.-d. **Loss of Forest land or Conversion of Forest land:** The site is not designated as Timberland Preserve Zone (TPZ) or other forest land according to the EDC General Plan and Zoning Ordinance. The project site does not support forested areas. No conversion of forest or timber lands would occur as a result of the project. There would be **no impact**.

e. **Conversion of Prime Farmland or Forest Land:** The project would not result in conversion of existing lands designated by the EDC General Plan and/or zoned for agricultural uses, nor is the site designated TPZ or other forestland according to the El Dorado General Plan and Zoning Ordinance. The project site is designated for commercial uses by the EDC General Plan and is zoned for commercial development. There would be **no impact**.

FINDING: The project site does not contain agricultural resources and no impacts would be anticipated to result from the project.

III. AIR QUALITY. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			**X**	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			**X**	
d. Expose sensitive receptors to substantial pollutant concentrations?			**X**	
e. Create objectionable odors affecting a substantial number of people?			**X**	

Regulatory Setting:

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. The Clean Air Act is implemented by the U.S. Environmental Protection Agency (USEPA) and sets ambient air limits, the National Ambient Air Quality Standards (NAAQS), for the following criteria air pollutants: particulate matter of aerodynamic radius of 10 micrometers or less (PM10), particulate matter of aerodynamic radius of 2.5 micrometers or less (PM2.5), carbon monoxide (CO), nitrogen dioxide (NO2), ground-level ozone (O3), sulfur dioxide (SO2), and lead. Of these criteria pollutants, particulate matter and ground-level O3 pose the greatest threats to human health. The California Air Resources Board (CARB) sets standards for criteria pollutants in California that are more stringent than the NAAQS and include the following additional contaminants: visibility-reducing particles, hydrogen sulfide (H2S), sulfates, and vinyl chloride.

USEPA and CARB regulate various stationary sources, area sources, and mobile sources. USEPA has regulations involving performance standards for specific sources that may release toxic air contaminants (TACs), known as hazardous air pollutants (HAPs) at the federal level. In addition, USEPA has regulations involving emission criteria for off-road sources such as emergency generators, construction equipment, and vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB also establishes passenger vehicle fuel specifications.

The proposed project is located within the Mountain Counties Air Basin (MCAB), which is comprised of seven air districts: the Northern Sierra Air Quality Management District (AQMD), Placer County Air Pollution Control District (APCD), Amador County APCD, Calaveras County APCD, the Tuolumne County APCD, the Mariposa County APCD, and a portion of the El Dorado County AQMD (EDCAQMD), which consists of the western portion of El Dorado County. The EDCAQMD manages air quality for attainment and permitting purposes within the west slope portion of El Dorado County.

Air quality in the project area is regulated by the EDCAQMD. CARB and local air districts are responsible for overseeing stationary source emissions, approving permits, maintaining emissions inventories, maintaining air quality stations, overseeing agricultural burning permits, and reviewing air quality-related sections of environmental documents required to comply with CEQA. The AQMD regulates air quality through the federal and state Clean Air Acts, district rules, and its permit authority.

The USEPA and State also designate regions as "attainment" (within standards) or "nonattainment" (exceeds standards) based on the ambient air quality. El Dorado County is in nonattainment status for both federal and state O3 standards and for the state PM10 standard, and is in attainment or unclassified status for other pollutants (CARB 2019).

The EDCAQMD has adopted thresholds to address the significance of air quality impacts resulting from a project in the Guide to Air Quality Assessment (EDCAQMD 2002). These mass daily thresholds are for reactive organic gases (ROG) (also termed volatile organic compounds or VOCs) and oxides of nitrogen (NOx), which are O3 precursors. According to the EDCAQMD, if ROG and NOx are less than significant during construction and operations, then exhaust emissions of other pollutants (such as CO, NO2, PM10, and SO2) from the operation of equipment and other vehicles would also be considered less than significant.

Table 3-1

EDCAQMD Air Quality Significance Thresholds

Pollutant	Construction	Operation
Criteria Pollutants Mass Daily Thresholds (pounds per day)		
ROG	82	82
NO_x	82	82

Source: EDCAQMD 2002.
Notes: EDCAQMD = El Dorado County Air Quality Management District; ROG = Reactive Organic Gases; NOx = oxides of nitrogen.

For qualitative screening, ROG and NO_x Emissions may be assumed to not be significant during construction if:

- The project encompasses 12 acres or less of ground that is being worked at one time during construction and at least one of the recommended mitigation measures related to such pollutants is incorporated into the construction of the project; or
- The project proponent commits to pay mitigation fees in accordance with the provisions of an established mitigation fee program in the district (or such program in another air pollution control district that is acceptable to EDCAQMD); or
- Daily average fuel use is less than 337 gallons per day for equipment from 1995 or earlier, or 402 gallons per day for equipment from 1996 or later

For fugitive dust, if dust suppression measures will prevent visible emissions beyond the boundaries of the project, further calculations to determine particulate emissions are not necessary. For the other criteria pollutants, including CO, PM_{10}, SO_2, NO_2, sulfates, lead, and H_2S, a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable national or state ambient air quality standard(s).

Naturally occurring asbestos (NOA) is also a concern in El Dorado County because it is known to be present in certain soils and can pose a health risk if released into the air. The EDCAQMD has adopted an El Dorado County Naturally Occurring Asbestos Review Area Map that identifies those areas more likely to contain NOA (El Dorado County 2005).

The *Guide to Air Quality Assessment* also includes a Table (Table 5.2) listing project types with potentially significant emissions during operations.

The EDCAQMD has developed the *Guide to Air Quality Assessment* to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. A substantial adverse effect on air quality would occur if:

- Emissions of ROG and NO_x will result in construction or operation emissions greater than 82 pounds per day;
- Emissions of PM_{10}, CO, SO_2 and NO_2, as a result of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for O_3, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
- Emissions of TACs cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable EDCAQMD, State and USEPA regulations governing toxic and hazardous emissions.

a-b. **Air Quality Plan, Air Quality Standards:** El Dorado County Air Quality Management District (EDCAQMD) has adopted Rules and Regulations establishing rules and standards for the reduction of stationary source air pollutants (ROG/VOC, NOx, and O3). The EDC/State Clean Air Act Plan has set a schedule for implementing and funding transportation contract measures to limit mobile source emissions. The project would not conflict with or obstruct implementation of either plan. Any activities associated with grading and construction would require a Fugitive Dust Mitigation Plan (FDMP). The FDMP would address grading measures and operation of equipment to minimize and reduce the level of defined particulate matter exposure and/or emissions to a **less than significant level**.

c. **Air Quality Standards and Cumulative Impacts:** Existing regulations implemented at issuance of building and grading permits would ensure that any construction related PM10 dust emissions would be reduced to acceptable levels. The EDCAQMD reviewed the project and conditions have been incorporated into the project to reduce any potential impacts to less than significant (Attachment 13). Construction and operation of the proposed project would not be considered to conflict with or obstruct the implementation of any applicable air quality plans. As such, the proposed project would have a **less than significant impact**.

d. **Sensitive Receptors:** The CEQA Guidelines (14 CCR 15000) identify sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others that are especially sensitive to the effects of air pollutants. Hospitals, schools, and convalescent hospitals are examples of sensitive receptors. The discussion below reviews the significance of emissions within the context of potential impacts to sensitive receptors. Sensitive receptors in the vicinity of the project include a preschool directly north of the project site.

Toxic Air Contaminants

TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The EDCAQMD recommends an incremental cancer risk threshold of 10 in 1 million (with implementation of best available control technology for toxics). "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard California Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. EDCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) non-carcinogenic effects. The TAC that would potentially be emitted during construction activities associated with development of the proposed project would be diesel particulate matter (DPM).

Diesel particulate matter emissions would be emitted from heavy equipment operations and heavy-duty trucks. Heavy-duty construction equipment is subject to a CARB Airborne Toxics Control Measure for diesel construction equipment to reduce diesel particulate emissions. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period and duration of activities associated with the proposed

project. The 4.5-month duration of the proposed construction activities would only constitute about 1.25% of the total 30-year exposure period. The active construction period for the proposed project would be approximately 135 days, after which construction-related TAC emissions would cease. EDCAQMD considers implementation of "project alone" mitigation requirements, and compliance with all applicable emission limits and mitigation measures required by the USEPA, CARB, EDCAQMD rules and regulations, and local ordinances sufficient for a finding of less than significant related to TACs. As discussed previously, the project would result in a less than significant impact pertaining to exhaust PM_{10} emissions, which is a surrogate for DPM. Due to the relatively short period of exposure, the substantial distance to the nearest sensitive receptor, and minimal particulate emissions generated, TACs emitted during construction would not be expected to result in concentrations causing significant health risks, which would be a less-than-significant impact.

NOA is also a TAC that could be generated during earthmoving activities in areas of El Dorado County. The project site has not been identified as an area containing NOA (Bole and Associates 2019). However, compliance with EDCAQMD Rule 223-2 (Fugitive Dust - Asbestos Hazard Mitigation) would ensure that any potential exposure to NOA during project construction would be minimized.

Operation of the project would not result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators) or result in substantial diesel vehicle trips (i.e., delivery trucks). According to the *Traffic Impact Analysis* (KD Anderson 2019), the project would result in approximately 1 to 2 full size delivery trucks per week, with smaller single unit trucks potentially visiting daily. Based on the above considerations, the project would not result in exposure of sensitive receptors in the vicinity of the project site to substantial TAC concentrations due to operations. This impact would be less than significant.

Health Effects of Criteria Air Pollutants

ROG and NO_x are precursors to O_3, for which the MCAB is designated as nonattainment with respect to the NAAQS and California Ambient Air Quality Standards (CAAQS). Thus, existing O_3 levels in the MCAB are at unhealthy levels during certain periods. The health effects associated with O_3 are generally associated with reduced lung function. Because the project involves construction or operational activities that would not result in ROG or NO_x emissions that would exceed the EDCAQMD thresholds, the project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO, PM_{10}, and other pollutants are evaluated for significance by comparison against the NAAQS and CAAQS. A project would be considered significant if it is projected to cause a violation of any NAAQS and/or CAAQS. The MCAB portion of El Dorado County is classified as attainment (or unclassified) for all NAAQS and CAAQS for CO, $PM_{2.5}$, NO_2, SO_2, sulfates, lead, and H_2S, and is classified as nonattainment for the state 24-hour PM_{10} standard.

Emissions of CO, PM_{10}, and other pollutants generated from operation of the project would be considered significant if:

1. The project's contribution by itself would cause a violation of the AAQS, or
2. The project's contribution plus the background level would result in a violation of the AAQS and either
    a. A sensitive receptor is located within a quarter-mile of the project, or
    b. The project's contribution exceeds 5% of the AAQS

The EDCAQMD considers lead, sulfates, and H_2S to be less than significant except from industrial sources that result in these pollutants being directly emitted. The project would not include these sources and thus any potential emissions of lead, sulfates, and H_2S would be less than significant.

The EDCAQMD considers projects that fall below the significance levels for ROG and NO_x emissions to also fall below significance thresholds for the other criteria air pollutants, including CO, NO_2, PM_{10}, and SO_2. As discussed in b) above, ROG and NO_x emission would be below the thresholds of significance during project construction and operations. Therefore, project emissions of other criteria air pollutants would also be less than significant.

Visibility impacts are controlled through state and federal regulatory programs that govern vehicle emissions and through mitigation required for O_3 precursors and particulate matter. Due to these regulatory controls, EDCAQMD assumes that visibility impacts from projects in the MCAB portion of the County are less than significant.

In summary, the proposed project would not make a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, **impacts would be less than significant**.

e. **Objectionable Odors:** Other emissions associated with the project are anticipated to be limited to odors, which is assessed herein. The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contributes to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress, and generate citizen complaints.

Common sources of odors include wastewater treatment plants, landfills, transfer stations, composting facilities, refineries, chemical plants, and food processing plants (EDCAQMD 2002). The proposed project would include development of a retail store, which is not anticipated to generate new odors or increase emissions of odors. During project construction, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from the tailpipes of construction equipment. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Accordingly, impacts associated with odors would be **less than significant**.

Mitigation Measures: None Required.

FINDING: The project would not affect the implementation of regional air quality regulations or management plans. The project would not be anticipated to cause substantial adverse effects to air quality, nor exceed established significance thresholds for air quality impacts.

IV. BIOLOGICAL RESOURCES. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			**X**	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**

IV. BIOLOGICAL RESOURCES. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

Regulatory Setting:

Federal Laws, Regulations, and Policies

Endangered Species Act

The Endangered Species Act (ESA) (16 U.S. Code [USC] Section 1531 *et seq*.; 50 Code of Federal Regulations [CFR] Parts 17 and 222) provides for conservation of species that are endangered or threatened throughout all or a substantial portion of their range, as well as protection of the habitats on which they depend. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) share responsibility for implementing the ESA. In general, USFWS manages terrestrial and freshwater species, whereas NMFS manages marine and anadromous species.

Section 9 of the ESA and its implementing regulations prohibit the "take" of any fish or wildlife species listed under the ESA as endangered or threatened, unless otherwise authorized by federal regulations. The ESA defines the term "take" to mean "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct" (16 USC Section 1532). Section 7 of the ESA (16 USC Section 1531 *et seq*.) outlines the procedures for federal interagency cooperation to conserve federally listed species and designated critical habitats. Section 10(a)(1)(B) of the ESA provides a process by which nonfederal entities may obtain an incidental take permit from USFWS or NMFS for otherwise lawful activities that incidentally may result in "take" of endangered or threatened species, subject to specific conditions. A habitat conservation plan (HCP) must accompany an application for an incidental take permit.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC, Chapter 7, Subchapter II) protects migratory birds. Most actions that result in take, or the permanent or temporary possession of, a migratory bird constitute violations of the MBTA. The MBTA also prohibits destruction of occupied nests. USFWS is responsible for overseeing compliance with the MBTA.

Bald and Golden Eagle Protection Act

The federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), first enacted in 1940, prohibits "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The definition for "Disturb" includes injury to an eagle, a decrease in its productivity, or nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present.

Clean Water Act

Clean Water Act (CWA) section 404 regulates the discharge of dredged and fill materials into waters of the U.S., which include all navigable waters, their tributaries, and some isolated waters, as well as some wetlands adjacent to the aforementioned waters (33 CFR Section 328.3). Areas typically not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial waterbodies such as swimming pools, vernal pools, and water-filled depressions (33 CFR Part 328). Areas meeting the regulatory definition of waters of the U.S. are subject to the jurisdiction of U.S. Army Corps of Engineers (USACE) under the provisions of CWA Section 404. Construction activities involving placement of fill into jurisdictional waters of the U.S. are regulated by USACE through permit requirements. No USACE permit is effective in the absence of state water quality certification pursuant to Section 401 of CWA.

Section 401 of the CWA requires an evaluation of water quality when a proposed activity requiring a federal license or permit could result in a discharge to waters of the U.S. In California, the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) issue water quality certifications. Each RWQCB is responsible for implementing Section 401 in compliance with the CWA and its water quality control plan (also known as a Basin Plan). Applicants for a federal license or permit to conduct activities that may result in the discharge to waters of the U.S. (including wetlands or vernal pools) must also obtain a Section 401 water quality certification to ensure that any such discharge will comply with the applicable provisions of the CWA.

State Laws, Regulations, and Policies

California Fish and Game Code

The California Fish and Game Code includes various statutes that protect biological resources, including the Native Plant Protection Act of 1977 (NPPA) and the California Endangered Species Act (CESA). The NPPA (California Fish and Game Code Section 1900-1913) authorizes the Fish and Game Commission to designate plants as endangered or rare and prohibits take of any such plants, except as authorized in limited circumstances.

CESA (California Fish and Game Code Section 2050–2098) prohibits state agencies from approving a project that would jeopardize the continued existence of a species listed under CESA as endangered or threatened. Section 2080 of the California Fish and Game Code prohibits the take of any species that is state listed as endangered or threatened, or designated as a candidate for such listing. California Department of Fish and Wildlife (CDFW) may issue an incidental take permit authorizing the take of listed and candidate species if that take is incidental to an otherwise lawful activity, subject to specified conditions.

California Fish and Game Code Section 3503, 3513, and 3800 protect native and migratory birds, including their active or inactive nests and eggs, from all forms of take. In addition, Section 3511, 4700, 5050, and 5515 identify species that are fully protected from all forms of take. Section 3511 lists fully protected birds, Section 5515 lists fully protected fish, Section 4700 lists fully protected mammals, and Section 5050 lists fully protected amphibians.

Streambed Alteration Agreement

Sections 1601 to 1606 of the California Fish and Game Code require that a Streambed Alteration Application be submitted to CDFW for any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

California Native Plant Protection Act

The California Native Plant Protection Act (California Fish and Game Code Section 1900–1913) prohibits the taking, possessing, or sale of any plants with a state designation of rare, threatened, or endangered (as defined by CDFW). The California Native Plant Society (CNPS) maintains a list of plant species native to California that has low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Plants of California (CNPS 2001). Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

Forest Practice Act

Logging on private and corporate land in California is regulated by the Z'Berg-Nejedly Forest Practices Act (FPA), which took effect January 1, 1974. The act established the Forest Practice Rules (FPRs) and a politically-appointed Board of Forestry to oversee their implementation. The California Department of Forestry (CALFIRE) works under the direction of the Board of Forestry and is the lead government agency responsible for approving logging plans and for enforcing the FPRs. A Timber Harvest Plan (THP) must be prepared by a Registered Professional Forester (RPF) for timber harvest on virtually all non-federal land. The FPA also established the requirement that all non-federal forests cut in the State be regenerated with at least three hundred stems per acre on high site lands, and one hundred fifty trees per acre on low site lands.

Local Laws, Regulations, and Policies

The County General Plan also include policies that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts on special-status plant species or create opportunities for habitat improvement. The El Dorado County General Plan designates the Important Biological Corridor (IBC) (Exhibits 5.12-14, 5.12-5 and 5.12-7, El Dorado County, 2003). Lands located within the overlay district are subject to the following provisions, given that they do not interfere with agricultural practices:

- Increased minimum parcel size;
- Higher canopy-retention standards and/or different mitigation standards/thresholds for oak woodlands;
- Lower thresholds for grading permits;
- Higher wetlands/riparian retention standards and/or more stringent mitigation requirements for wetland/riparian habitat loss;
- Increased riparian corridor and wetland setbacks;
- Greater protection for rare plants (e.g., no disturbance at all or disturbance only as recommended by U.S. Fish and Wildlife Service/California Department of Fish and Wildlife);
- Standards for retention of contiguous areas/large expanses of other (non-oak or non-sensitive) plant communities;
- Building permits discretionary or some other type of "site review" to ensure that canopy is retained;
- More stringent standards for lot coverage, floor area ratio (FAR), and building height; and
- No hindrances to wildlife movement (e.g., no fences that would restrict wildlife movement).

Discussion: A substantial adverse effect on Biological Resources would occur if the implementation of the project would:

- Substantially reduce or diminish habitat for native fish, wildlife or plants;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a native plant or animal community;
- Reduce the number or restrict the range of a rare or endangered plant or animal;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species; or

- Interfere substantially with the movement of any resident or migratory fish or wildlife species.

The biological resources discussion is based on the Biological Assessment and Wetland Determination report prepared by Bole & Associates (Revised February 18, 2020) to assess the project's potential impact to federal and state special status plants and wildlife species and their habitats (attached as Appendix B of this Initial Study).

The subject property is located in the foothills of the Sierra Nevada Mountain range. The site consists of gently rolling topography, with a central portion that is predominantly level with gravel surfacing. The eastern portion of the site slopes up to an elevation of approximately 1,550 feet; the central portion is at approximately 1,530 feet. The property slopes sharply towards the west in the western portion of the site to an elevation of approximately 1,520 feet. The vegetation series, according to Sawyer and Keeler-Wolf (1995), is California Annual and Non- Native Grassland Series. A number of large and small diameter blue oak, interior live oak, and gray pine were located throughout the site, primarily in the eastern portion of the site.

a. **Special Status Species and Sensitive Natural Communities:** Review of the California Natural Diversity Database (CNDDB) and of the County Geographic Information System (GIS) demonstrates the project site is not located within a sensitive natural community of the County, State or Federal agency, including but not limited to an Ecological Preserve, Important Biological Corridor (IBC), or the U.S. Fish and Wildlife Service (USFWS) Recovery Plan boundaries. Further, a Biological Resources and Botanical Report were prepared for the project by ESA in August 2019 (Attachment 17). The proposed development area is predominantly flat and previously disturbed by grading and spoils pile stockpiling. Vegetation on-site is ruderal/disturbed and annual California grassland. There is a detention basin at the south/west property line however no development is proposed in that area. No trees are proposed for removal and the BSA does not contain chaparral or oak woodland habitats that typically provide habitat. The potential is low for the presence of special-status wildlife. The Botanical Report summary did not recommend further analysis. **Impacts would be less than significant.**

b, c. **Riparian Habitat and Wetlands:** Using the methodologies described in the 1987 Wetland Delineation Manual, Marcus H. Bole & Associates found no federal jurisdictional wetland habitats within the boundaries of the proposed site development. There would be **no impact** to riparian habitat or wetlands.

d. **Migration Corridors:** The biological assessment found that the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with any established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. The project is not within a County-designated IBC. The project has the potential to impact nesting raptors and other migratory birds and that was discussed earlier in Section "a" above. As conditioned, mitigated (BIO-1), and with adherence to County Code, impacts would be anticipated to be **less than significant**.

e. **Local Policies:** EI Dorado County Code and General Plan Policies pertaining to the protection of biological resources would include protection of rare plants, setbacks to riparian areas, and mitigation of impacted oak woodlands. Rare plants were discussed above in the Special Status Species section. Policy 7.4.4.4 of the General Plan establishes the native oak tree canopy retention and replacement standards. Impacts to oak woodlands have been addressed in the El Dorado County General Plan EIR, available for review online at https://www.edcgov.us/Government/planning/pages/final_environmental_impact_report_%28eir%29.aspx or at El Dorado County Planning Services offices located at 2850 Fairlane Court, Placerville, CA, 95667. Mitigation in the form of General Plan policies has been developed to mitigate impacts to less than significant levels. The County's oak resources reporting and impact mitigation requirements are outlined in El Dorado County's Oak Resources Management Plan (ORMP) and codified in County Ordinance No. 5061. Adherence to the ORMP would mitigate impacts to oak woodland to **less than significant**.

f. **Adopted Habitat Conservation Plans**: This project would not conflict with the provisions of an adopted Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be **no impact**.

FINDING: No special status species or sensitive habitat was identified on the project site. Mitigation measures would avoid any potential impacts to nesting raptors or migratory birds. Compliance with the ORMP would mitigate

impacts to protected oak trees on the project site. For this Biological Resources category, impacts would be less than significant with mitigation.

V. CULTURAL RESOURCES. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			**X**	
b. Cause a substantial adverse change in the significance of archaeological resource pursuant to Section 15064.5?			**X**	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	
d. Disturb any human remains, including those interred outside of formal cemeteries?			**X**	

Regulatory Setting:

Federal Laws, Regulations, and Policies

The National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. The criteria for listing in the NRHP include resources that:

A. Are associated with events that have made a significant contribution to the broad patterns of history (events);
B. Are associated with the lives of persons significant in our past (persons);
C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (architecture); or
D. Have yielded or may likely yield information important in prehistory or history (information potential).

State Laws, Regulations, and Policies

California Register of Historical Resources

Public Resources Code Section 5024.1 establishes the CRHR. The register lists all California properties considered to be significant historical resources. The CRHR includes all properties listed as or determined to be eligible for listing in the National Register of Historic Places (NRHP), including properties evaluated under Section 106 of the National Historic Preservation Act. The criteria for listing are similar to those of the NRHP. Criteria for listing in the CRHR include resources that:

1. Are associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Are associated with the lives of persons important in our past;

3. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values; or
4. Have yielded, or may be likely to yield, information important in prehistory or history.

The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

The California Register of Historic Places

The California Register of Historic Places (CRHP) program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act. The criteria for listing in the CRHP include resources that:

A. Are associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
B. Are associated with the lives of persons important to local, California or national history.
C. Embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
D. Have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The State Office of Historic Preservation sponsors the California Historical Resources Information System (CHRIS), a statewide system for managing information on the full range of historical resources identified in California. CHRIS provides an integrated database of site-specific archaeological and historical resources information. The State Office of Historic Preservation also maintains the California Register of Historical Resources (CRHR), which identifies the State's architectural, historical, archeological and cultural resources. The CRHR includes properties listed in or formally determined eligible for the National Register and lists selected California Registered Historical Landmarks.

Public Resources Code (Section 5024.1[B]) states that any agency proposing a project that could potentially impact a resource listed on the CRHR must first notify the State Historic Preservation Officer, and must work with the officer to ensure that the project incorporates "prudent and feasible measures that will eliminate or mitigate the adverse effects."

California Health and Safety Code Section 7050.5 requires that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Section 5097.98 of the California Public Resources Code stipulates that whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The decedents may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

CEQA and CEQA Guidelines

Section 21083.2 of CEQA requires that the lead agency determine whether a project may have a significant effect on unique archaeological resources. A unique archaeological resource is defined in CEQA as an archaeological artifact, object, or site about which it can be clearly demonstrated that there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is demonstrable public interest in that information;
- Has a special or particular quality, such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.
- Although not specifically inclusive of paleontological resources, these criteria may also help to define "a unique paleontological resource or site."

Measures to avoid, conserve, preserve, or mitigate significant effects on these resources are also provided under CEQA Section 21083.2.

Section 15064.5 of the CEQA Guidelines notes that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Substantial adverse changes include physical changes to the historic resource or to its immediate surroundings, such that the significance of the historic resource would be materially impaired. Lead agencies are expected to identify potentially feasible measures to mitigate significant adverse changes in the significance of a historic resource before they approve such projects. Historic resources are those that are:

- listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (Public Resources Code Section 5024.1[k]);
- included in a local register of historic resources (Public Resources Code Section 5020.1) or identified as significant in an historic resource survey meeting the requirements of Public Resources Code Section 5024.1(g); or
- determined by a lead agency to be historically significant.

CEQA Guidelines Section 15064.5 also prescribes the processes and procedures found under Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.95 for addressing the existence of, or probable likelihood of, Native American human remains, as well as the unexpected discovery of any human remains within the project site. This includes consultation with the appropriate Native American tribes.

CEQA Guidelines Section 15126.4 provides further guidance about minimizing effects to historical resources through the application of mitigation measures. Mitigation measures must be legally binding and fully enforceable.

The lead agency having jurisdiction over a project is also responsible to ensure that paleontological resources are protected in compliance with CEQA and other applicable statutes. Paleontological and historical resource management is also addressed in Public Resources Code Section 5097.5, "Archaeological, Paleontological, and Historical Sites." This statute defines as a misdemeanor any unauthorized disturbance or removal of a fossil site or remains on public land and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources. This statute would apply to any construction or other related project impacts that would occur on state-owned or state-managed lands. The County General Plan contains policies describing specific, enforceable measures to protect cultural resources and the treatment of resources when found.

Discussion: In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a historical or cultural resource significant or important. A substantial adverse effect on Cultural Resources would occur if the implementation of the project would:

- Disrupt, alter, or adversely affect a prehistoric or historic archaeological site or property that is historically or culturally significant to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Affect a landmark of cultural/historical importance;

- Conflict with established recreational, educational, religious or scientific uses of the area; or
- Conflict with adopted environmental plans and goals of the community where it is located.

a-d. **Historic, Archeological Resources, Paleontological Resources, Human Remains:** An initial records search was conducted August 5, 2020 by searching California Historic Resources Information System (CHRIS) maps for cultural resource site records and survey reports in El Dorado County within a 1/4-mile radius of the proposed project area. It was determined that there is low potential for locating historic-period cultural resources in the immediate vicinity of the proposed project area, and no further analysis recommended. Further, with inclusion of COA, impacts would be less than significant.

FINDING: No significant cultural resources have been identified on the project site.

VI. ENERGY. *Would the project:*				
Would the proposal:	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in potential significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Impact Discussion:

Regulatory Setting

Federal Energy Policy Act of 2005

The Federal Energy Policy Act of 2005 (EP Act) was intended to establish a comprehensive, long-term energy policy and is implemented by the U.S. Department of Energy (U.S. DOE). The EP Act addresses energy production in the U.S., including oil, gas, coal, and alternative forms of energy and energy efficiency and tax incentives. Energy efficiency and tax incentive programs include credits for the construction of new energy efficient homes, production or purchase of energy efficient appliances, and loan guarantees for entities that develop or use innovative technologies that avoid the production of greenhouse gases (GHG).

State Laws, Regulations, and Policies

California Building Standards Code (Title 24, California Code of Regulations), including Energy Code (Title 24, Part 6) and Green Building Standards Code (Title 24, Part 11)

California first adopted the California Buildings Standards Code in 1979, which constituted the nation's first comprehensive energy conservation requirements for construction. Since this time, the standards have been continually revised and strengthened. In particular, the California Building Standards Commission adopted the mandatory Green Building Standards Code (CALGreen [California Code of Regulations, Title 24, Part 11]) in January 2010. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure. The California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code), and associated regulations in CALGreen were revised again in 2013 by the California Energy Commission (CEC). The 2013 Building Energy Efficiency Standards are 25% more efficient than previous standards for residential construction. Part 11 also establishes voluntary standards that became mandatory in the 2010 edition of the code, including planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The next update to the Title 24 energy efficiency standards will occur in 2016 and take effect in 2017. The California Building Code applies to all new development, and there are no substantive waivers available that would exempt development from its energy efficiency requirements. The California Building Code is revised on a regular basis, with each revision increasing the required level of energy efficiency.

Senate Bills 1078/107 and Senate Bill 2—Renewables Portfolio Standard

Senate Bill (SB) 1078 and SB 107, California's Renewables Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1% of retail sales per year from eligible renewable sources until 20% is reached, no later than 2010. The California Public Utilities Commission (CPUC) and CEC are jointly responsible for implementing the program. SB 2 (2011) set forth a

longer range target of procuring 33% of retail sales by 2020. Implementation of the RPS will conserve nonrenewable fossil fuel resources by generated a greater percentages of statewide electricity from renewable resources, such as wind, solar, and hydropower.

Assembly Bill (AB) 1881 (Chapter 559, Statutes of 2006)

Water conservation reduces energy use by reducing the energy cost of moving water from its source to its user. Assembly Bill (AB) 1881 (Chapter 559, Statutes of 2006) requires the Department of Water Resources (DWR) to adopt an Updated Model Water Efficient Landscape Ordinance (MWELO) and local agencies to adopt DWR's MWELO or a local water efficient landscape ordinance by January 1, 2010 and notify DWR of their adoption (Government Code Section 65595). The water efficient landscape ordinance would apply to sites that are supplied by public water as well as those supplied by private well. Local adoption and implementation of a water efficient landscape ordinance would reduce per capita water use from new development.

Senate Bill X7-7 (Chapter 4, Statutes of 2009)

SB X7-7 (Chapter 4, Statutes of 2009), the Water Conservation Act of 2009, establishes an overall goal of reducing statewide per capita urban water use by 20% by December 31, 2020 (with an interim goal of at least 10% by December 31, 2015). This statute applies to both El Dorado Irrigation District (EID) and the Georgetown Divide Public Utilities District (GDPUD). EID has incorporated this mandate into its water supply planning, as represented in its Urban Water Management Plan 2010 Update (El Dorado Irrigation District 2011) and all subsequent water supply plans. Reducing water use results in a reduction in energy demand that would otherwise be used to transport and treat water before delivery to the consumer.

Assembly Bill 2076, Reducing Dependence on Petroleum

The CEC and Air Resources Board (ARB) are directed by AB 2076 (passed in 2000) to develop and adopt recommendations for reducing dependence on petroleum. A performance-based goal is to reduce petroleum demand to 15% less than 2003 demand by 2020.

Senate Bill 375—Sustainable Communities Strategy

SB 375 was adopted with a goal of reducing fuel consumption and GHG emissions from cars and light trucks. Each metropolitan planning organization (MPO) across California is required to develop a sustainable communities strategy (SCS) as part of their regional transportation plan (RTP) to meet the region's GHG emissions reduction target, as set by the California Air Resources Board. The Sacramento Area Council of Governments (SACOG) is the MPO for the Sacramento region, including the western slope of El Dorado County. SACOG adopted its SB 375-compliant Metropolitan Transportation Plan/Sustainable Communities Strategy 2035 in April 2012.

Assembly Bill 1493—Pavley Rules (2002, Amendments 2009, 2012 rule-making)

AB 1493 required the ARB to adopt vehicle standards that will improve the efficiency of light duty autos and lower GHG emissions to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II," now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 54.5 miles per gallon by 2025. The improved energy efficiency of light duty autos will reduce statewide fuel consumption in the transportation sector.

CEQA and CEQA Guidelines

Section 15126.2(b) of the CEQA Guidelines requires detailed analysis of a project's energy impacts. If analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources, the environmental document shall prescribe mitigation for those impacts. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project.

CEQA Guidelines, Appendix F: Energy Conservation

CEQA requires EIRs to include a discussion of potential energy impacts and energy conservation measures. Appendix F, Energy Conservation, of the State CEQA Guidelines outlines energy impact possibilities and potential conservation

measures designed to assist in the evaluation of potential energy impacts of proposed projects. Appendix F places "particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy," and further indicates this may result in an unavoidable adverse effect on energy conservation. Moreover, the State CEQA Guidelines state that significant energy impacts should be "considered in an EIR to the extent relevant and applicable to the project." Mitigation for potential significant energy impacts (if required) could include implementing a variety of strategies, including measures to reduce wasteful energy consumption and altering project siting to reduce energy consumption.

Local Laws, Regulations, and Policies

The County General Plan Public Services and Utilities Element includes goals, objectives, and policies related to energy conservation associated with the County's future growth and development. Among these are is Objective 5.6.2

(Encourage Energy-Efficient Development) which applies to energy-efficient buildings, subdivisions, development and landscape designs. Associated with Objective 5.6.2 are two policies specifically addressing energy conservation:

> Policy 5.6.2.1: Requires energy conserving landscaping plans for all projects requiring design review or other discretionary approval.
>
> Policy 5.6.2.2: All new subdivisions should include design components that take advantage of passive or natural summer cooling and/or winter solar access, or both, when possible.

Further, the County has other goals and policies that would conserve energy even though not being specifically drafted for energy conservation purposes (e.g., Objective 6.7.2, Policy 6.7.2.3).

Impact Discussion:

(a) Unnecessary Consumption: Project-related construction and operation would be consistent with applicable energy legislation, policies, and standards for the purpose of reducing energy consumption and improving efficiency (i.e., reducing wasteful and inefficient use of energy) as described in the Regulatory Setting. The proposed project would conform to building code and other state and local energy conservation measures described in the Regulatory Setting. Therefore, the proposed project would not result in the inefficient or wasteful consumption of energy. **Impacts would be less than significant.**

(b) Conflict with Energy Plans: Development under the project will be consistent with all applicable state and local plans for renewable energy or energy efficiency and will not obstruct implementation of applicable energy plans. This impact would be less than significant. **Impacts would be less than significant.**

FINDING: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The project would be consistent with all applicable state and local plans for renewable energy or energy efficiency. For the Energy category, impacts would be less than significant.

VII. GEOLOGY AND SOILS. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				**X**
ii) Strong seismic ground shaking?			**X**	

VII. GEOLOGY AND SOILS. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?				**X**
iv) Landslides?				**X**
b. Result in substantial soil erosion or the loss of topsoil?			**X**	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?			**X**	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			**X**	

Regulatory Setting:

Federal Laws, Regulations, and Policies

National Earthquake Hazards Reduction Act

The National Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) and creation of the National Earthquake Hazards Reduction Program (NEHRP) established a long-term earthquake risk-reduction program to better understand, predict, and mitigate risks associated with seismic events. The following four federal agencies are responsible for coordinating activities under NEHRP: USGS, National Science Foundation (NSF), Federal Emergency Management Agency (FEMA), and National Institute of Standards and Technology (NIST). Since its inception, NEHRP has shifted its focus from earthquake prediction to hazard reduction. The current program objectives (NEHRP 2009) are to:

1. Develop effective measures to reduce earthquake hazards;
2. Promote the adoption of earthquake hazard reduction activities by federal, state, and local governments; national building standards and model building code organizations; engineers; architects; building owners; and others who play a role in planning and constructing buildings, bridges, structures, and critical infrastructure or "lifelines";
3. Improve the basic understanding of earthquakes and their effects on people and infrastructure through interdisciplinary research involving engineering; natural sciences; and social, economic, and decision sciences; and
4. Develop and maintain the USGS seismic monitoring system (Advanced National Seismic System); the NSF-funded project aimed at improving materials, designs, and construction techniques (George E. Brown Jr. Network for Earthquake Engineering Simulation); and the global earthquake monitoring network (Global Seismic Network).

Implementation of NEHRP objectives is accomplished primarily through original research, publications, and recommendations and guidelines for state, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

State Laws, Regulations, and Policies

Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 *et seq*.) was passed to reduce the risk to life and property from surface faulting in California. The Alquist–Priolo Act prohibits construction of most types of structures intended for human occupancy on the surface traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones. Under the Alquist-Priolo Act, faults are zoned and construction along or across them is strictly regulated if they are "sufficiently active" and "well defined." Before a project can be permitted, cities and counties are required to have a geologic investigation conducted to demonstrate that the proposed buildings would not be constructed across active faults.

Historical seismic activity and fault and seismic hazards mapping in the project vicinity indicate that the area has relatively low potential for seismic activity (El Dorado County 2003). No active faults have been mapped in the project area, and none of the known faults have been designated as an Alquist-Priolo Earthquake Fault Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (Public Resources Code Sections 2690–2699.6) establishes statewide minimum public safety standards for mitigation of earthquake hazards. While the Alquist–Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist–Priolo Act. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other seismic hazards, and cities and counties are required to regulate development within mapped seismic hazard zones. In addition, the act addresses not only seismically induced hazards but also expansive soils, settlement, and slope stability.

Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The State requires: (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation, as part of the local construction permit approval process; and (2) the agent for a property seller or the seller if acting without an agent, must disclose to any prospective buyer if the property is located within a Seismic Hazard Zone. Under the Seismic Hazards Mapping Act, cities and counties may withhold the development permits for a site within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans.

California Building Standards Code

Title 24 CCR, also known as the California Building Standards Code (CBC), specifies standards for geologic and seismic hazards other than surface faulting. These codes are administered and updated by the California Building Standards Commission. CBC specifies criteria for open excavation, seismic design, and load-bearing capacity directly related to construction in California.

Discussion: A substantial adverse effect on Geologic Resources would occur if the implementation of the project would:

- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as groundshaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
- Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not

be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or

- Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.
-

a. **Seismic Hazards:**

i) According to the California Department of Conservation Division of Mines and Geology, there are no Alquist-Priolo fault zones within El Dorado County (DOC, 2007). The nearest such faults are located in Alpine and Butte Counties. There would be **no impact**.

ii) The potential for seismic ground shaking in the project area would be considered remote for the reason stated in Section i) above. Any potential impacts due to seismic impacts would be addressed through compliance with the Uniform Building Code (UBC). All structures would be built to meet the construction standards of the UBC for the appropriate seismic zone. Project impacts would be **less than significant**.

iii) El Dorado County is considered an area with low potential for seismic activity. There are no landslide, liquefaction, or fault zones (DOC, 2007). There would be **no impact**.

iv) All grading activities onsite would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. There would be **no impact**.

b. **Soil Erosion:** For development proposals, all grading activities onsite would comply with the El Dorado County Grading, Erosion and Sediment Control Ordinance including the implementation of pre- and post-construction Best Management Practices (BMPs). Implemented BMPs are required to be consistent with the County's California Stormwater Pollution Prevention Plan (SWPPP) issued by the State Water Resources Control Board to eliminate run-off and erosion and sediment controls. Any grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the County of El Dorado Grading, Erosion, and Sediment Control Ordinance. Project impacts would be **less than significant**.

c. **Geologic Hazards:** A Geotechnical Report prepared for the project site (Appendix E of this Initial Study) found that potential risks related to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse would be low. All grading activities would comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Project impacts would be **less than significant**.

d. **Expansive Soils:** Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. When buildings are placed on expansive soils, foundations may rise each wet season and fall each dry season. This movement may result in cracking foundations, distortion of structures, and warping of doors and windows. The central portion of the county has a moderate expansiveness rating while the eastern and western portions have a low rating. This impact would be **less than significant**.

Septic Capability: No septic system is proposed as part of the project. **no impact**.

e.

FINDING: A review of the soils and geologic conditions on the project site determined that the project would not result in a substantial adverse effect. All grading activities would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance which would address potential impacts related to soil erosion, landslides and other geologic impacts. Future development would be required to comply with the Uniform Building Code which would address potential seismic related impacts. For this Geology and Soils category, impacts would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Introduction:

Cumulative greenhouse gases (GHG) emissions are believed to contribute to an increased greenhouse effect and global climate change, which may result in sea level rise, changes in precipitation, habitat, temperature, wildfires, air pollution levels, and changes in the frequency and intensity of weather-related events. While criteria air pollutants and TACs are pollutants of regional and local concern (see Section III. Air Quality above); GHG are global pollutants. The primary land-use related GHG are carbon dioxide (CO_2), methane (CH_4) and nitrous oxides (N_2O). The individual pollutant's ability to retain infrared radiation represents its "global warming potential" and is expressed in terms of CO_2 equivalents; therefore, CO_2 is the benchmark having a global warming potential of 1. CH_4 has a global warming potential of 25 and thus has a 25 times greater global warming effect per metric ton of CH_4 than CO_2. N_2O has a global warming potential of 298. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., MT CO_2e per year). Other GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). While these compounds have significantly higher global warming potentials (ranging in the thousands), these typically are not a concern in land-use development projects and are usually only used in specific industrial processes.

GHG Sources

The primary man-made source of CO_2 is the burning of fossil fuels; the two largest sources being coal burning to produce electricity and petroleum burning in combustion engines. The primary sources of man-made CH_4 are natural gas systems losses (during production, processing, storage, transmission and distribution), enteric fermentation (digestion from livestock) and landfill off-gassing. The primary source of man-made N_2O is agricultural soil management (fertilizers), with fossil fuel combustion a very distant second. In El Dorado County, the primary source of GHG is fossil fuel combustion mainly in the transportation sector (estimated at 70% of countywide GHG emissions). A distant second are residential sources (approximately 20%), and commercial/industrial sources are third (approximately 7%). The remaining sources are waste/landfill (approximately 3%) and agricultural (<1%) (EDCAQMD n.d.).

Regulatory Setting:

Federal Laws, Regulations, and Policies

At the federal level, USEPA has developed regulations to reduce GHG emissions from motor vehicles and has developed permitting requirements for large stationary emitters of GHGs. On April 1, 2010, USEPA and the National Highway Traffic Safety Administration (NHTSA) established a program to reduce GHG emissions and improve fuel economy standards for new model year 2012-2016 cars and light trucks. On August 9, 2011, USEPA and the NHTSA announced standards to reduce GHG emissions and improve fuel efficiency for heavy-duty trucks and buses.

State Laws, Regulations, and Policies

Executive Order (EO) S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the *California Climate Solutions Act of 2006* (Stats. 2006, ch. 488) (Health & Safety Code, Section 38500 et seq.). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the state's long-range climate objectives. One specific requirement of AB 32 is for CARB to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code, Section 38561(a)), and to update the plan at least once every 5 years.

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in EO S-3-05. Senate Bill (SB) 32 was adopted in 2016, which codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030.

In June 2008, the California Governor's Office of Planning and Research's (OPR) issued a Technical Advisory (OPR 2008) providing interim guidance regarding a proposed project's GHG emissions and contribution to global climate change. In the absence of adopted local or statewide thresholds, OPR recommends the following approach for analyzing GHG emissions: Identify and quantify the project's GHG emissions, assess the significance of the impact on climate change; and if the impact is found to be significant, identify alternatives and/or Mitigation Measures that would reduce the impact to less than significant levels.

Discussion:

Impact Significance Criteria

CEQA does not provide clear direction on addressing climate change. It requires lead agencies identify project GHG emissions impacts and their "significance," but that statute and Guidelines do not set significance criteria for what constitutes a "significant" impact. GHG impacts are inherently cumulative, and since no single project could cause global climate change, the CEQA test is if impacts are "cumulatively considerable." Not all projects emitting GHG contribute significantly to climate change. CEQA authorizes reliance on previously approved plans (i.e., a Climate Action Plan (CAP), etc.) and mitigation programs adequately analyzing and mitigating GHG emissions to a less than significant level. "Tiering" from such a programmatic-level document is the preferred method to address GHG emissions. El Dorado County does not have an adopted CAP or similar program-level document; therefore, the project's GHG emissions must be addressed at the project-level.

Unlike thresholds of significance established for criteria air pollutants in EDCAQMD's *Guide to Air Quality Assessment*, the EDCAQMD has not adopted GHG emissions thresholds for land use development projects. In the absence of County adopted thresholds, EDCAQMD recommends using the adopted thresholds of other lead agencies which are based on consistency with the goals of AB 32. Projects exceeding these thresholds would have a potentially significant impact and be required to mitigate those impacts to a less than significant level. Until the County adopts a CAP consistent with CEQA Guidelines Section 15183.5, and/or establishes GHG thresholds, the County will follow an interim approach to evaluating GHG emissions utilizing significance criteria adopted by the San Luis Obispo Air Pollution Control District (SLOAPCD), as recommended by the EDCAQMD, to determine the significance of GHG emissions, based on substantial evidence (SLOACPD 2012). These are summarized below:

- The threshold for stationary sources is 10,000 MT CO_2e per year

- For nonstationary sources, the following two separate thresholds have been established:
    - 1,150 MT CO_2e per year
    - 4.9 MT CO2e per service population per year (Service population is the sum of residents plus employees expected for a development project.)

The quantitative threshold of 1,150 MT CO_2e annually adopted by SLOAPCD is applied to this analysis.

Impact Discussion:

a.-b. **GHG Emissions:** Emissions of greenhouse gas (GHG) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project is not expected to cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO2) and, to a lesser extent, other GHG pollutants, such as methane (CH4) and nitrous oxide (N2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO2 equivalents (MTCO2e/yr).

The EDCAQMD has not formally adopted thresholds for evaluating GHG emissions, but has recommended the use of thresholds adopted by the SMAQMD. The thresholds of significance established by SMAQMD, and used by EDCAQMD, were developed to identify emissions levels for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. Per the SMAQMD Thresholds of Significance Table, updated April 2020, if a proposed project results in emissions less than 1,100 MTCO2e/yr during either construction or operation, the proposed project would be anticipated to result in a less-than-significant impact related to GHG emissions.

GHG emissions are quantified with CalEEMod using the same assumptions as presented in the Air Quality section above, and compared to the thresholds of significance noted above. The proposed project's required compliance with the 2019 California Building Energy Efficiency Standards Code would ensure the project meets current applicable requirements.

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, the proposed project's construction GHG emissions are not expected to be a cumulatively considerable contribution to global climate change.

Operational GHG emissions at full buildout are not expected to exceed the applicable threshold of significance. Therefore, the proposed project would not result in a cumulatively considerable contribution to global climate change.

Mitigation Measures: None Required.

FINDING: The project would result in less than significant impacts to GHG emissions. For this Greenhouse Gas Emissions category, there would be no significant adverse environmental effect as a result of the project.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				**X**
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			**X**	

Regulatory Setting:

Hazardous materials and hazardous wastes are subject to extensive federal, state, and local regulations to protect public health and the environment. These regulations provide definitions of hazardous materials; establish reporting requirements; set guidelines for handling, storage, transport, and disposal of hazardous wastes; and require health and safety provisions for workers and the public. The major federal, state, and regional agencies enforcing these regulations are USEPA and the Occupational Safety and Health Administration (OSHA); California Department of Toxic Substances Control (DTSC); California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA); California Governor's Office of Emergency Services (Cal OES); and EDCAPCD.

Federal Laws, Regulations, and Policies

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also called the Superfund Act; 42 USC Section 9601 *et seq.*) is intended to protect the public and the environment from the effects of past hazardous waste disposal activities and new hazardous material spills. Under CERCLA, USEPA has the

authority to seek the parties responsible for hazardous materials releases and to ensure their cooperation in site remediation. CERCLA also provides federal funding (through the "Superfund") for the remediation of hazardous materials contamination. The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499) amends some provisions of CERCLA and provides for a Community Right-to-Know program.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (RCRA; 42 USC Section 6901 *et seq.*), as amended by the Hazardous and Solid Waste Amendments of 1984, is the primary federal law for the regulation of solid waste and hazardous waste in the United States. These laws provide for the "cradle-to-grave" regulation of hazardous wastes, including generation, transportation, treatment, storage, and disposal. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed of.

USEPA has primary responsibility for implementing RCRA, but individual states are encouraged to seek authorization to implement some or all RCRA provisions. California received authority to implement the RCRA program in August 1992. DTSC is responsible for implementing the RCRA program in addition to California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law.

Energy Policy Act of 2005

Title XV, Subtitle B of the Energy Policy Act of 2005 (the Underground Storage Tank Compliance Act of 2005) contains amendments to Subtitle I of the Solid Waste Disposal Act, the original legislation that created the Underground Storage Tank (UST) Program. As defined by law, a UST is "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground." In cooperation with USEPA, SWRCB oversees the UST Program. The intent is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks. The four primary program elements include leak prevention (implemented by Certified Unified Program Agencies [CUPAs], described in more detail below), cleanup of leaking tanks, enforcement of UST requirements, and tank integrity testing.

Spill Prevention, Control, and Countermeasure Rule

USEPA's Spill Prevention, Control, and Countermeasure (SPCC) Rule (40 CFR, Part 112) apply to facilities with a single above-ground storage tank (AST) with a storage capacity greater than 660 gallons, or multiple tanks with a combined capacity greater than 1,320 gallons. The rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans.

Occupational Safety and Health Administration

OSHA is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Code of Federal Regulations (14 CFR) Part 77

14 CFR Part 77.9 is designed to promote air safety and the efficient use of navigable airspace. Implementation of the code is administered by the Federal Aviation Administration (FAA). If an organization plans to sponsor any construction or alterations that might affect navigable airspace, a Notice of Proposed Construction or Alteration (FAA Form 7460-1) must be filed (if required). The code provides specific guidance regarding FAA notification requirements.

State Laws, Regulations, and Policies

Safe Drinking Water and Toxic Enforcement Act of 1986 – Proposition 65

The Safe Drinking Water and Toxic Enforcement Act of 1986, more commonly known as Proposition 65, protects the state's drinking water sources from contamination with chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 also requires businesses to inform the public of exposure to such chemicals in the products they purchase, in their homes or workplaces, or that are released into the environment. In accordance with Proposition 65, the California Governor's Office publishes, at least annually, a list of such chemicals. OEHHA, an agency under the California Environmental Protection Agency (CalEPA), is the lead agency for implementation of the Proposition 65 program. Proposition 65 is enforced through the California Attorney General's Office; however, district and city attorneys and any individual acting in the public interest may also file a lawsuit against a business alleged to be in violation of Proposition 65 regulations.

The Unified Program

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. CalEPA and other state agencies set the standards for their programs, while local governments (CUPAs) implement the standards. For each county, the CUPA regulates/oversees the following:

- Hazardous materials business plans;
- California accidental release prevention plans or federal risk management plans;
- The operation of USTs and ASTs;
- Universal waste and hazardous waste generators and handlers;
- On-site hazardous waste treatment;
- Inspections, permitting, and enforcement;
- Proposition 65 reporting; and
- Emergency response.

Hazardous Materials Business Plans

Hazardous materials business plans are required for businesses that handle hazardous materials in quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet (cf) of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR, Part 355, Appendix A) (Cal OES, 2015). Business plans are required to include an inventory of the hazardous materials used/stored by the business, a site map, an emergency plan, and a training program for employees (Cal OES, 2015). In addition, business plan information is provided electronically to a statewide information management system, verified by the applicable CUPA, and transmitted to agencies responsible for the protection of public health and safety (i.e., local fire department, hazardous material response team, and local environmental regulatory groups) (Cal OES, 2015).

California Occupational Safety and Health Administration

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations pertaining to the use of hazardous materials in the workplace (CCR Title 8) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about exposure to hazardous substances, and preparation of emergency action and fire prevention plans.
Hazard communication program regulations that are enforced by Cal/OSHA require workplaces to maintain procedures for identifying and labeling hazardous substances, inform workers about the hazards associated with hazardous substances and their handling, and prepare health and safety plans to protect workers at hazardous waste sites. Employers must also make material safety data sheets available to employees and document employee information and training programs. In addition, Cal/OSHA has established maximum permissible RF radiation exposure limits for workers (Title 8 CCR Section 5085[b]), and requires warning signs where RF radiation might exceed the specified limits (Title 8 CCR Section 5085 [c]).

California Accidental Release Prevention

The purpose of the California Accidental Release Prevention (CalARP) program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. In accordance with this program, businesses that handle more than a threshold quantity of regulated substance are required to develop a risk management plan (RMP). This RMP must provide a detailed analysis of potential risk factors and associated mitigation measures that can be implemented to reduce accident potential. CUPAs implement the CalARP program through review of RMPs, facility inspections, and public access to information that is not confidential or a trade secret.

California Department of Forestry and Fire Protection Wildland Fire Management

The Office of the State Fire Marshal and the California Department of Forestry and Fire Protection (CAL FIRE) administer state policies regarding wildland fire safety. Construction contractors must comply with the following requirements in the Public Resources Code during construction activities at any sites with forest-, brush-, or grass-covered land:

- Earthmoving and portable equipment with internal combustion engines must be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442).
- Appropriate fire-suppression equipment must be maintained from April 1 to December 1, the highest-danger period for fires (Public Resources Code Section 4428).
- On days when a burning permit is required, flammable materials must be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor must maintain the appropriate fire suppression equipment (Public Resources Code Section 4427).
- On days when a burning permit is required, portable tools powered by gasoline fueled internal combustion engines must not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Highway Patrol

CHP, along with Caltrans, enforce and monitor hazardous materials and waste transportation laws and regulations in California. These agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads. All motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from CHP.

Local Laws, Regulations, and Policies

A map of the fuel loading in the County (General Plan Figure HS-1) shows the fire hazard severity classifications of the SRAs in El Dorado County, as established by CDF. The classification system provides three classes of fire hazards: Moderate, High, and Very High. Fire Hazard Ordinance (Chapter 8.08) requires defensible space as described by the State Public Resources Code, including the incorporation and maintenance of a 30-foot fire break or vegetation fuel clearance around structures in fire hazard zones. The County's requirements on emergency access, signing and numbering, and emergency water are more stringent than those required by state law (Patton 2002). The Fire Hazard Ordinance also establishes limits on campfires, fireworks, smoking, and incinerators for all discretionary and ministerial developments.

Discussion: A substantial adverse effect due to Hazards or Hazardous Materials would occur if implementation of the project would:

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
- Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
- Expose people to safety hazards as a result of former on-site mining operations.

a-c. **Hazardous Materials: Hazardous Materials:** The project would not involve the routine transportation, use, or disposal of hazardous materials such as construction materials, paints, fuels, landscaping materials, and household cleaning supplies. Project construction may involve some hazardous materials temporarily but on a small scale and therefore impacts would be **less than significant**.

d. **Hazardous Sites:** The project site is not included on a list of or near any hazardous materials sites pursuant to Government Code section 65962.5 (DTSC, 2015). There would be **no impact**.

e.-f. **Aircraft Hazards, Private Airstrips:** As shown on the El Dorado County GIS map for Airport Safety Zones, the project is not located within an Airport Safety District. Impacts would be **no impact**.

g. **Emergency Plan:** The project was distributed to local law enforcement El Dorado County Sheriff's Office, for review. The project would not impair implementation of any emergency response plan or emergency evacuation plan. Impacts would **be less than significant**.

h**.** **Wildfire Hazards:** The project site is in the high fire hazard area for wildland fire pursuant to Figure HS-1 of the Fire Hazard Rating in El Dorado County of the General Plan (2015), and review of Review of the County Geographic Information System (GIS). The Cameron Park Fire Department in cooperation with the California Department of Forestry and Fire Protection (CALFIRE) would review the project improvement plans at time of building permit and/or grading permit review. Impacts would be **less than significant**.

FINDING: The proposed project would not expose the area to hazards relating to the use, storage, transport, or disposal of hazardous materials. For this Hazards and Hazardous Materials category, impacts would be less than significant.

X. **HYDROLOGY AND WATER QUALITY.** Would the project:				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			**X**	
a. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			**X**	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or -off-site?			**X**	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			**X**	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			**X**	
f. Otherwise substantially degrade water quality?			**X**	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				**X**
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				**X**
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				**X**
j. Inundation by seiche, tsunami, or mudflow?				**X**

Regulatory Setting:

Federal Laws, Regulations, and Policies

Clean Water Act

The Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The key sections pertaining to water quality regulation for the Proposed Project are CWA Section 303 and Section 402.

Section 303(d) — Listing of Impaired Water Bodies

Under CWA Section 303(d), states are required to identify "impaired water bodies" (those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for the development of control plans to improve water quality. USEPA then approves the State's recommended list of impaired waters or adds and/or removes waterbodies.

Section 402—NPDES Permits for Stormwater Discharge

CWA Section 402 regulates construction-related stormwater discharges to surface waters through the NPDES, which is officially administered by USEPA. In California, USEPA has delegated its authority to the State Water Resources Control Board (SWRCB), which, in turn, delegates implementation responsibility to the nine RWQCBs, as discussed below in reference to the Porter-Cologne Water Quality Control Act.

The NPDES program provides for both general (those that cover a number of similar or related activities) and individual (activity- or project-specific) permits. General Permit for Construction Activities: Most construction projects that disturb 1.0 or more acre of land are required to obtain coverage under SWRCB's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). The general permit requires that the applicant file a public notice of intent to discharge stormwater and prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). SWPPP must include a site map and a description of the proposed construction activities, demonstrate compliance with relevant local ordinances and regulations, and present a list of Best Management Practices (BMPs) that will be implemented to prevent soil erosion and protect against discharge of sediment and other construction-related pollutants to surface waters. Permittees are further required to monitor construction activities and report compliance to ensure that BMPs are correctly implemented and are effective in controlling the discharge of construction-related pollutants.

Municipal Stormwater Permitting Program

SWRCB regulates stormwater discharges from municipal separate storm sewer systems (MS4s) through its Municipal Storm Water Permitting Program (SWRCB, 2013). Permits are issued under two phases depending on the size of the urbanized area/municipality. Phase I MS4 permits are issued for medium (population between 100,000 and 250,000 people) and large (population of 250,000 or more people) municipalities, and are often issued to a group of co-permittees within a metropolitan area. Phase I permits have been issued since 1990. Beginning in 2003, SWRCB began issuing Phase II MS4 permits for smaller municipalities (population less than 100,000).

El Dorado County is covered under two SWRCB Regional Boards. The West Slope Phase II Municipal Separate Storm Sewer Systems (MS4) NPDES Permit is administered by the Central Valley Regional Water Quality Control Board (RWQCB) (Region Five). The Lake Tahoe Phase I MS4 NPDES Permit is administered by the Lahontan RWQCB (Region Six). The current West Slope MS4 NPDES Permit was adopted by the SWRCB on February 5, 2013. The Permit became effective on July 1, 2013 for a term of five years and focuses on the enhancement of surface water quality within high priority urbanized areas. The current Lake Tahoe MS4 NPDES Permit was adopted and took effect on December 6, 2011 for a term of five years. The Permit incorporated the Lake Tahoe Total Maximum Daily Load (TMDL) and the Lake Clarity Crediting Program (LCCP) to account for the reduction of fine sediment particles and nutrients discharged to Lake Tahoe.

On May 19, 2015 the El Dorado County Board of Supervisors formally adopted revisions to the Storm Water Quality Ordinance (Ordinance 4992). Previously applicable only to the Lake Tahoe Basin, the ordinance establishes legal authority for the entire unincorporated portion of the County. The purpose of the ordinance is to 1) protect health, safety, and general welfare, 2) enhance and protect the quality of Waters of the State by reducing pollutants in storm water discharges to the maximum extent practicable and controlling non-storm water discharges to the storm drain system, and 3) cause the use of Best Management Practices to reduce the adverse effects of polluted runoff discharges on Waters of the State.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities complying with FEMA regulations that limit development in floodplains. The NFIP regulations permit development within special flood hazard zones provided that residential structures are raised above the base flood elevation of a 100-year flood event. Non-residential structures are required either to provide flood proofing construction techniques for that portion of structures below the 100-year flood elevation or to elevate above the 100-year flood elevation. The regulations also apply to substantial improvements of existing structures.

State Laws, Regulations, and Policies

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (known as the Porter–Cologne Act), passed in 1969, dovetails with the CWA (see discussion of the CWA above). It established the SWRCB and divided the state into nine regions, each overseen by an RWQCB. SWRCB is the primary State agency responsible for protecting the quality of the state's surface water and groundwater supplies; however, much of the SWRCB's daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA Sections 401, 402, and 303[d]. In general, SWRCB manages water rights and regulates statewide water quality, whereas RWQCBs focus on water quality within their respective regions.

The Porter–Cologne Act requires RWQCBs to develop water quality control plans (also known as basin plans) that designate beneficial uses of California's major surface-water bodies and groundwater basins and establish specific narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a waterbody (i.e., the reasons that the waterbody is considered valuable). Water quality objectives reflect the standards necessary to protect and support those beneficial uses. Basin plan standards are primarily implemented by regulating waste discharges so that water quality objectives are met. Under the Porter–Cologne Act, basin plans must be updated every 3 years.

Discussion: A substantial adverse effect on Hydrology and Water Quality would occur if the implementation of the project would:

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
- Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
- Substantially interfere with groundwater recharge;
- Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
- Cause degradation of groundwater quality in the vicinity of the project site.

a. **Water Quality Standards:** There is potential for the proposed Project to result in degradation of water quality during both the construction and operational phases. Polluted runoff from the Project site during construction and operation could include sediment from soil disturbances, oil and grease from construction equipment, and pesticides and fertilizers from landscaped areas. The greatest potential source of water contaminants from the proposed development would be from erosion related to construction and from surface pollutants associated with the impervious surfaces on-site following completion of construction. This degradation could result in violation of water quality standards. The project would be subject to the National Pollutant Discharge Elimination System (NPDES) permit, which requires the use of Best Management Practices (BMPs), as outlined in the Storm Water Management Plan for Western El Dorado County (SWMP), to minimize water quality impacts from construction projects. The County would obtain coverage for the project under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity, Order No. 99-08 DWQ. In accordance with the provisions of the General Permit and the SWMP, the County would require the contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce or minimize discharge of pollutants from construction activities. Due to the implementation of BMPs as required by El Dorado County and the NPDES permit,

construction activities associated with the project would result in less than significant impacts to water quality.

The project's proposed septic system design has been reviewed and approved by the Environmental Management Division (EMD), and future improvement plans would be further reviewed for approval by EMD to ensure waste water disposal does not impact water quality (see Section VII, Geology and Soils). With adherence to County Codes, impacts would be **less than significant**.

b. **Groundwater Supplies:** The geology of the Western Slope portion of El Dorado County is principally hard, crystalline, igneous, or metamorphic rock overlain with a thin mantle of sediment or soil. Groundwater in this region is found in fractures, joints, cracks, and fault zones within the bedrock mass. These discrete fracture areas are typically vertical in orientation rather than horizontal as in sedimentary or alluvial aquifers. Recharge is predominantly through rainfall infiltrating into the fractures. Movement of this groundwater is very limited due to the lack of porosity in the bedrock. There is no evidence that the project would substantially reduce or alter the quantity of groundwater in the vicinity, or materially interfere with groundwater recharge in the area of the proposed project. Impacts to groundwater supplies would be **less than significant**.

c-f. **Drainage Patterns:** No adverse increase in overall runoff and flows from pre-development levels is anticipated from the post-development project design. The project would be required to conform to the El Dorado County Grading, Erosion Control, and Sediment Ordinance County Code Section 110.14. This includes the use of BMPs to minimize degradation of water quality during construction. Impacts would be **less than significant**

g-j. **Flood-related Hazards:** The project site is not located within any mapped 100-year flood areas as shown on Firm Panel Number 06017C0175E, revised September 26, 2008, and would not result in the construction of any structures that would impede or redirect flood flows (FEMA, 2008). No dams that would result in potential hazards related to dam failures are located in the project area. The risk of exposure to seiche, tsunami, or mudflows would be remote. There would be **no impact**.

FINDING: For this project, no significant hydrological impacts are expected with the development of the project either directly or indirectly. For this hydrology category, impacts are anticipated to be less than significant.

XI. LAND USE PLANNING. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Physically divide an established community?			**X**	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**

Regulatory Setting:

California State law requires that each City and County adopt a general plan "for the physical development of the City and any land outside its boundaries which bears relation to its planning." Typically, a general plan is designed to address the issues facing the City or County for the next 15-20 years. The general plan expresses the community's development goals and incorporates public policies relative to the distribution of future public and private land uses. The El Dorado County General Plan was adopted in 2004. The 2013-2021 Housing Element was adopted in 2013.

Discussion: A substantial adverse effect on Land Use would occur if the implementation of the project would:

- Result in the conversion of Prime Farmland as defined by the State Department of Conservation;
- Result in conversion of land that either contains choice soils or which the County Agricultural Commission has identified as suitable for sustained grazing, provided that such lands were not assigned urban or other nonagricultural use in the Land Use Map;
- Result in conversion of undeveloped open space to more intensive land uses;
- Result in a use substantially incompatible with the existing surrounding land uses; or
- Conflict with adopted environmental plans, policies, and goals of the community.

a. **Established Community:** The project would not result in the physical division of an established community as it proposes commercial uses on lands designated by the General Plan for commercial uses. The project proposes retail-related uses that would be compatible with the project site's General Plan Commercial land use designation. Impacts would be **less than significant**.

b. **Land Use Consistency:** The parcel is zoned Commercial Community with a Design Control overlay (CC-DC). The intent of the -DC combining zone is a discretionary permit that ensures architectural supervision and consistency with the adopted Design Guidelines (https://www.edcgov.us/Government/planning/Documents/Community-Design-Guide-Reformatted-Adopted-4-24-18.pdf). The proposed project would be consistent with the land use development goals, objectives, and policies of the 2004 EDC General Plan, and would be consistent with the development standards contained within the EDC Zoning Ordinance. With an approved Conditional Use Permit, the project would be consistent with the project site's General Plan Commercial land use designation, and the CC-DC Zone District. Findings were made in the County prepared staff report showing project consistency with the El Dorado County Community Guidelines (Attachment 3). As discussed in this Initial Study, the project would not be detrimental to public health, safety, and welfare, or injurious to the neighborhood. The proposed use is specifically permitted by the zoning with the approval of a Conditional Use Permit. Impacts would be **less than significant**.

c. **Habitat Conservation Plan:** The project site is not within the boundaries of an adopted Natural Community Conservation Plan or any other conservation plan. As such, the proposed project would not conflict with an adopted conservation plan. There would be **no impact**.

FINDING: The proposed use of the land would be consistent with the Zoning Ordinance and General Plan. There would be no impact to land use goals or standards resulting from the project.

XI. MINERAL RESOURCES. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

Regulatory Setting:

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to mineral resources and the Proposed Project.

State Laws, Regulations, and Policies

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board identify, map, and classify aggregate resources throughout California that contain regionally significant mineral resources. Designations of land areas are assigned by CDC and California Geological Survey following analysis of geologic reports and maps, field investigations, and using information about the locations of active sand and gravel mining operations. Local jurisdictions are required to enact planning procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans.

The California Mineral Land Classification System represents the relationship between knowledge of mineral deposits and their economic characteristics (grade and size). The nomenclature used with the California Mineral Land Classification System is important in communicating mineral potential information in activities such as mineral land classification, and usage of these terms are incorporated into the criteria developed for assigning mineral resource zones. Lands classified MRZ-2 are areas that contain identified mineral resources. Areas classified as MRZ-2a or MRZ-2b (referred to hereafter as MRZ-2) are considered important mineral resource areas.

Local Laws, Regulations, and Policies

El Dorado County in general is considered a mining region capable of producing a wide variety of mineral resources. Metallic mineral deposits, including gold, are considered the most significant extractive mineral resources. Exhibit 5.9-6 shows the MRZ-2 areas within the county based on designated Mineral Resource (-MR) overlay areas. The -MR overlay areas are based on mineral resource mapping published in the mineral land classification reports referenced above. The majority of the county's important mineral resource deposits are concentrated in the western third of the county.

According to General Plan Policy 2.2.2.7, before authorizing any land uses within the -MR overlay zone that will threaten the potential to extract minerals in the affected area, the County shall prepare a statement specifying its reasons for considering approval of the proposed land use and shall provide for public and agency notice of such a statement consistent with the requirements of Public Resources Code section 2762. Furthermore, before finally approving any such proposed land use, the County shall balance the mineral values of the threatened mineral

resource area against the economic, social, or other values associated with the proposed alternative land uses. Where the affected minerals are of regional significance, the County shall consider the importance of these minerals to their market region as a whole and not just their importance to the County.

Where the affected minerals are of Statewide significance, the County shall consider the importance of these minerals to the State and Nation as a whole. The County may approve the alternative land use if it determines that the benefits of such uses outweigh the potential or certain loss of the affected mineral resources in the affected regional, Statewide, or national market.

Discussion: A substantial adverse effect on Mineral Resources would occur if the implementation of the project would:

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.

a-b. **Mineral Resources.** The project site is not mapped as being within a Mineral Resource Zone (MRZ) by the State of California Division of Mines and Geology or in the EDC General Plan. No impacts would be anticipated to occur. The Western portion of El Dorado County is divided into four, 15-minute quadrangles (Folsom, Placerville, Georgetown, and Auburn) mapped by the State of California Division of Mines and Geology showing the location of MRZs. Those areas which are designated MRZ-2a contain discovered mineral deposits that have been measured or indicate reserves calculated. Land in this category is considered to contain mineral resources of known economic importance to the County and/or State. Review of the mapped areas of the County indicates that this site does not contain any mineral resources of known local or statewide economic value. **No impact** would occur related to mineral resources.

FINDING: No impacts to mineral resources are expected either directly or indirectly. For this mineral resources category, there would be no impacts.

XII. NOISE. *Would the project result in:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?				**X**
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				**X**

Regulatory Setting:

No federal or state laws, regulations, or policies for construction-related noise and vibration that apply to the Proposed Project. However, the Federal Transit Administration (FTA) Guidelines for Construction Vibration in Transit Noise and Vibration Impact Assessment state that for evaluating daytime construction noise impacts in outdoor areas, a noise threshold of 90 dBA Leq and 100 dBA Leq should be used for residential and commercial/industrial areas, respectively (FTA 2006).

For construction vibration impacts, the FTA guidelines use an annoyance threshold of 80 VdB for infrequent events (fewer than 30 vibration events per day) and a damage threshold of 0.12 inches per second (in/sec) PPV for buildings susceptible to vibration damage (FTA 2006).

Discussion: A substantial adverse effect due to Noise would occur if the implementation of the project would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
- Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
- Results in noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.

GENERAL PLAN TABLE 6-2
NOISE LEVEL PERFORMANCE PROTECTION STANDARDS
FOR NOISE SENSITIVE LAND USES
AFFECTED BY NON-TRANSPORTATION* SOURCES

Noise Level Descriptor	Daytime 7 a.m. - 7 p.m.		Evening 7 p.m. - 10 p.m.		Night 10 p.m. - 7 a.m.	
	Community	Rural	Community	Rural	Community	Rural
Hourly L_{eq}, dB	55	50	50	45	45	40
Maximum level, dB	70	60	60	55	55	**50**

Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.

In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all effected property owners and approved by the County.

*Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.

a. **Noise Exposures:** Mobile pressure washing equipment will be used for cleaning the facility's rental/sales vehicles. The rental/sales vehicle parking stalls are located along the eastern project property line. The project anticipates utilizing a Honda Power Stroke 3100 PSI pressure washer for vehicle washing activities. The proposed pressure washer has a reference noise level of 85 dB at a distance of 5 feet. An acoustical study was prepared which identified noise exposure at the nearest sensitive receptor (pre-school/daycare) would have noise levels of 67 dB, which is above the community daytime noise standards of 55 dB. As the pressure washing equipment noise level exposure is predicted to exceed the applicable El Dorado County General Plan and El Dorado County Zoning Ordinance daytime hourly average noise level limit at the nearest sensitive use, mitigation measures have been proposed. Impacts would be less than significant with mitigation measures incorporated.

NOISE-1: The construction of a solid noise barrier measuring a minimum of 6-feet in height along the northern project property boundary (Attachment A). The solid noise barrier should consist of either masonry or precast concrete panels. A noise barrier constructed of wood (or wood composite) with overlapping slat construction would also be sufficient. The purpose of overlapping slats and using screws rather than nails is to ensure that prolonged exposure to the elements does not result in visible gaps through the slats, which would result in reduced noise barrier effectiveness.

Monitoring Requirement: The project applicant shall apply for a building permit for the construction of the 6-foot tall sound wall. Prior to or concurrently with the finaling of any grading or building permits, or approval of a business license, whichever occurs first, the building permit for the 6-foot tall sound wall shall be finaled.

Monitoring Responsibility: Planning and Building Department

b. **Groundborne Shaking:** The project may generate intermittent ground borne vibration or shaking events during project construction. These potential impacts would be limited to project construction. Adherence to the time limitations of construction activities from 7:00am to 7:00pm Monday through Friday and 8:00am to 5:00pm on weekends and federally recognized holidays would limit the ground shaking effects in the project area. Impacts would be anticipated to be **less than significant**.

c. **Permanent Noise Increases:** The project would not be anticipated to increase the ambient noise levels in the area in excess of the established noise thresholds anticipated for lands designated by the General Plan for commercial uses. The proposed retail-related uses would not be anticipated to exceed the established General Plan noise thresholds. Impacts would be **less than significant**.

d. **Short Term Noise:** Construction activities would increase noise levels temporarily in the vicinity of the project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, weather, time of day, and other factors. However, these increases would be temporary. Construction activity would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11. Because the project contractor would be required to comply with applicable County construction-related noise standards, this impact is considered **less than significant**.

e-f. **Aircraft Noise:** The project is not located within an airport and use plan or in the immediate vicinity of a private airstrip. There would be **no impact**.

FINDING: As mitigated with NOISE-1 and with adherence to County Code, no significant direct or indirect impacts to noise levels are expected either directly or indirectly. For this Noise category, the thresholds of significance would not be exceeded with mitigation measures incorporated.

XIII. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?			**X**	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**

Regulatory Setting:

No federal or state laws, regulations, or policies apply to population and housing and the proposed project.

Discussion: A substantial adverse effect on Population and Housing would occur if the implementation of the project would:

- Create substantial growth or concentration in population;
- Create a more substantial imbalance in the County's current jobs to housing ratio; or
- Conflict with adopted goals and policies set forth in applicable planning documents.

a. **Population Growth:** The proposed project does not include the construction of any new homes; however, it does include the construction of a retail use that could create a limited number of new jobs in the region. While the addition of new employment opportunities could increase the County's population, it is anticipated that the majority of new employees would likely be existing residents of the County or surrounding area. As such, the proposed project is unlikely to result in a demand for new housing. The impact is **less than significant**.

b. **Housing Displacement:** The project site is undeveloped and no existing housing stock would be displaced by the proposed project. **No impact** would be anticipated to occur.

c. **Replacement Housing:** The project site is undeveloped, thus would not involve the displacement of any people. Therefore, the project would not necessitate the construction of any replacement housing. **No impact** would occur.

FINDING: The project would not displace housing. There would be no potential for a significant impact due to substantial growth either directly or indirectly. For this Population and Housing category, the thresholds of significance would not be anticipated to be exceeded.

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

	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Fire protection?			**X**	
b. Police protection?			**X**	
c. Schools?			**X**	
d. Parks?			**X**	
e. Other government services?			**X**	

Regulatory Setting:

Federal Laws, Regulations, and Policies

California Fire Code

The California Fire Code (Title 24 CCR, Part 9) establishes minimum requirements to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings. Chapter 33 of CCR contains requirements for fire safety during construction and demolition.

Discussion: A substantial adverse effect on Public Services would occur if the implementation of the project would:

- Substantially increase or expand the demand for fire protection and emergency medical services without increasing staffing and equipment to meet the Department's/District's goal of 1.5 firefighters per 1,000 residents and 2 firefighters per 1,000 residents, respectively;
- Substantially increase or expand the demand for public law enforcement protection without increasing staffing and equipment to maintain the Sheriff's Department goal of one sworn officer per 1,000 residents;
- Substantially increase the public school student population exceeding current school capacity without also including provisions to adequately accommodate the increased demand in services;
- Place a demand for library services in excess of available resources;
- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Be inconsistent with County adopted goals, objectives or policies.

a. **Fire Protection:** El Dorado County Fire District provides fire protection services and emergency services to the project area. The nearest fire station is Cameron Park Station 89 located approximately 0.10-mile northwest of the project site. Development of the project site would result in a need for fire protection services to respond to any potential incidents that may occur at the site. The project would be subject to review by the District, to ensure all required fire protection measures are incorporated into the building plans. The project site is located in a developed part of the County that currently receives fire service. While a new commercial building could potentially require services, it would not result in the need for new fire personnel or facilities, as services can adequately be provided by existing personnel out of existing facilities. Fire Department fees will be collected as part of the Building Permit process. Therefore, this impact is **less than significant**.

b. **Police Protection:** Law enforcement services for the project area are provided by the El Dorado County Sheriff. Development of the project site could potentially result in a need for police protection services to respond to any potential incidents that may occur at the site. However, the project site is located in a developed part of the County that currently receives police service. While a new commercial land use would require services, it would not result in the need for new police personnel or facilities, as services can adequately be provided by existing personnel out of existing facilities. Therefore, this impact is **less than significant**.

c-e. **Schools, Parks, and Government Services:** There are no components of operating the proposed project that would include any permanent population-related increases that would substantially contribute to increased demand on schools, parks, or other governmental services that could, in tum, result in the need for new or expanded facilities. The impact to these services would be **less than significant**.

FINDING: The project would not result in a significant increase of public services to the project. Increased demand to services would be addressed through the payment of established impact fees. For this Public Services category, impacts would be less than significant.

XV. RECREATION.				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

Regulatory Setting:

National Trails System

The National Trails System Act of 1968 authorized The National Trails System (NTS) in order to provide additional outdoor recreation opportunities and to promote the preservation of access to the outdoor areas and historic resources of the nation. The Appalachian and Pacific Crest National Scenic Trails were the first two components, and the System has grown to include 20 national trails.

The National Trails System includes four classes of trails:

1. National Scenic Trails (NST) provide outdoor recreation and the conservation and enjoyment of significant scenic, historic, natural, or cultural qualities. The Pacific Coast Trail falls under this category. The PCT passes through the Desolation Wilderness area along the western plan area boundary.
2. National Historic Trails (NHT) follow travel routes of national historic significance. The National Park Service has designated two National Historic Trail (NHT) alignments that pass through El Dorado County, the California National Historic Trail and the Pony Express National Historic Trail. The California Historic Trail is a route of approximately 5,700 miles including multiple routes and cutoffs, extending from Independence and Saint Joseph, Missouri, and Council Bluffs, Iowa, to various points in California and Oregon. The Pony Express NHT commemorates the route used to relay mail via horseback from Missouri to California before the advent of the telegraph.
3. National Recreation Trails (NRT) are in, or reasonably accessible to, urban areas on federal, state, or private lands. In El Dorado County there are 5 NRTs.

State Laws, Regulations, and Policies

The California Parklands Act

The California Parklands Act of 1980 (Public Resources Code Section 5096.141-5096.143) recognizes the public interest for the state to acquire, develop, and restore areas for recreation and to aid local governments to do the same. The California Parklands Act also identifies the necessity of local agencies to exercise vigilance to see that the parks, recreation areas, and recreational facilities they now have are not lost to other uses.

The California state legislature approved the California Recreational Trail Act of 1974 (Public Resources Code Section 2070-5077.8) requiring that the Department of Parks and Recreation prepare a comprehensive plan for California trails. The California Recreational Trails Plan is produced for all California agencies and recreation providers that manage trails. The Plan includes information on the benefits of trails, how to acquire funding, effective stewardship, and how to encourage cooperation among different trail users.

The 1975 Quimby Act (California Government Code Section 66477) requires residential subdivision developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances to cities and counties for parkland dedication or in-lieu fees paid to the local jurisdiction. Quimby exactions must be roughly proportional and closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. The exactions only apply to the acquisition of new parkland; they do not apply to the physical development of new park facilities or associated operations and maintenance costs.

The County implements the Quimby Act through §16.12.090 of the County Code. The County Code sets standards for the acquisition of land for parks and recreational purposes, or payments of fees in lieu thereof, on any land subdivision. Other projects, such as ministerial residential or commercial development, could contribute to the demand for park and recreation facilities without providing land or funding for such facilities.

Local Laws, Regulations, and Policies

The 2004 El Dorado County General Plan Parks and Recreation Element establishes goals and policies that address needs for the provision and maintenance of parks and recreation facilities in the county, with a focus on providing recreational opportunities and facilities on a regional scale, securing adequate funding sources, and increasing tourism and recreation-based businesses. The Recreation Element describes the need for 1.5 acres of regional parkland, 1.5 acres of community parkland, and 2 acres of neighborhood parkland per 1,000 residents. Another 95 acres of park land are needed to meet the General Plan guidelines.

Discussion: A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.

a-b. **Parks and Recreational Services:** The project does not include any increase in permanent population that would contribute to increased demand on recreation facilities or contribute to increased use of existing facilities such that physical deterioration of the facility would occur. Impacts to recreation would be **less than significant**.

FINDING: No significant impacts to open space or park facilities would result as part of the project. For this Recreation category, impacts would be less than significant.

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				**X**
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**
d. Result in inadequate emergency access?			**X**	

Regulatory Setting:

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to transportation/traffic and the Proposed Project.

State Laws, Regulations, and Policies

Caltrans manages the state highway system and ramp interchange intersections. This state agency is also responsible for highway, bridge, and rail transportation planning, construction, and maintenance.

Local Laws, Regulations, and Policies

According to the transportation element of the County General Plan, Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions. Level of Service is defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council). There are some roadway segments that are excepted from these standards and are allowed to operate at LOS F, although none of these are located in the Lake Tahoe Basin. According to Policy TC-Xe, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

A. A two percent increase in traffic during a.m., p.m. peak hour, or daily
B. The addition of 100 or more daily trips, or
C. The addition of 10 or more trips during the a.m. or p.m. peak hour.

Discussion: The Transportation and Circulation Policies contained in the County General Plan establish a framework for review of thresholds of significance and identification of potential impacts of new development on the County's road system. These policies are enforced by the application of the Transportation Impact Study (TIS) Guidelines, the County Design and Improvements Standards Manual, and the County Encroachment Ordinance, with review of individual development projects by the Transportation and Long Range Planning Divisions of the Community Development Agency. A substantial adverse effect to traffic would occur if the implementation of the project would:

- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
- Result in or worsen Level of Service (LOS) F traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county as a result of a residential development project of 5 or more units.

Note that per Public Resources Code Section 21099 and CEQA Guidelines Section 15064.3, LOS may not be used to determine a significant transportation impact under CEQA. Beginning on July 1, 2020, vehicle miles travelled (VMT) shall be the preferred methodology for determining the transportation effects of a project. Therefore, LOS analysis is provided below for informational purposes only. In addition, a qualitative discussion of VMT is included, pending the adoption of VMT guidelines by El Dorado County.

a. **Conflicts with a Transportation Plan, Policy or Ordinance:** No substantial traffic increases would result from the proposed project. Access to the site would be from an existing 30-foot wide concrete encroachments from Saratoga Lane, a County maintained road, and an encroachment permit is not required. Trip generation from the project using the ITE Trip Generation Manual, 10th Edition would be 1 peak hour trip and 13 trips daily. This is less than the threshold for study set by El Dorado County General Plan Policy TC-Xe. The project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.

b. **Vehicle Miles Travelled (VMT):** The proposed project would be for outdoor RV storage and sales/rental parking spaces. The proposed project would generate fewer than 100 trips per day and is therefore presumed to have a less than significant impact under CEQA in accordance with El Dorado County Resolution 141-2020 which set thresholds of significance for VMT resulting from proposed development projects. Impacts would be less than significant.

c. **Design Hazards:** No design features associated with the proposed Project would increase hazards. **No impact** would occur.

d. **Emergency Access:** The proposed project site would have adequate access for emergency vehicles. Additionally, the project was reviewed by the Fire District for the adequacy of the interior project road circulation and availability of adequate emergency ingress and egress in the project design. The Fire District did not respond with any concerns pertaining to the proposed project's emergency ingress and egress capabilities as it was shown on the submitted site plan. Impacts would be **less than significant**.

FINDING: The project would not exceed the thresholds for traffic identified within the General Plan. For this Transportation/Traffic category, the thresholds of significance would not be exceeded and impacts would be less than significant.

XVII. TRIBAL CULTURAL RESOURCES. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Section 21074?		**X**		

Regulatory Setting:

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to Tribal Cultural Resources (TCRs) and the Proposed Project.

State Laws, Regulations, and Policies

Assembly Bill (AB) 52

AB 52, which was approved in September 2014 and effective on July 1, 2015, requires that CEQA lead agencies consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. The bill, chaptered in CEQA Section 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.

Defined in Section 21074(a) of the Public Resources Code, TCRs are:

1. Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

TCRs are further defined under Section 21074 as follows:

c. A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and
d. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a TCR if it conforms with the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe pursuant to newly chaptered Section 21080.3.2, or according to Section 21084.3. Section 21084.3 identifies mitigation measures that include avoidance and preservation of TCRs and treating TRCs with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

Discussion:

In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a TCR significant or important. To be considered a TCR, a resource must be either: (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or: (2) a resource that the lead agency chooses, in its discretion, to treat as a TCR and meets the criteria for listing in the state register of historic resources pursuant to the criteria set forth in Public Resources Code Section 5024.1(c). A substantial adverse change to a TCR would occur if the implementation of the project would:

- Disrupt, alter, or adversely affect a TCR such that the significance of the resource would be materially impaired

a. Tribal Cultural Resources. The United Auburn Indian Community of the Auburn Rancheria (UAIC), the Wilton Rancheria, the Washoe Tribe of Nevada and California, the Ione Band of Miwok Indians, the Nashville-El Dorado Miwok, the T'si Akim Maidu, and the Shingle Springs Band of Miwok Indians (SSBMI) were notified of the proposed project and given access to all project documents. No other tribe had requested to be notified of the proposed projects for consultation in the project area at the time. In response to requests from the UAIC mitigation measures were identified to address inadvertent discoveries of potential tribal cultural resources. With implementation of mitigation measure TCR-1, the potential impact of inadvertent discovery of TCRs would be **less than significant**.

TCR-1: If any Tribal Cultural Resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The appropriate tribal representatives from culturally affiliated tribes shall be immediately notified. Work at the discovery location shall not resume, until the potential TCR is determined, in consultation with culturally affiliated tribes, that the find is not a TCR, or that the find is a TCR and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. Preservation in place is the preferred alternative, and every effort must be made to preserve the identified resource in place, including but not limited to project redesign. Should be project redesign be required, the project shall be required to obtain a revision to the Design Review Permit. The contractor shall implement any measures deemed by the County to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find as necessary.

Monitoring Requirement: Mitigation measure shall be included as a note on all grading and building permits.

Monitoring Responsibility: El Dorado County Planning and Building Department

FINDING: With implementation of mitigation measure TCR-1, the potential impact of inadvertent discovery of TCRs would be less than significant.

XVIII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				**X**
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				**X**
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				**X**
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**X**
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			**X**	

Regulatory Setting:

Federal Laws, Regulations, and Policies

Energy Policy Act of 2005

The Energy Policy Act of 2005, intended to reduce reliance on fossil fuels, provides loan guarantees or tax credits for entities that develop or use fuel-efficient and/or energy efficient technologies (USEPA, 2014). The act also increases the amount of biofuel that must be mixed with gasoline sold in the United States (USEPA, 2014).

State Laws, Regulations, and Policies

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (Public Resources Code, Division 30) requires all California cities and counties to implement programs to reduce, recycle, and compost wastes by at least 50 percent by 2000 (Public Resources Code Section 41780). The state, acting through the California Integrated Waste Management Board (CIWMB), determines compliance with this mandate. Per-capita disposal rates are used to determine whether a jurisdiction's efforts are meeting the intent of the act.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act of 1991 (Public Resources Code Sections 42900-42911) requires that all development projects applying for building permits include adequate, accessible areas for collecting and loading recyclable materials.

California Integrated Energy Policy

Senate Bill 1389, passed in 2002, requires the California Energy Commission (CEC) to prepare an Integrated Energy Policy Report for the governor and legislature every 2 years (CEC 2015a). The report analyzes data and provides policy recommendations on trends and issues concerning electricity and natural gas, transportation, energy efficiency, renewable energy, and public interest energy research (CEC 2015a). The 2014 Draft Integrated Energy Policy Report Update includes policy recommendations, such as increasing investments in electric vehicle charging infrastructure at workplaces, multi-unit dwellings, and public sites (CEC 2015b).

Title 24–Building Energy Efficiency Standards

Title 24 Building Energy Efficiency Standards of the California Building Code are intended to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality (CEC 2012). The standards are updated on an approximately 3-year cycle. The 2013 standards went into effect on July 1, 2014.

Urban Water Management Planning Act

California Water Code Sections 10610 *et seq.* requires that all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet per year (AFY), prepare an urban water management plan (UWMP).

Other Standards and Guidelines

Leadership in Energy & Environmental Design

Leadership in Energy & Environmental Design (LEED) is a green building certification program, operated by the U.S. Green Building Council (USGBC) that recognizes energy efficient and/or environmentally friendly (green) components of building design (USGBC, 2015). To receive LEED certification, a building project must satisfy prerequisites and earn points related to different aspects of green building and environmental design (USGBC, 2015). The four levels of LEED certification are related to the number of points a project earns: (1) certified (40–49 points), (2) silver (50–59 points), (3) gold (60–79 points), and (4) platinum (80+ points) (USGBC, 2015). Points or credits may be obtained for various criteria, such as indoor and outdoor water use reduction, and construction and demolition (C&D) waste management planning. Indoor water use reduction entails reducing consumption of building fixtures and fittings by at least 20% from the calculated baseline and requires all newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling to be WaterSense labeled (USGBC, 2014). Outdoor water use reduction may be achieved by showing that the landscape does not require a permanent irrigation system beyond a maximum 2.0-year establishment period, or by reducing the project's landscape water requirement by at least 30% from the calculated baseline for the site's peak watering month (USGBC, 2014). C&D waste management points may be obtained by diverting at least 50% of C&D material and three material streams, or generating less than 2.5 pounds of construction waste per square foot of the building's floor area (USGBC, 2014).

Discussion: A substantial adverse effect on Utilities and Service Systems would occur if the implementation of the project would:

- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially increase the demand for potable water in excess of available supplies or distribution capacity without also including provisions to adequately accommodate the increased demand, or is unable to provide an adequate on-site water supply, including treatment, storage and distribution;
- Substantially increase the demand for the public collection, treatment, and disposal of wastewater without also including provisions to adequately accommodate the increased demand, or is unable to provide for adequate on-site wastewater system; or

- Result in demand for expansion of power or telecommunications service facilities without also including provisions to adequately accommodate the increased or expanded demand.

a. **Wastewater Requirements**: The project will be served by an on-site EID sewer system. There would be **no impact**.

b,d,e. **Construction of New/Expansion of Existing Wastewater Treatment Facilities, Sufficient Water Supply, and Adequate Capacity:** The project proposes to utilize an on-site wastewater treatment system. Water service to the site is provided by the Georgetown Divide Public Utilities District, which has provided a "will serve" letter for the proposed project. There would be **no impact** resulting from project water and wastewater utilities.

c. **New Stormwater Facilities:** The project would connect to the existing stormwater collection system, and would include an on-site retention area, to the east of the parking lot. No new off-site stormwater facilities would be required. All grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the County of El Dorado Grading, Erosion, and Sediment Control Ordinance, County Code Section 110.14. All drainage facilities would be required to be constructed in compliance with standards contained in the County of EI Dorado Drainage Manual. As such, impacts would be anticipated to be **less than significant**.

f-g. **Solid Waste Disposal and Requirements:** El Dorado Disposal distributes municipal solid waste to Forward Landfill in Stockton and Kiefer Landfill in Sacramento. Pursuant to El Dorado County Environmental Management Solid Waste Division staff, both facilities have sufficient capacity to serve the County. Recyclable materials are distributed to a facility in Benicia and green wastes are sent to a processing facility in Sacramento. County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting and loading of solid waste and recyclables. Onsite solid waste collection would be handled through the local waste management contractor. The project proposes a covered trash enclosure, located adjacent to the proposed loading area. Half of the proposed trash enclosure would be used for solid waste disposal and the other half would be used for storage and collection of paper, cardboard, glass, plastics, and metals. Impacts would be **less significant**.

FINDING: No significant utility and service system impacts would be expected with the project, either directly or indirectly. For this Utilities and Service Systems category, the thresholds of significance would not be exceeded.

IXX. WILDFIRE. *Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b. Due to slope, prevailing winds, and other factors exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities: that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**	

Discussion:

a,b,d. The project is surrounded by existing commercial and industrial development. The project site is within a State responsibility area and the California Department of Forestry and Fire Protection (CalFire) has indicated the project site is within a severe fire hazard rank. Implementation of the proposed project would not alter any roadways, access points, or otherwise degrade traffic operations and access to the area in such a way as to interfere with an emergency response or evacuation plan. There are no proposed residences associated with the project, and project operations would not notable increase the risk of wildfire on the project site. As such, implementation of the proposed project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The project is required to adhere to all fire prevention and protection requirements and regulations of El Dorado County including the El Dorado County Fire Hazard Ordinance and the Uniform Fire Code, as applicable. Pertinent measures include, but are not limited to, the use of equipment with spark arrestors and non-sparking tools during project activities. The project applicant would also be required to develop the project structures to meet 'defensible space' requirements as specified under Objective 6.2.1 of the Safety Element of the El Dorado County General Plan.

The project has been reviewed by the El Dorado Fire Protection District and CalFire and is not anticipated to exacerbate wildfire risks. The project area is generally flat and not characterized by steep and sloping terrain. The potential for the proposed project to expose people or structures to significant risks related

post-fire landslide would be limited. Impacts would be less than significant. Project impacts would be **less than significant**.

c. The project site would be accessed via an existing driveway connecting to Saratoga Lane. The project site is currently served by a fire hydrant. The proposed project would not include or require the installation or maintenance of additional infrastructure that would exacerbate fire risk. Impacts would be **less than significant**.

Mitigation Measures: None Required.

FINDING: As conditioned and with adherence to El Dorado County Code of Ordinances (County Code), for this Wildfire category, impacts would be anticipated to be less than significant.

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

Discussion:

a. No substantial evidence contained in the project record has been found that would indicate that this project would have the potential to significantly degrade the quality of the environment. As conditioned or mitigated, and with adherence to County permit requirements, this project would not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of California history, pre-history, or tribal cultural resources. Any impacts from the project would be **less than significant** due to the design of the project and required standards that would be implemented prior to project construction or with the building permit processes and/or any required project specific improvements on the property.

b. Cumulative impacts are defined in Section 15355 of the California Environmental Quality Act (CEQA) Guidelines as *two or more individual effects, which when considered together, would be considerable or which would compound or increase other environmental impacts.*

The parcels to the south and east of the project site are zoned for commercial use. A pre-application has been received by the County for a retail store on the parcel directly south. Both the proposed project and potential future development to the south are consistent with the County General Plan and zoning ordinance. Due to the small size of the proposed project, types of activities proposed, and site-specific environmental conditions, which have been disclosed in the Project Description and analyzed in Items I through XVI, there would be no significant impacts anticipated related to agriculture resources, air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, traffic/transportation, or utilities/service systems that would combine with similar effects such that the project's contribution would be cumulatively considerable. Mitigation measures for the proposed project would reduce potential impacts related to biological and cultural resources, such that no contributions to cumulative impacts would be expected. Potential impacts from cumulative projects due to increased demand for public services associated with the project would be offset by the payment of fees as required by service providers to extend the necessary infrastructure services. Therefore, the proposed project would not contribute to potentially significant cumulative impacts. This impact would be **less than significant**.

c. As outlined and discussed in this document, as conditioned and with compliance with County Codes, this project would be anticipated to have a less than significant project-related environmental effect which would cause substantial adverse effects on human beings, either directly or indirectly. Based on the analysis in this study, it has been determined that the project would have less than significant cumulative impacts. Based on the discussion contained in this document, no potentially significant impacts to human beings are anticipated to occur with respect to potential project impacts. The project would not include any physical changes to the site, and any future development or physical changes would require review and permitting through the County. Adherence to these standard conditions would be expected to reduce potential impacts to **less than significant**.

FINDINGS: It has been determined that the proposed project would not result in significant environmental impacts. The project would not exceed applicable environmental standards, nor significantly contribute to cumulative environmental impacts.

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Environmental Noise & Vibration Assessment

Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility

Cameron Park (El Dorado County), California

BAC Job # 2021-003

Prepared For:

Adam Croxton

5503 Bryant Road
Shingle Springs, CA 95682

Prepared By:

Bollard Acoustical Consultants, Inc.

Dario Gotchet, Senior Consultant

July 7, 2021

BOLLARD
Acoustical Consultants

Attachment A

Introduction

The proposed Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility (project) is located in Cameron Park (El Dorado County), California. The project is requesting a Conditional Use Permit to utilize the project property (APN: 109-2103-010) for an outdoor vehicle storage, rental, and sales facility. Existing land uses within the immediate project vicinity include a pre-school/day care to the north, industrial to the east, and both vacant and occupied commercial in all other directions. The project area and site plan are shown on Figures 1 and 2, respectively.

The purposes of this assessment are to quantify the existing noise and vibration environments, identify potential noise and vibration impacts resulting from the project, identify appropriate mitigation measures, and provide a quantitative and qualitative analysis of impacts associated with the project. Specifically, impacts are identified if project-related activities would cause a substantial increase in ambient noise or vibration levels at existing sensitive land uses in the project vicinity, or if project-generated noise or vibration levels would exceed applicable federal, state, or local standards at existing sensitive uses.

Noise and Vibration Fundamentals

Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 3.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the day-night average noise descriptor, DNL (or L_{dn}), and shows very good correlation with community response to noise. The day-night average sound level (DNL) is based on the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance.

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

Legend

- Project Border (Approximate)
- Short-Term Vibration Measurement Location
- Long-Term Noise Measurement Location

N

Scale (feet)

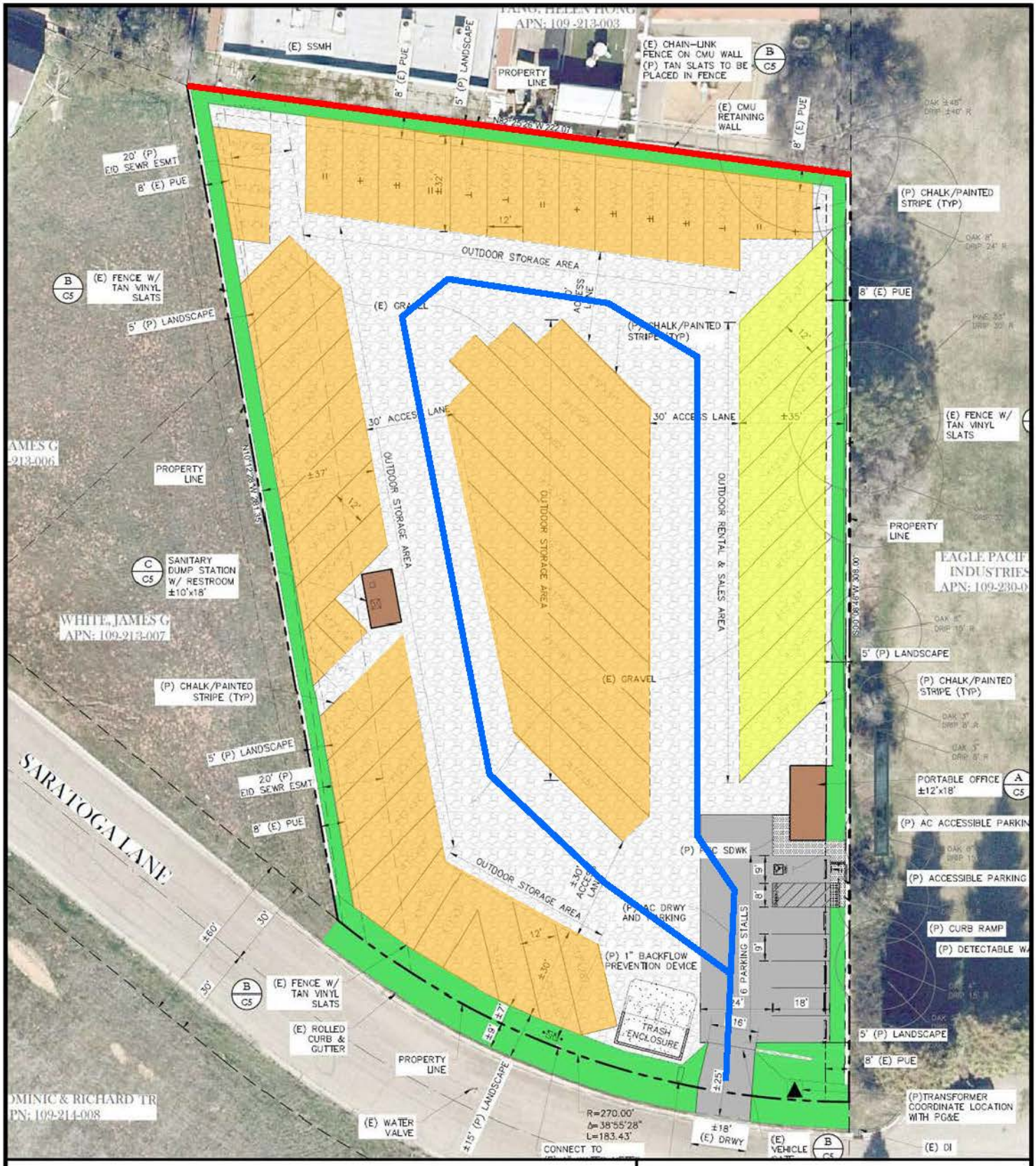
0 50 100

Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
El Dorado County, California

Project Area

Figure 1

BOLLARD Acoustical



Legend

- Drive Aisle (Vehicle Circulation)
- 6' Solid Noise Barrier (Mitigation Measure 2a)
- Rental and Sales Vehicle Area
- Main Vehicle Storage Areas

N

Scale (feet)

0 20 40

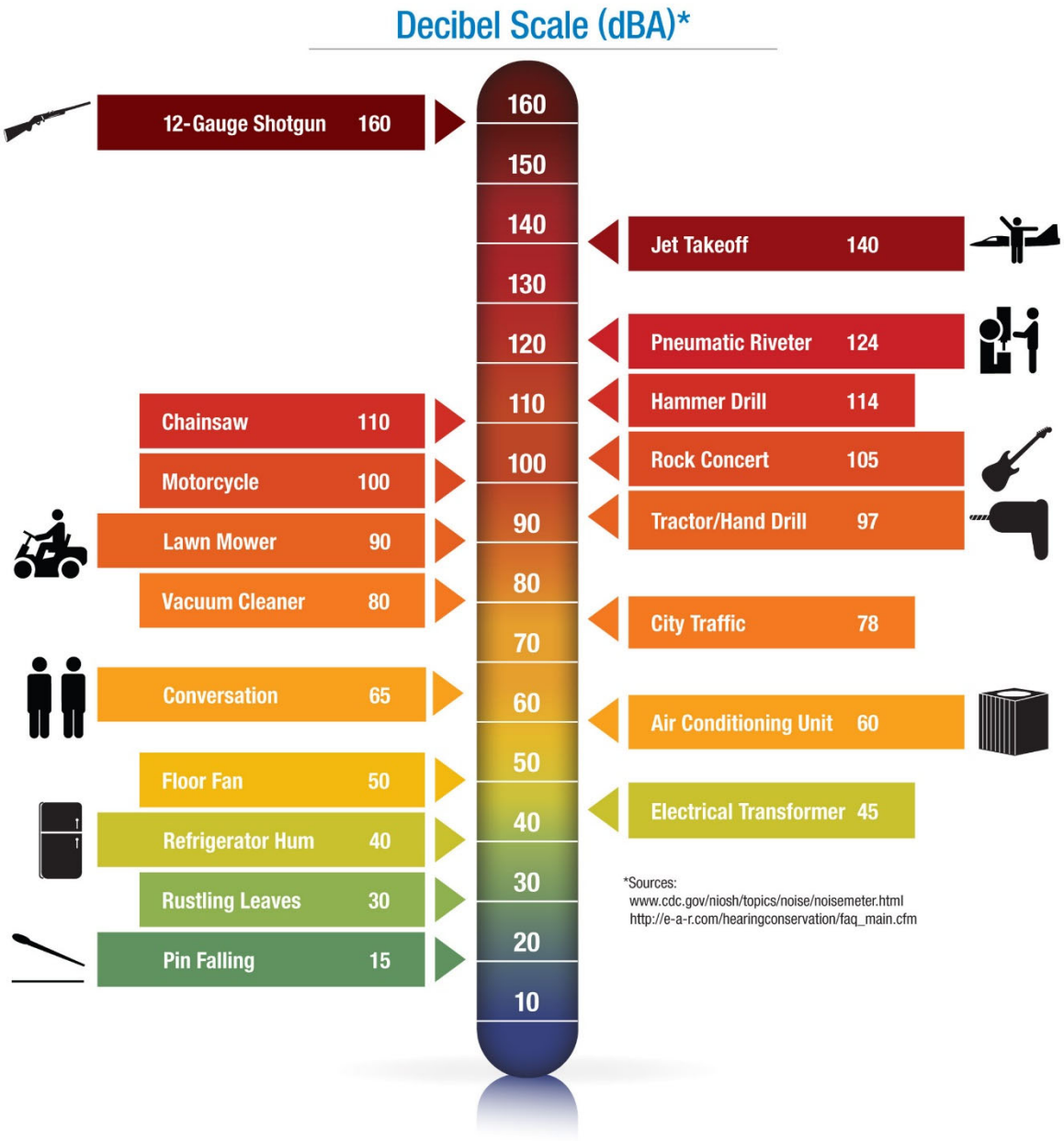
Saratoga Lane Outdoor Vehicle Storage & Sales Facility
El Dorado County, California

Site Plan

Figure 2

BOLLARD Acoustical

Figure 3
Noise Levels Associated with Common Noise Sources



Environmental Setting – Existing Ambient Noise and Vibration Environment

Noise-Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. The County of El Dorado has identified the pre-school/day care to the north of the project as a noise-sensitive land use. A combination of existing commercial (both vacant and occupied) and industrial uses are located in all other directions of the project site, which are typically not considered to be noise-sensitive. The project area and surrounding land uses are shown on Figure 1.

Existing Overall Ambient Noise Environment within the Project Vicinity

The existing ambient noise environment within the immediate project vicinity is defined primarily by outdoor play area activities at the pre-school/day care to the north, and by activities at adjacent commercial businesses (including an auto body shop). To quantify existing ambient noise environment within the immediate project vicinity, BAC conducted a long-term (96-hour) ambient noise level survey on the project site from March 27th to 30th, 2021. The long-term noise survey location is shown on Figure 1, identified as site LT-1. Photographs of the noise survey location are provided in Appendix B.

A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used to complete the long-term noise level survey. The meter was calibrated immediately before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The results of the long-term ambient noise survey are shown numerically and graphically in Appendices C and D (respectively) and are summarized in Table 1.

Table 1
Long-Term Noise Level Measurement Results – March 27-30, 2021[1]

Site Description[2]	Date	DNL (dB)	Average Measured Hourly Noise Levels (dB)			
			Daytime[3]		Nighttime[4]	
			L_{eq}	L_{max}	L_{eq}	L_{max}
LT-1: Along northern project boundary adjacent to the pre-school/day care	3/27/21	54	53	71	45	61
	3/28/21	52	50	67	44	58
	3/29/21	54	52	68	46	59
	3/30/21	54	52	68	46	59

[1] Detailed summaries of the noise monitoring results are provided in Appendices C and D.
[2] Long-term ambient noise monitoring location is identified on Figure 1.
[3] Daytime hours: 7:00 a.m. to 10:00 p.m.
[4] Nighttime hours: 10:00 p.m. to 7:00 a.m.
Source: Bollard Acoustical Consultants, Inc. (2021)

As shown in Table 1, measured day-night average (DNL) and average measured hourly noise levels were consistent throughout the monitoring period. Noise measurements collected at site LT-1, located along the northern project boundary, are believed to be representative of the ambient noise level environment at the adjacent pre-school/day care.

Existing Ambient Vibration Environment

During a site visit on March 26th, 2021, vibration levels were below the threshold of perception at the project site. Nonetheless, to quantify existing vibration levels at the project site, BAC conducted a short-term (15-minute) vibration survey at the location identified on Figure 1 (site V-1). Photographs of the vibration survey location are provided in Appendix B.

A Larson-Davis Laboratories Model LxT precision integrating sound level meter equipped with a vibration transducer was used to complete the measurements. The results are summarized below in Table 2.

Table 2
Summary of Ambient Vibration Monitoring Results – March 26, 2021

Site	Time	Average Measured Vibration Level, PPV (in. sec)[1]
V-1: Along the southern project property boundary	10:36 a.m.	<0.001

[1] PPV = Peak Particle Velocity (inches/second)
Source: Bollard Acoustical Consultants, Inc. (2021)

The Table 2 data indicate that measured average vibration levels within the project area were less than 0.001 in/sec PPV.

Regulatory Setting: Criteria for Acceptable Noise and Vibration Exposure

Federal

There are no federal noise or vibration criteria which would be directly applicable to this project.

State of California

California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?

B. Generation of excessive groundborne vibration or groundborne noise levels?

C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered significant according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

California Department of Transportation (Caltrans)

El Dorado County does not currently have adopted standards for groundborne vibration. As a result, the vibration impact criteria developed by the California Department of Transportation (Caltrans) was applied to the project. The Caltrans criteria applicable to damage and annoyance from transient and continuous vibration typically associated with construction activities are presented in Tables 3 and 4. Equipment or activities typical of continuous vibration include: excavation equipment, static compaction equipment, tracked vehicles, traffic on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include impact pile drivers, blasting, drop balls, "pogo stick" compactors, and crack-and-seat equipment (California Department of Transportation 2013).

Table 3
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = Peak Particle Velocity

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual (2013).

Table 4
Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.40	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = Peak Particle Velocity

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual (2013).

Local

El Dorado County General Plan

The Public Health, Safety, and Noise Element of the El Dorado County General Plan contains the County's noise-related policies. The specific policies which are generally applicable to this project are reproduced below:

Policy 6.5.1.1 Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 5 (General Plan Table 6-1) or the performance standards of Table 6 (General Plan Table 6-2), an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 6.5.1.2 Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 6 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 6.5.1.3 Where noise mitigation measures are required to achieve the standards of Tables 5 and Table 6, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project and the noise barriers are not incompatible with the surroundings.

Policy 6.5.1.7 Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6 for noise-sensitive uses.

Policy 6.5.1.8 New development of noise sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table 5 unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in Table 5.

Policy 6.5.1.9 Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 5 at existing noise-sensitive land uses.

Policy 6.5.1.11 The standards outlined in Tables 7, 8 and 9 (General Plan Tables 6-3, 6-4, 6-5) shall not apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on weekends, and on federally-recognized holidays. Further, the standards outlined in Tables 7 through 9 shall not apply to public projects to alleviate traffic congestion and safety hazards.

Policy 6.5.1.12 When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration:

a) Where existing or projected future traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of residential uses, an increase of more than 5 dBA L_{dn} caused by a new transportation noise source will be considered significant.

b) Where existing or projected future traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 3 dBA L_{dn} caused by a new transportation noise source will be considered significant; and

c) Where existing or projected future traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA L_{dn} caused by a new transportation noise source will considered significant.

Policy 6.5.1.13 When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration:

a) In areas in which ambient noise levels are in accordance with the standards in Table 6, increases in ambient noise levels caused by new non-transportation noise sources that exceed 5 dBA shall be considered significant; and

b) In areas in which ambient noise levels are not in accordance with the standards in Table 6, increases in ambient noise levels caused by new non-transportation noise sources that exceed 3 dBA shall be considered significant.

Table 5
Maximum Allowable Noise Exposure for Transportation Noise Sources

Land Use	Outdoor Activity Areas[1] L_{dn}/CNEL, dB	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}, dB[2]
Residential	60[3]	45	--
Transient Lodging	60[3]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60[3]	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

[1] In Community Regions and Rural Centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB Ldn shall be applied at the building facade, in addition to a 60 dB Ldn criterion at the outdoor activity area. In Rural Regions, an exterior noise level criterion of 60 dB Ldn shall be applied at a 100 foot radius from the residence unless it is within Platted Lands where the underlying land use designation is consistent with Community Region densities in which case the 65 dB Ldn may apply. The 100-foot radius applies to properties which are five acres and larger; the balance will fall under the property line requirement.

[2] As determined for a typical worst-case hour during periods of use.

[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-1

Table 6
Noise Level Performance Protection Standards for Noise-Sensitive Land Uses Affected by Non-Transportation Sources

Noise Level Descriptor	Daytime 7 am – 7 pm		Evening 7 pm – 10 pm		Nighttime 10 pm – 7 am	
	Community	Rural	Community	Rural	Community	Rural
Hourly, L_{eq}	55	50	50	45	45	40
Maximum, L_{max}	70	60	60	55	55	50

-Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).
-The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.
-In Community Regions the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise-sensitive land use as defined in Objective 6.5.1.

Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-2

Table 7
Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Community Regions and Adopted Plan Areas – Construction Noise

Land Use Designation[1]	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
Higher-Density Residential (MFR, HDR, MDR)	7 am – 7 pm	55	75
	7 pm – 10 pm	50	65
	10 pm – 7 am	45	60
Commercial and Public Facilities (C, R&D, PF)	7 am – 7 pm	70	90
	10 pm – 7 am	65	75
Industrial (I)	Any Time	80	90

[1] Adopted Plan areas should refer to those land use designations that most closely correspond to the similar General Plan land use designations for similar development.

Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-3

Table 8
Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Rural Centers – Construction Noise

Land Use Designation	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
All Residential (MFR, HDR, MDR)	7 am – 7 pm	55	75
	7 pm – 10 pm	50	65
	10 pm – 7 am	40	55
Commercial and Public Facilities (C, TR, PF)	7 am – 7 pm	65	75
	10 pm – 7 am	60	70
Industrial (I)	Any Time	70	80
Open Space (OS)	7 am – 7 pm	55	75
	7 pm – 10 pm	50	65
Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-4			

Table 9
Maximum Allowable Noise Exposure for Non-Transportation Noise Sources in Rural Regions and Adopted Plan Areas – Construction Noise

Land Use Designation	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
All Residential (LDR)	7 am – 7 pm	50	60
	7 pm – 10 pm	45	55
	10 pm – 7 am	40	50
Commercial and Public Facilities (C, TR, PF)	7 am – 7 pm	65	75
	10 pm – 7 am	60	70
Industrial (I)	Any Time	70	80
Rural Land, Natural Resources, Open Space, Agricultural Lands (RR, NR, OS, AL)	7 am – 7 pm	65	75
	7 pm – 10 pm	60	70
Source: El Dorado County General Plan, Public Health & Safety Element, Table 6-5			

According to Figure LU-1 of the El Dorado County General Plan (Land Use Diagram), the project property and adjacent properties are located within a community region of the county. As a result, the noise level limits and associated criteria applicable to community regions identified in Tables 6 and 7 would be applicable to the project.

Impacts and Mitigation Measures

Thresholds of Significance

For the purposes of this assessment, a noise and vibration impact is considered significant if the project would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies; or

- Generation of excessive groundborne vibration or groundborne noise levels; or

- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The following criteria based on standards established by the California Department of Transportation (Caltrans) and El Dorado County General Plan were used to evaluate the significance of environmental noise and vibration resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the El Dorado County General Plan.

- A significant impact would be identified if off-site traffic noise exposure or on-site activities generated by the project would substantially increase noise levels at existing sensitive receptors in the vicinity. A substantial increase would be identified relative to the noise level increase significance criteria established in Policies 6.5.1.12 (transportation noise sources) and 6.2.1.13 (non-transportation noise sources) of the El Dorado County General Plan.

- A significant impact would be identified if project construction activities or proposed on-site operations would expose noise-sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed the Caltrans vibration impact criteria.

Noise Impacts Associated with Project-Generated Increases in Off-Site Traffic

Impact 1: Increases in Existing Traffic Noise Levels due to the Project

The project site is accessed via Saratoga Lane on the southern end of the project site. As a result, the greatest impact from project-generated off-site traffic is expected to be on Saratoga Lane.

To assess noise impacts due to project-related traffic increases on Saratoga Lane, BAC utilized the trip generation information obtained from the project applicant with the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA Model was used in conjunction with the CALVENO reference noise emission curves, and accounts for vehicle volume and speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the project vicinity, and is generally considered to be accurate within 1.5 dB if the input variables are properly accounted for. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To calculate a day-night average (DNL), average daily traffic (ADT) volume data is manipulated based on the assumed day/night distribution of traffic.

It is the understanding of BAC that the project is expected to generate approximately 57 vehicle trips per day. Based on that project trip generation estimation, project-generated traffic noise level exposure is predicted to be approximately 44 dB DNL at a distance of 50 feet from the centerline of Saratoga Lane. The FHWA Model inputs and predicted Saratoga Lane traffic noise levels are provided in Appendix E-1 of this report.

Existing traffic volume data for Saratoga Lane were not available from the El Dorado County Department of Transportation at the time of writing this report. For the purposes of this analysis, BAC conservatively assumed an existing average daily traffic volume of 500 for the roadway. Based on an estimated 500 vehicle trips per day, existing day-night average noise level exposure computes to approximately 49 dB DNL at a distance of 50 feet from the centerline of Saratoga Lane. The FHWA Model inputs and predicted existing traffic noise levels on Saratoga Lane are provided in Appendix E-2 of this report.

Pursuant to Policy 6.5.1.12 of the El Dorado County General Plan, a 5 dB DNL increase is the threshold of significance where pre-project (existing) ambient noise levels are below 60 dB. Given a predicted project-generated off-site traffic noise level of 44 dB DNL at 50 feet, and a computed existing traffic noise level of 49 dB DNL at that same distance, the project-related increase in traffic noise levels on Saratoga Lane is calculated to be 1.1 dB DNL. Finally, it should be noted that noise-sensitive uses were not identified within 50 feet of the centerline of Saratoga Lane.

Because project-related traffic is not predicted to result in increases in ambient noise levels that would exceed the significance criteria contained in Policy 6.5.1.12 of the El Dorado County General Plan at existing sensitive uses within the project vicinity, this impact is identified as being ***less than significant***.

Off-Site Noise Impacts Associated with Proposed On-Site Operations

The project proposes an outdoor vehicle storage and sales/rental facility. The primary noise sources associated with on-site operations include vehicle circulation and recreational vehicle (RV) cleaning equipment (i.e., pressure washers and vacuums). This assessment also includes analyses of RV roof-top mounted air-conditioners and RV generators, should they be operated while on the premises. According to the project description, the project proposes operations from 7:00 a.m. to 7:00 p.m. for rental and sales patrons, from 6:00 a.m. to 10:00 p.m. for vehicle storage patrons.

The following section includes analyses of project on-site operations noise levels at the nearest identified existing noise-sensitive use – the pre-school/day care to the north of the project. According to information obtained online, hours of operation for the pre-school/day care are 7:00 a.m. to 6:00 p.m. As a result, the El Dorado County General Plan daytime noise level standards for non-transportation noise sources affecting (community region) sensitive uses were applied to project on-site operations noise sources (Table 6).

It should be noted that the project proposes an on-site sanitary dump station. However, it is our understanding that the station will operate on gravity as opposed to a vacuum system – which would be noise-generating. Because the facility dump station will reportedly not include noise-

generating equipment such as a vacuum system, this assessment does not include an analysis of noise associated with the project sanitary dump station.

Impact 2: Pressure Washer Equipment Noise at Nearest Sensitive Use

According to the project applicant, mobile pressure washing equipment will be used for cleaning the facility's rental/sales vehicles. The rental/sales vehicle parking stalls are located along the eastern project property line, as illustrated in Figure 2.

It is our understanding that the facility will utilize a Honda Power Stroke 3100 PSI pressure washer for vehicle washing activities. According to information obtained from the project applicant, the proposed pressure washer has a reference noise level of 85 dB at distance of 5 feet. This reference noise level is consistent with noise level data reported online for other similar-sized pressure washers. For the purposes of this analysis, it was reasonably assumed that pressure washing activities would occur within the rental/sales vehicle parking stalls only, as it is expected that vehicle storage patrons would clean personal vehicles off-site. In addition, because it is likely that pressure washing activities would occur either continuously or intermittently throughout the duration of a given hour, noise level exposure associated with the equipment was assessed relative to the General Plan hourly average (L_{eq}) noise level standard.

Based on the reference noise level data above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), pressure washer equipment noise exposure at the property line of the nearest sensitive use (pre-school/day care) was calculated and the results of those calculations are presented in Table 10.

Table 10
Predicted Pressure Washer Equipment Noise Levels at Nearest Sensitive Use

Receiver[1]	Distance (ft)[2]	Predicted Noise Levels, L_{eq} (dB)[3]	County Community Daytime Noise Standards, L_{eq} (dB)
Pre-School/Day Care	40	67	**55**

[1] Receiver location shown on Figure 1.
[2] Distance measured from nearest rental/sales vehicle stall to receiver property line using provided site plan.
[3] Predicted noise levels based on equipment information provided by project applicant.
Source: Bollard Acoustical Consultants, Inc. (2021)

As indicated in Table 10, noise level exposure from project pressure washing equipment is predicted to exceed the El Dorado County General Plan daytime hourly average (L_{eq}) noise level standard at the property line of the nearest sensitive use (pre-school/day care).

According to the ambient noise level measurement results from site LT-1 (Table 1), which are believed to be representative of the existing ambient noise environment at the nearest sensitive use (pre-school/day care), average measured daytime noise levels during four-day monitoring period ranged from 50 to 53 dB L_{eq} (calculated average of 52 dB L_{eq}) and from 67 to 71 dB L_{max} (calculated average of 69 dB L_{max}). The impact significance criteria contained in General Plan Policy 6.5.1.13 indicate that a 5 dB increase is the threshold of significance where pre-project ambient noise levels are in accordance with the standards contained in Table 6.

As indicated in Table 10, the hourly average (L_{eq}) noise level exposure generated by pressure washing equipment is predicted to be 67 dB L_{eq} at the nearest sensitive receiver. Given an averaged measured daytime noise level of 52 dB L_{eq}, the increase in ambient noise levels resulting from pressure washer equipment is calculated to be approximately 15 dB, which would exceed the applicable General Plan threshold of significance of 5 dB.

Because project pressure washing equipment noise level exposure is predicted to exceed the applicable El Dorado County General Plan daytime hourly average noise level limit at the nearest sensitive use, and because the increase in ambient noise levels resulting from those activities is predicted to exceed the impact significant criteria contained in General Plan Policy 6.5.1.13, this impact is identified as being ***potentially significant****.*

Mitigation Impact 2:

To satisfy the applicable El Dorado County General Plan daytime hourly average (L_{eq}) noise level standard and General Plan Policy 6.5.1.13 impact significance criteria at the nearest sensitive use, implementation of the following noise mitigation measures would be required:

MM-2a: The construction of a solid noise barrier measuring a minimum of 6-feet in height along the northern project property boundary. Figure 2 shows the location of the required barrier. The construction of a solid noise barrier measuring a minimum of 6-feet in height will result in the satisfaction of the applicable General Plan daytime hourly average noise level standard and applicable General Plan increase significance criteria at the nearest sensitive use (pre-school/day care).

The solid noise barrier could consist of either of masonry or precast concrete panels. A noise barrier constructed of wood (or wood composite) with overlapping slat construction would also be sufficient. The purpose of overlapping slats and using screws rather than nails is to ensure that prolonged exposure to the elements does not result in visible gaps through the slats which would result in reduced noise barrier effectiveness.

MM-2b: Select a quieter pressure washer. Specifically, the overall noise level for the project pressure washer shall not exceed 75 dB at a distance of 5 feet.

After implementation of **MM-2a** and **MM-2b**, project pressure washing equipment is predicted to be 52 dB L_{eq} at the nearest sensitive use (pre-school/day care), which would satisfy the General Plan daytime 55 dB L_{eq} noise level standard. In addition, given an averaged measured daytime noise level of 52 dB L_{eq}, the increase in ambient noise levels resulting from pressure washer equipment after implementation of **MM-2a** and **MM-2b** is calculated to be approximately 3 dB, which would satisfy the applicable General Plan threshold of significance of 5 dB.

Significance of Impact 2 after Mitigation: ***Less than Significant***

Impact 3: Vacuum Equipment Noise at Nearest Sensitive Use

A shop vacuum is proposed to be used for cleaning the facility's rental and sales vehicles. The rental/sales vehicle parking stalls are located along the eastern project property line, as illustrated in Figure 2.

It is our understanding that the facility will utilize a DeWalt 10-gallon (5-horsepower) wet/dry vacuum for cleaning the inside of the rental/sales vehicles. According to information obtained from the project applicant, the proposed vacuum equipment has a reference noise level of 75 dB at distance of 5 feet. This reference noise level is consistent with noise level data reported online for other similar-sized shop vacuums. For the purposes of this analysis, it was reasonably assumed that use of the vacuum would occur within the rental/sales vehicle parking stalls only, as it is expected that vehicle storage patrons would clean personal vehicles off-site. In addition, because it is likely that vacuum use could occur either continuously or intermittently throughout the duration of a given hour, noise level exposure associated with the equipment was assessed relative to the General Plan hourly average (L_{eq}) noise level standard.

Based on the reference noise level data above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project vacuum equipment noise exposure at the property line of the nearest sensitive use (pre-school/day care) was calculated and the results of those calculations are presented in Table 11.

Table 11
Predicted Vacuum Equipment Noise Levels at Nearest Sensitive Use

Receiver[1]	Distance (ft)[2]	Predicted Noise Levels, L_{eq} (dB)[3]	County Community Daytime Noise Standards, L_{eq} (dB)
Pre-School/Day Care	40	57	**55**

[1] Receiver location shown on Figure 1.
[2] Distance measured from nearest rental/sales vehicle stall to receiver property line using provided site plan.
[3] Predicted noise levels based on equipment information provided by project applicant.
Source: Bollard Acoustical Consultants, Inc. (2021)

The Table 11 data indicate that noise level exposure from project vacuum equipment is predicted to exceed the El Dorado County General Plan daytime hourly average (L_{eq}) noise level standard at the property line of the nearest existing use (pre-school/day care).

According to the ambient noise level measurement results from site LT-1 (Table 1), which are believed to be representative of the existing ambient noise environment at the nearest sensitive use to the project (pre-school/day care), average measured daytime noise levels during four-day monitoring period ranged from 50 to 53 dB L_{eq} (calculated average of 52 dB L_{eq}) and from 67 to 71 dB L_{max} (calculated average of 69 dB L_{max}). The impact significance criteria contained in General Plan Policy 6.5.1.13 indicate that a 5 dB increase is the threshold of significance where pre-project ambient noise levels are in accordance with the standards contained in Table 6.

As indicated in Table 11, the hourly average (L_{eq}) noise level exposure generated by project vacuum equipment is predicted to be 57 dB L_{eq} at the nearest sensitive receiver. Given an averaged measured daytime noise level of 52 dB L_{eq}, the increase in ambient noise levels

resulting from vacuum equipment is calculated to be approximately 6 dB, which would exceed the applicable General Plan threshold of significance of 5 dB.

Because project vacuum equipment noise level exposure is predicted to exceed the applicable El Dorado County General Plan daytime hourly average noise level limit at the nearest sensitive use, and because the increase in ambient noise levels resulting from that activity is predicted to exceed the impact significant criteria contained in General Plan Policy 6.5.1.13, this impact is identified as being ***potentially significant****.*

Mitigation Impact 3:

To satisfy the applicable El Dorado County General Plan daytime hourly average (L_{eq}) noise level standard and General Plan Policy 6.5.1.13 impact significance criteria at the nearest sensitive use, implementation of the following noise mitigation measure would be required:

MM-3: Implement Mitigation Measure 2a (MM-2a) – the construction of a 6-foot-tall solid noise barrier at the location shown in Figure 2.

After implementation of **MM-3 (MM-2a)**, project vacuum equipment is predicted to be 52 dB L_{eq} at the nearest sensitive use (pre-school/day care), which would satisfy the General Plan daytime 55 dB L_{eq} noise level standard. In addition, given an averaged measured daytime noise level of 52 dB L_{eq}, the increase in ambient noise levels resulting from vacuum activities after implementation of **MM-3 (MM-2a)** is calculated to be approximately 3 dB, which would satisfy the applicable General Plan threshold of significance of 5 dB.

Significance of Impact 3 after Mitigation: *Less than Significant*

Impact 4: Vehicle Generator Noise at Nearest Sensitive Use

It is the understanding of BAC that all on-site vehicles (RV's, campers) will be hooked up to an on-site power source. However, it our further understanding that on-board generators associated with either the outdoor storage or rental/sales vehicles could potentially be turned on for brief durations. The outdoor vehicle storage and rental/sales vehicle areas are shown in Figure 2.

According to an equipment sound-proofing company (Sonic-Shield), most RV generators produce noise levels ranging from 48 to 65 dB at a distance of 50 feet. In addition, because on-site operation of vehicle generators would reportedly occur for brief durations only (assumed to be 5 minutes or less), noise level exposure associated with the equipment was assessed relative to the General Plan maximum (L_{max}) noise level standard.

The center of the nearest outdoor vehicle storage stall maintains a separation of approximately 20 feet from the property line of the nearest sensitive use (pre-school/day care). Based on a reference noise level of 65 dB at 50 feet (conservatively), and assuming standard spherical spreading loss (-6 dB per doubling of distance), vehicle generator noise level exposure is calculated to be 73 dB L_{max} the property line of the nearest sensitive use, which would exceed the El Dorado County General Plan 70 dB L_{max} daytime noise level standard.

According to the ambient noise level measurement results from site LT-1 (Table 1), which are believed to be representative of the existing ambient noise environment at the nearest sensitive use to the project (pre-school/day care), average measured daytime noise levels during four-day monitoring period ranged from 50 to 53 dB L_{eq} (calculated average of 52 dB L_{eq}) and from 67 to 71 dB L_{max} (calculated average of 69 dB L_{max}). The impact significance criteria contained in General Plan Policy 6.5.1.13 indicate that a 5 dB increase is the threshold of significance where pre-project ambient noise levels are in accordance with the standards contained in Table 6.

The predicted maximum (L_{max}) noise level exposure generated from brief generator operation is predicted to be 73 dB L_{max} at the property line of the nearest sensitive use. Given an averaged measured daytime noise level of 69 dB L_{max}, the increase in ambient noise levels resulting from vacuum equipment is calculated to be approximately 6 dB, which would exceed the applicable General Plan threshold of significance of 5 dB.

Because noise level exposure associated with brief on-site operation of vehicle generators is predicted to exceed the applicable El Dorado County General Plan daytime maximum noise level limit at the nearest sensitive use, and because the increase in ambient noise levels resulting from that activity is predicted to exceed applicable impact significant criteria contained in General Plan Policy 6.5.1.13, this impact is identified as being **potentially significant**.

Mitigation Impact 4:

To satisfy the applicable El Dorado County General Plan maximum (L_{max}) noise level standard and General Plan Policy 6.5.1.13 impact significance criteria at the nearest sensitive use, implementation of the following noise mitigation measures would be required:

MM-4a: Implement Mitigation Measure 2a (MM-2a) – the construction of a 6-foot-tall solid noise barrier at the location shown in Figure 2.

MM-4b: Facility management should discourage patrons from operation of vehicle generators while on-site. However, should generator operation be required while on-site, facility management should diligently enforce a limitation on generator operation to 5 minutes or less.

After implementation of **MM-4a (MM-2a)** and **MM-4b**, vehicle generator noise level exposure is predicted to be 68 dB L_{max} at the nearest sensitive use (pre-school/day care), which would satisfy the General Plan daytime 70 dB L_{max} noise level standard. In addition, given an averaged measured daytime noise level of 69 dB L_{max}, the increase in ambient noise levels resulting from brief generator operation after implementation of **MM-4a (MM-2a)** and **MM-4b** is calculated to be approximately 3 dB, which would satisfy the applicable General Plan threshold of significance of 5 dB.

Significance of Impact 4 after Mitigation: ***Less than Significant***

Impact 5: Vehicle Air-Conditioning Unit Noise at Nearest Sensitive Use

It is the understanding of BAC that operation of on-board (roof-top mounted) vehicle air-conditioning units within either the outdoor storage or rental/sales vehicle areas could occur while on-site for brief durations. The outdoor vehicle storage and rental/sales vehicle areas are shown in Figure 2.

To quantify the noise levels generated from on-site operation of vehicle air-conditioning units, BAC utilized reference noise level measurement data obtained from the Advanced RV Research Facility. Specifically, the engineering team at Advanced RV Research Facility conducted noise level testing of four common high output (15,000 BTU) recreational vehicle air-conditioner units. The test results indicate that the measured noise levels of the four units ranged from 63 to 72 dBA at a distance of 4 feet in front of the unit (0° off-axis). Based on the results from this research, a reference noise level of 72 dBA at distance of 4 feet was conservatively used in the prediction of project recreational vehicle air-conditioning equipment noise levels. Finally, because on-site operation of vehicle air-conditioning units would reportedly occur for brief durations only (assumed to be 5 minutes or less), noise level exposure associated with the equipment was assessed relative to the General Plan maximum (L_{max}) noise level standard.

The center of the nearest outdoor vehicle storage stall maintains a separation of approximately 20 feet from the property line of the nearest sensitive use (pre-school/day care). Based on a reference noise level of 72 dB at 4 feet, and assuming standard spherical spreading loss (-6 dB per doubling of distance), vehicle air-conditioning unit noise level exposure is calculated to be 58 dB L_{max} the property line of the nearest sensitive use, which would satisfy the El Dorado County General Plan 70 dB L_{max} daytime maximum noise level standard.

According to the ambient noise level measurement results from site LT-1 (Table 1), which are believed to be representative of the existing ambient noise environment at the nearest sensitive use to the project (pre-school/day care), average measured daytime noise levels during four-day monitoring period ranged from 50 to 53 dB L_{eq} (calculated average of 52 dB L_{eq}) and from 67 to 71 dB L_{max} (calculated average of 69 dB L_{max}). The impact significance criteria contained in General Plan Policy 6.5.1.13 indicate that a 5 dB increase is the threshold of significance where pre-project ambient noise levels are in accordance with the standards contained in Table 6.

The predicted maximum (L_{max}) noise level generated from operation of a vehicle air-conditioning unit is predicted to be 58 dB L_{max} at the property line of the nearest sensitive use. Given an averaged measured daytime noise level of 69 dB L_{max}, the increase in ambient noise levels resulting from operation of an air-conditioning unit is calculated to be less than 1 dB, which would satisfy the applicable General Plan threshold of significance of 5 dB.

Because noise level exposure associated with brief on-site operation of vehicle air-conditioning equipment is predicted to satisfy the applicable El Dorado County General Plan daytime maximum noise level limit at the nearest sensitive use, and because the increase in ambient noise levels resulting from that activity is predicted to satisfy the impact significant criteria contained in General Plan Policy 6.5.1.13, this impact is identified as being ***less than significant***.

Impact 6: On-Site Vehicle Circulation Noise at Nearest Sensitive Use

The project proposes an interior drive aisle to accommodate access to storage and rental/sales vehicles on the property. The location of the facility drive aisle is shown in Figure 2. The FHWA Model was utilized with daily trip generation data provided by the project applicant to quantify on-site vehicle circulation noise generated by the project on-site drive aisle.

According to the project applicant, the project is estimated to generate approximately 57 total daily trips. To quantify on-site vehicle circulation noise level exposure relative to the El Dorado County General Plan hourly average (L_{eq}) noise level descriptor, it was conservatively assumed half of the total vehicle daily trips (approximately 29 vehicles) could occur within the same worst-case busy hour within the drive aisle. Based on the trip information above, and assuming an on-site vehicle speed of less than 25 mph within the drive aisle, project on-site traffic circulation noise exposure at the nearest existing sensitive use (pre-school/day care) was calculated. The results of those calculations are presented in Table 12.

Table 12
Predicted Worst Case On-Site Vehicle Circulation Noise Levels at Nearest Sensitive Use

Receiver[1]	Distance (ft)[2]	Predicted Noise Levels (dB)[3]		County Community Daytime Noise Standards (dB)	
		L_{eq}	L_{max}[4]	L_{eq}	L_{max}
Pre-School/Day Care	50	45	55	**55**	**70**

[1] Receiver location shown on Figure 1.
[2] Distance measured from center of facility drive aisle to receiver property line using provided site plan.
[3] Predicted noise levels based on trip generation information provided by project applicant.
[4] Predicted maximum (Lmax) noise levels were conservatively estimated to be 10 dB higher than predicted hourly average (Leq) noise levels.

Source: Bollard Acoustical Consultants, Inc. (2021)

Project on-site traffic circulation noise levels at the nearest existing sensitive use are presented above in Table 12. However, pursuant to the mitigation previously outlined in **MM-2a**, the construction of a 6-foot-tall solid noise barrier along the northern project property boundary is required to reduce on-site operations noise levels to a state of compliance. The construction of said noise barrier would also provide attenuation of project on-site vehicle circulation noise levels at the pre-school/day care. The results presented in Table 13 include implementation of **MM-2a**.

Table 13
Predicted Worst Case On-Site Vehicle Circulation Noise Levels at Nearest Sensitive Use with Implementation of MM-2a[1]

Receiver[1]	Distance (ft)[2]	Predicted Noise Levels (dB)		County Community Daytime Noise Standards (dB)	
		L_{eq}	L_{max}	L_{eq}	L_{max}
Pre-School/Day Care	50	40	50	**55**	**70**

[1] Includes consideration of implementation of MM-2a (6-foot-tall solid noise barrier along northern project property line).

Source: Bollard Acoustical Consultants, Inc. (2021)

As indicated in Table 13, noise levels generated by worst-case on-site vehicle circulation are predicted to satisfy the El Dorado County General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the property line of the nearest sensitive use (pre-school/day care), including implementation of **MM-2a**.

According to the ambient noise level measurement results from site LT-1 (Table 1), which are believed to be representative of the existing ambient noise environment at the nearest sensitive use to the project (pre-school/day care), average measured daytime noise levels during four-day monitoring period ranged from 50 to 53 dB L_{eq} (calculated average of 52 dB L_{eq}) and from 67 to 71 dB L_{max} (calculated average of 69 dB L_{max}). The impact significance criteria contained in General Plan Policy 6.5.1.13 indicate that a 5 dB increase is the threshold of significance where pre-project ambient noise levels are in accordance with the standards contained in Table 6.

After implementation of **MM-2a**, hourly average (L_{eq}) noise level exposure generated by worst-case on-site vehicle circulation is predicted to be 40 dB L_{eq} at the nearest sensitive receiver (Table 13). Given an averaged measured daytime noise level of 52 dB L_{eq}, the increase in ambient noise levels resulting from worst-case on-site vehicle circulation is calculated to be less than 1 dB, which would not exceed the applicable General Plan threshold of significance of 5 dB. The Table 13 data also indicate that maximum (L_{max}) noise levels generated by worst-case on-site vehicle circulation is predicted to be 50 dB L_{max} at the nearest sensitive receiver. Relative to an averaged measured daytime noise level of 69 dB L_{max}, the increase in ambient noise levels resulting from worst-case on-site vehicle circulation is calculated to be less than 1 dB, which would not exceed the applicable General Plan threshold of significance of 5 dB.

Because worst-case on-site vehicle circulation noise level exposure is predicted to satisfy the applicable El Dorado County General Plan daytime noise level standards at the nearest identified sensitive use, and because increases in ambient noise levels associated with that activity are not predicted to exceed the applicable General Plan Policy 6.5.1.13 impact significance criteria at the nearest sensitive use, this impact is identified as being ***less than significant.***

Impact 7: Cumulative (Combined) Noise Levels from On-Site Operations at Nearest Sensitive Use

The calculated cumulative (combined) noise levels of on-site operations at the nearest sensitive use (pre-school/day care) are presented in Tables 14 and 15. It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

Table 14
Predicted Cumulative Noise Levels from On-Site Operations at Nearest Sensitive Use – Unmitigated

Receiver	Predicted Noise Levels (dB)								County Community Daytime Noise Standards	
	Pressure Washer	Shop Vacuum	Generator	AC Unit	Vehicle Circ.		Cumulative			
	L_{eq}	L_{eq}	L_{max}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
Pre-School/Day Care	67	57	73	58	45	55	67	73	**55**	**70**
Source: Bollard Acoustical Consultants, Inc. (2021)										

Table 15
Predicted Cumulative Noise Levels from On-Site Operations at Nearest Sensitive Use – Mitigated[1]

Receiver	Predicted Noise Levels (dB)								County Community Daytime Noise Standards	
	Pressure Washer	Shop Vacuum	Generator	AC Unit	Vehicle Circ.		Cumulative			
	L_{eq}	L_{eq}	L_{max}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
Pre-School/Day Care	52	52	68	58	40	50	55	68	**55**	**70**
[1] Predicted cumulative noise levels include implementation of the mitigation measures outlined in this report.										
Source: Bollard Acoustical Consultants, Inc. (2021)										

As indicated in Table 15, cumulative (combined) noise levels from on-site operations are predicted to satisfy the El Dorado County General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the property line of the nearest sensitive use (pre-school/day care). The predicted compliance includes implementation of the mitigation outlined in this report.

According to the ambient noise level measurement results from site LT-1 (Table 1), which are believed to be representative of the existing ambient noise environment at the nearest sensitive use to the project (pre-school/day care), average measured daytime noise levels during four-day monitoring period ranged from 50 to 53 dB L_{eq} (calculated average of 52 dB L_{eq}) and from 67 to 71 dB L_{max} (calculated average of 69 dB L_{max}). The impact significance criteria contained in General Plan Policy 6.5.1.13 indicate that a 5 dB increase is the threshold of significance where pre-project ambient noise levels are in accordance with the standards contained in Table 6.

After implementation of the mitigation outlined in this report, hourly average (L_{eq}) noise level exposure from cumulative on-site operations is predicted to be 55 dB L_{eq} at the property line of the nearest sensitive use (Table 15). Given an averaged measured daytime noise level of 52 dB L_{eq}, the increase in ambient noise levels resulting from combined on-site operations is calculated to be 5 dB, which would not exceed the applicable General Plan threshold of significance of 5 dB. The Table 15 data also indicate that maximum (L_{max}) noise level exposure from cumulative on-site operations is predicted to be 68 dB L_{max} at the nearest sensitive use. Relative to an averaged measured daytime noise level of 69 dB L_{max}, the increase in ambient noise levels resulting from combined on-site operations is calculated to be 3 dB, which would not exceed the applicable General Plan threshold of significance of 5 dB.

Because cumulative (mitigated) project on-site operations noise levels are predicted to satisfy the applicable El Dorado County General Plan daytime noise level standards at the nearest sensitive use, and because increases in ambient noise levels due to cumulative project on-site operations noise levels at that location are not expected to be significant relative to the General Plan Policy 6.5.1.13 criteria, this impact is considered to be ***less than significant***.

Noise Impacts Associated with Project On-Site Construction Activities

Impact 8: On-Site Construction Noise Levels at Nearest Sensitive Use

According to the project description, the project proposes the development of areas for outdoor vehicle storage and rental/sales. The project also proposes the erection of a portable office, sanitary dump station, trash enclosure, and the construction of landscaping and irrigation. It is our understanding that the facility lot will be primarily gravel as opposed to asphalt.

It is reasonably assumed that smaller heavy equipment, machinery, and various tools will be used for on-site construction. Operation of such equipment would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point. The nearest property line is located approximately 30 feet away from where construction activities could occur on the project parcel.

Table 16 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. Not all of these construction activities would be required of this project. The Table 16 data also include predicted maximum equipment noise levels at the nearest property line located approximately 30 feet away, which assume a standard spherical spreading loss of 6 dB per doubling of distance.

Table 16
Construction Equipment Reference Noise Levels and Projected Noise Levels at 30 Feet

Equipment Description	Maximum Noise Level at 50 Feet (dB)	Predicted Maximum Noise Level at 30 Feet (dB)
Air compressor	80	84
Backhoe	80	84
Concrete mixer	85	89
Concrete vibrator	76	80
Generator	82	86
Front-end loader	80	84
Pneumatic tool	85	89
Saw	76	80
Truck	84	88

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 7-1 (2018)

Dependent on the type of equipment and duration of use within a given hour, it is possible that a portion of the project construction equipment could result in an exceedance of the El Dorado County General Plan noise level limits applicable to construction noise in community regions presented in Table 7. Further, it is possible that project construction activities could result in substantial short-term (temporary) increases over ambient noise levels at the property lines of the nearest uses.

Policy 6.5.1.11 of the El Dorado County General Plan exempts noise sources associated with on-site construction provided such activities take place between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on weekends, and on federally recognized holidays. Provided project construction activities occur during these hours and days, construction activities would be exempt, and this impact would be considered less than significant.

However, if construction activities are proposed during the hours not exempted by General Plan Policy 6.5.1.11, noise levels generated by construction activities could exceed applicable General Plan noise level standards at adjacent uses. As a result, noise impacts associated with project on-site construction activities are identified as being **potentially significant**.

Mitigation Impact 8: On-Site Construction Noise Control Measures

MM-8: To the maximum extent practical, the following measures should be incorporated into the project on-site construction operations:

- Noise-generating on-site construction activities shall occur within the hours and days identified in Policy 6.5.1.11 of the El Dorado County General Plan.

- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby sensitive uses shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

Significance of Impact 8 after Mitigation: ***Less than Significant***

Vibration Impacts Associated with Project Activities

Impact 9: Vibration Generated by Project Construction and On-Site Operations

During construction of project features, it is possible that heavy equipment could periodically be used, which would generate localized vibration in the immediate vicinity of those activities. The nearest sensitive structure (pre-school/day care) is located approximately 75 feet from where heavy equipment activities could potentially occur within the project area.

Table 17 includes the range of vibration levels associated with heavy equipment that could potentially be used for project construction at a distance of 25 feet. The Table 17 data also includes predicted equipment vibration levels at the nearest sensitive structure located approximately 75 feet away.

Table 17
Vibration Source Levels for Construction Equipment and Predicted Levels at 75 Feet

Equipment	Maximum PPV (inches/second)[1]	
	Maximum PPV at 25 Feet[2]	Predicted PPV at 75 Feet
Large bulldozer	0.089	0.017
Loaded trucks	0.076	0.015
Small bulldozer	0.003	0.001

[1] PPV = Peak Particle Velocity
[2] Reference vibration level obtained from the Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (2018).

As indicated in Table 17, vibration levels generated from on-site construction activities at the nearest sensitive structure are predicted to be well below the strictest Caltrans thresholds for

damage to residential structures of 0.30 in/sec PPV shown in Table 3. Further, the predicted vibration levels are at or slightly above the strictest Caltrans thresholds for annoyance presented in Table 4 (barely perceptible). Therefore, on-site construction within the project area would not result in excessive groundborne vibration levels at nearby sensitive structures.

Results from the ambient vibration level monitoring at the project site (Table 2) indicate that measured average vibration levels were well below the strictest Caltrans thresholds for damage to structures and thresholds for annoyance. Therefore, it is expected that the project would not result in the exposure of persons to excessive groundborne vibration levels at proposed uses of the project.

Finally, the project proposes the development of an outdoor vehicle storage and sales/rental facility which will consist of parking areas, a drive lane, and small structures. It is the experience of BAC these uses do not typically have equipment that generates appreciable vibration. Further, it is our understanding that the project does not propose equipment that will produce appreciable vibration.

Because vibration levels due to the proposed project is predicted to satisfy applicable Caltrans groundborne impact vibration criteria at the nearest existing sensitive structure (pre-school/day care), and because project operations are not expected to result in the exposure of persons to excessive groundborne vibration levels at proposed uses, this impact is identified as being ***less than significant***.

Noise Impacts Upon the Development

The California Supreme Court issued an opinion in *California Building Industry Association v. Bay Area Air Quality Management District (2015)* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents. Nevertheless, El Dorado County has policies that address existing/future conditions affecting the proposed project, which are discussed in the following section.

Impact 10: Airport Operations Noise at the Project Site

The project site is located approximately 9,300 feet (1.75 miles) to the south of Cameron Airpark (a public airport). According to the Safety Factors Map identified in the Cameron Airpark Airport Land Use Compatibility Plan (provided as Appendix F), the project area is geographically located outside of the established Airport Influence Area and Airport Safety Zones. In addition, the Airport Noise Zones Policy Map (provided as Appendix G) shows that the project area is located outside of the 55-60 dB CNEL noise contour.

Based on the information above, the results from the BAC conducted noise level survey at the project site (Table 1), and after consideration of the exterior to interior noise level reduction achieved within standard building construction (typically at least 25 dB with windows closed and approximately 15 dB with windows open), noise generated from normal aircraft operations at the Cameron Airpark is not predicted to exceed the applicable El Dorado County General Plan

exterior or interior noise level criteria at the proposed development. As a result, this impact is considered to be ***less than significant***.

This concludes BAC's noise and vibration assessment of the Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility project in El Dorado County, California. Please contact BAC at (916) 663-0500 or dariog@bacnoise.com if you have any comments or questions regarding this report.

Appendix A
Acoustical Terminology

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of an acoustic signal.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.

IIC Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq} Equivalent or energy-averaged sound level.

L_{max} The highest root-mean-square (RMS) sound level measured over a given period of time.

Loudness A subjective term for the sensation of the magnitude of sound.

Masking The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.

Noise Unwanted sound.

Peak Noise The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.

RT_{60} The time it takes reverberant sound to decay by 60 dB once the source has been removed.

STC Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.

A

B

C

Legend

A LT-1: 38°39'17.57" N, 120°57'59.95" W

B South Side of Project Site Facing LT-1

C V-1: 38°39'14.97" N, 120°58'0.07" W

Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
El Dorado County, California

Photographs of Survey Locations

Appendix B

BOLLARD Acoustical

Appendix C-1
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Saturday, March 27, 2021

Hour	Leq	Lmax	L50	L90
12:00 AM	47	72	43	40
1:00 AM	42	57	39	37
2:00 AM	41	62	38	34
3:00 AM	40	53	37	34
4:00 AM	40	56	37	34
5:00 AM	43	57	41	37
6:00 AM	49	68	46	41
7:00 AM	49	63	47	44
8:00 AM	55	78	45	41
9:00 AM	48	67	46	41
10:00 AM	53	71	50	46
11:00 AM	56	81	50	44
12:00 PM	55	73	50	46
1:00 PM	53	71	51	48
2:00 PM	54	71	51	47
3:00 PM	53	71	51	47
4:00 PM	50	67	47	42
5:00 PM	51	73	46	41
6:00 PM	53	80	47	42
7:00 PM	52	74	47	42
8:00 PM	51	69	50	46
9:00 PM	49	61	48	44
10:00 PM	47	59	45	41
11:00 PM	47	62	45	41

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	56	48	53	49	40	45
Lmax (Maximum)	81	61	71	72	53	61
L50 (Median)	51	45	48	46	37	41
L90 (Background)	48	41	44	41	34	38

Computed DNL, dB	54
% Daytime Energy	90%
% Nighttime Energy	10%

GPS Coordinates	38°39'17.57" N
	120°57'59.95" W

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Appendix C-2
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Sunday, March 28, 2021

Hour	Leq	Lmax	L50	L90
12:00 AM	44	59	41	38
1:00 AM	42	55	40	37
2:00 AM	41	54	39	35
3:00 AM	41	55	38	34
4:00 AM	42	60	38	34
5:00 AM	44	56	41	36
6:00 AM	47	58	45	40
7:00 AM	50	62	48	44
8:00 AM	46	60	44	40
9:00 AM	45	64	42	38
10:00 AM	49	72	44	40
11:00 AM	50	71	46	41
12:00 PM	50	65	47	42
1:00 PM	51	71	47	42
2:00 PM	52	69	47	42
3:00 PM	51	68	48	42
4:00 PM	50	68	46	39
5:00 PM	49	70	44	37
6:00 PM	48	67	44	38
7:00 PM	51	80	45	40
8:00 PM	51	59	50	46
9:00 PM	49	61	47	44
10:00 PM	46	60	42	39
11:00 PM	44	62	42	37

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	52	45	50	47	41	44
Lmax (Maximum)	80	59	67	62	54	58
L50 (Median)	50	42	46	45	38	41
L90 (Background)	46	37	41	40	34	37

Computed DNL, dB	52
% Daytime Energy	86%
% Nighttime Energy	14%

GPS Coordinates	38°39'17.57" N
	120°57'59.95" W

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Appendix C-3
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Monday, March 29, 2021

Hour	Leq	Lmax	L50	L90
12:00 AM	40	53	38	34
1:00 AM	43	57	43	34
2:00 AM	42	56	39	33
3:00 AM	40	56	37	33
4:00 AM	43	61	40	37
5:00 AM	49	64	45	39
6:00 AM	52	63	50	45
7:00 AM	54	73	52	47
8:00 AM	48	60	47	44
9:00 AM	52	67	49	43
10:00 AM	52	65	51	47
11:00 AM	55	71	52	48
12:00 PM	55	69	50	45
1:00 PM	50	69	48	45
2:00 PM	49	61	48	45
3:00 PM	53	68	50	47
4:00 PM	52	67	50	47
5:00 PM	51	80	48	46
6:00 PM	49	65	48	45
7:00 PM	50	70	47	45
8:00 PM	47	57	47	44
9:00 PM	49	70	47	44
10:00 PM	46	60	44	39
11:00 PM	44	59	42	39

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	55	47	52	52	40	46
Lmax (Maximum)	80	57	68	64	53	59
L50 (Median)	52	47	49	50	37	42
L90 (Background)	48	43	46	45	33	37

Computed DNL, dB	54
% Daytime Energy	86%
% Nighttime Energy	14%

GPS Coordinates	38°39'17.57" N
	120°57'59.95" W

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Appendix C-4
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Tuesday, March 30, 2021

Hour	Leq	Lmax	L50	L90
12:00 AM	42	51	40	36
1:00 AM	41	57	38	35
2:00 AM	42	56	40	36
3:00 AM	43	59	41	37
4:00 AM	45	57	43	40
5:00 AM	49	62	47	43
6:00 AM	51	64	50	48
7:00 AM	53	65	53	51
8:00 AM	50	67	49	46
9:00 AM	52	71	48	44
10:00 AM	56	79	52	47
11:00 AM	54	72	52	49
12:00 PM	51	65	49	45
1:00 PM	53	75	47	45
2:00 PM	51	73	48	45
3:00 PM	54	75	51	47
4:00 PM	54	72	52	49
5:00 PM	51	67	50	48
6:00 PM	49	64	48	46
7:00 PM	49	63	48	45
8:00 PM	47	61	46	43
9:00 PM	45	57	44	40
10:00 PM	45	64	43	38
11:00 PM	43	57	38	35

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	56	45	52	51	41	46
Lmax (Maximum)	79	57	68	64	51	59
L50 (Median)	53	44	49	50	38	42
L90 (Background)	51	40	46	48	35	39

Computed DNL, dB	54
% Daytime Energy	87%
% Nighttime Energy	13%

GPS Coordinates	38°39'17.57" N
	120°57'59.95" W

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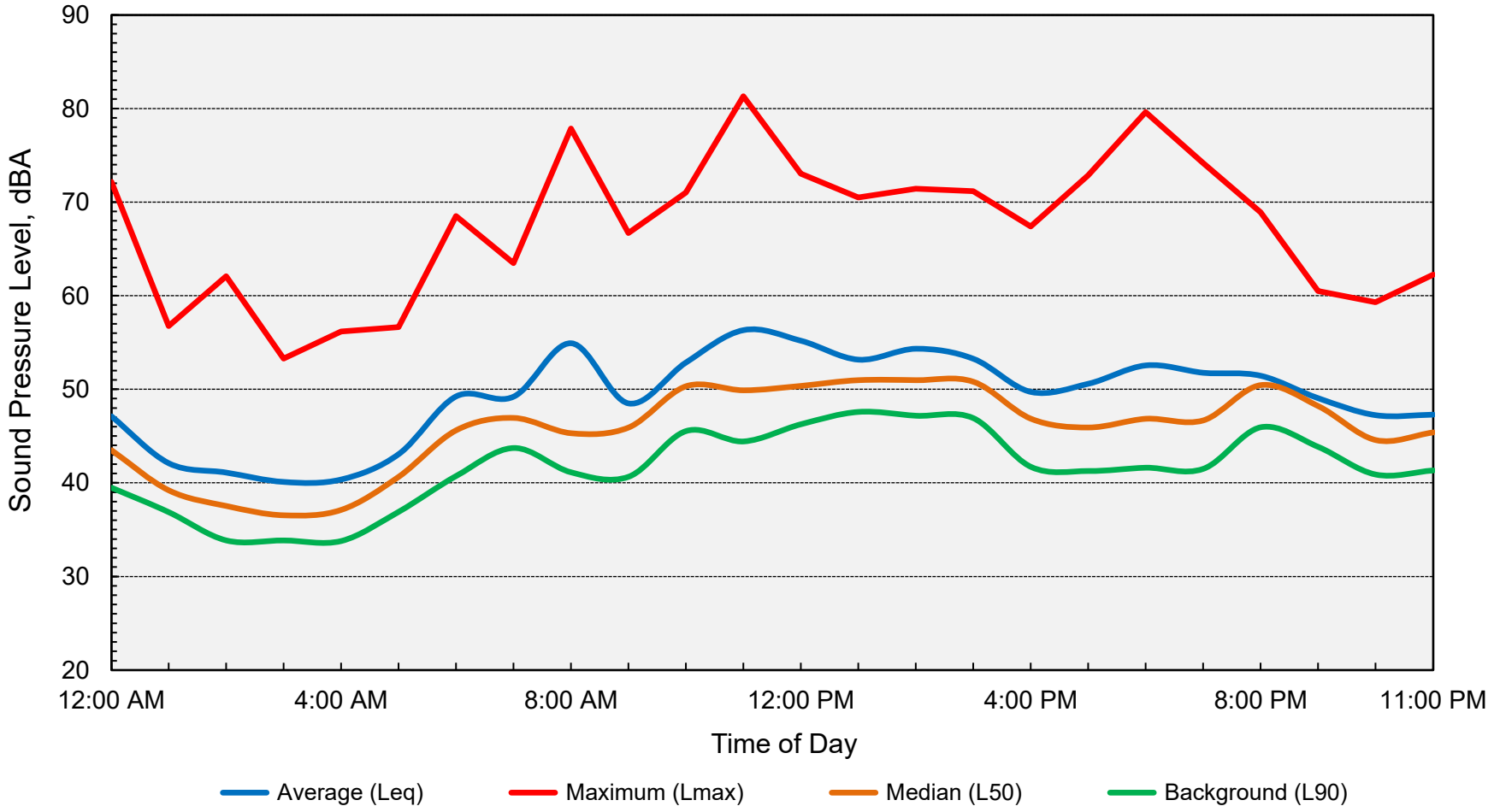
Appendix D-1
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Saturday, March 27, 2021



Computed DNL = 54 dB

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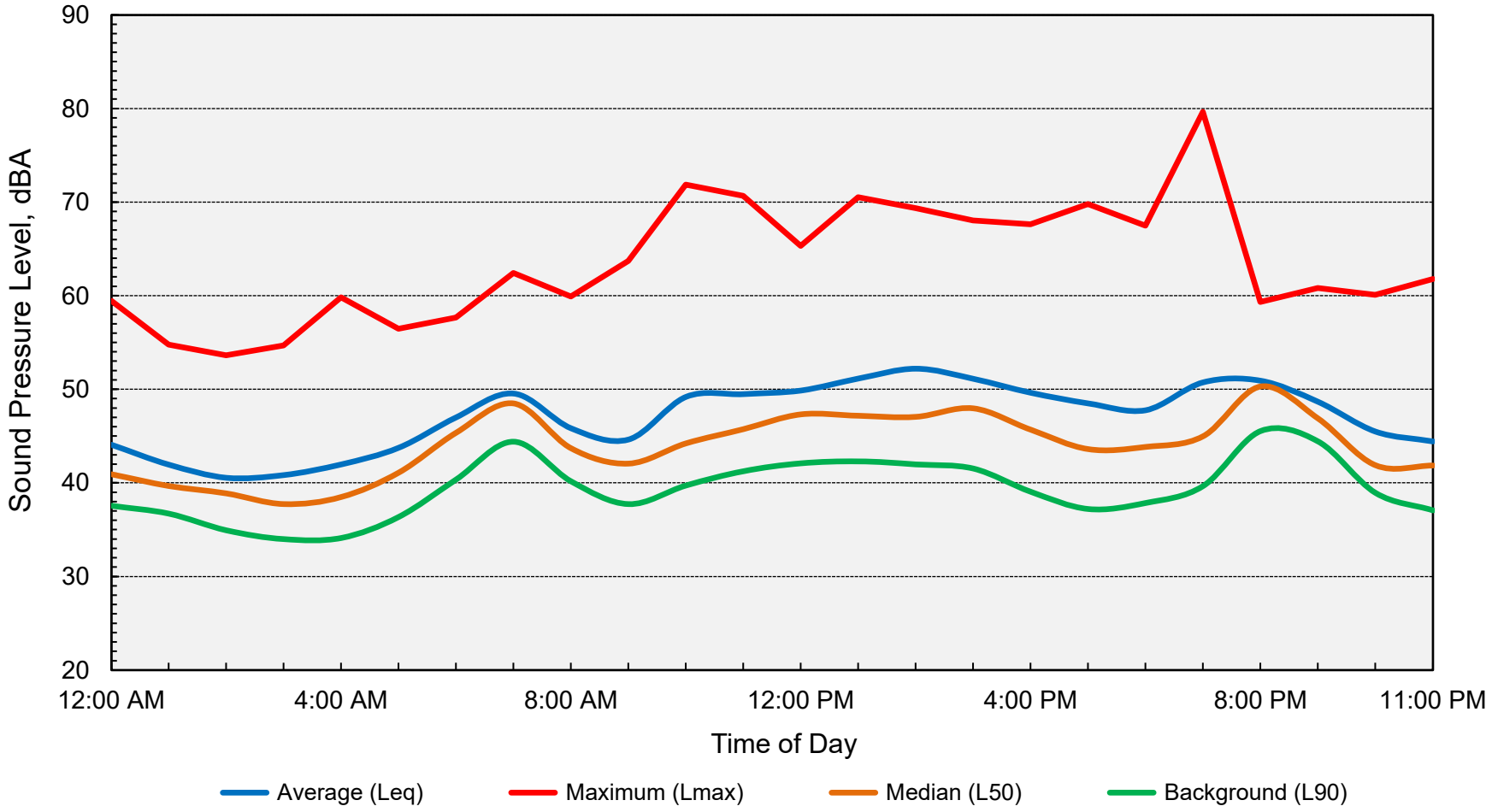
Appendix D-2
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Sunday, March 28, 2021



Computed DNL = 52 dB

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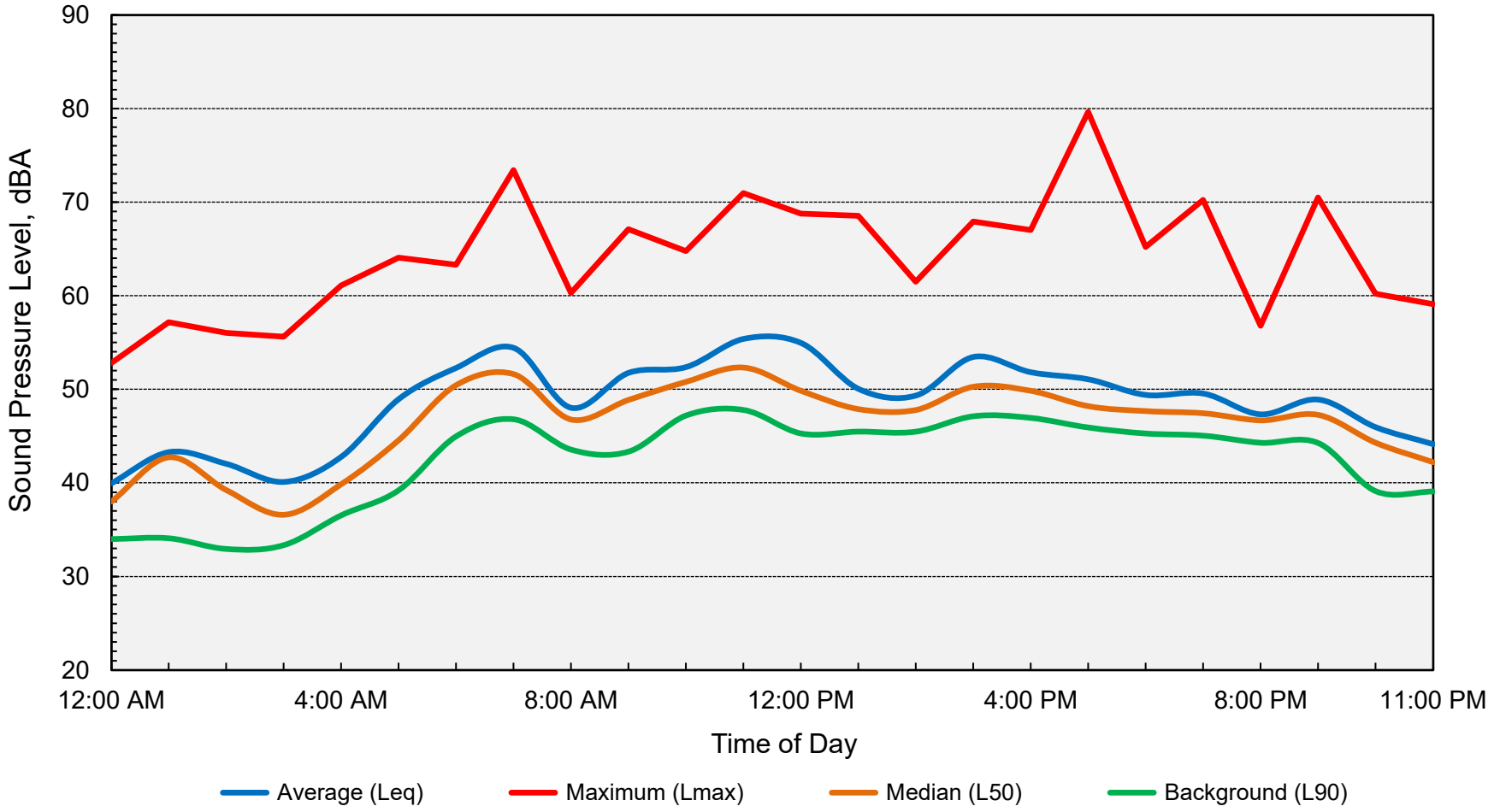
Appendix D-3
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Monday, March 29, 2021



Computed DNL = 54 dB

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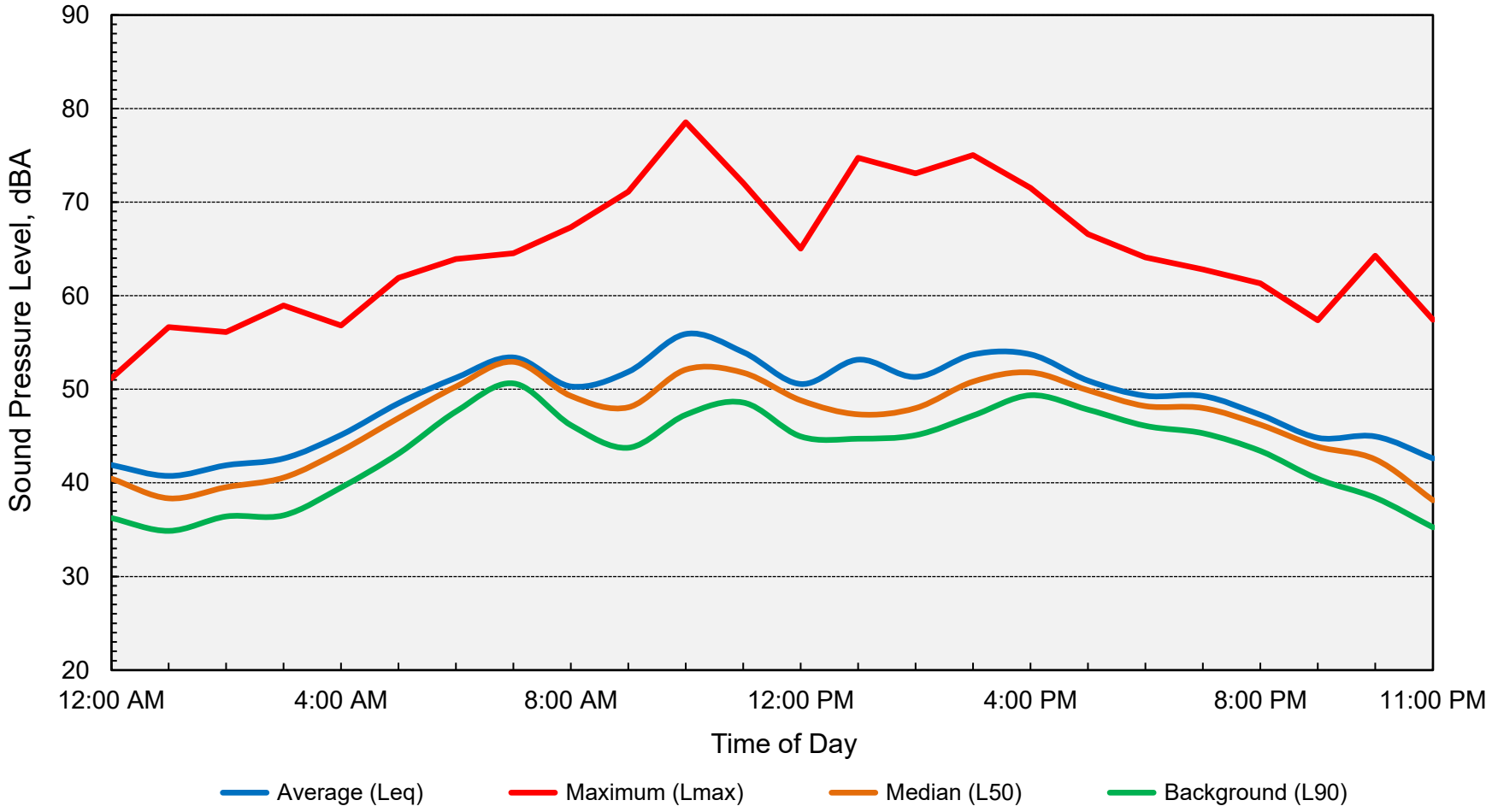
Appendix D-4
Ambient Noise Monitoring Results - Site LT-1
Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Tuesday, March 30, 2021



Computed DNL = 54 dB

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Appendix E-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-003
Project Name: Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Roadway Name: Saratoga Lane

Traffic Data:

Description: Daily Project-Generated Traffic
Average Daily Off-Site Traffic Volume: 57
Percent Daytime Traffic: 99
Percent Nighttime Traffic: 1
Percent Medium Trucks (2 axle): 50
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 25
Intervening Ground Type (hard/soft): **Hard**

Traffic Noise Levels:

				DNL (dB)			
Location	Description	Distance	Offset (dB)	Autos	Medium Trucks	Heavy Trucks	Total
1	Project-Generated Traffic on Saratoga	50	0	31	43	33	44

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (ft)
75	0
70	0
65	0
60	1

Notes: 1. Project-generated off-site average daily traffic volume (vehicle trips per day) for Saratoga Lane was obtained from the project applicant.

Appendix E-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-003
Project Name: Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
Roadway Name: Saratoga Lane

Traffic Data:

Description: Daily Existing Traffic
Average Daily Off-Site Traffic Volume: 500
Percent Daytime Traffic: 90
Percent Nighttime Traffic: 10
Percent Medium Trucks (2 axle): 1
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 25
Intervening Ground Type (hard/soft): **Hard**

Traffic Noise Levels:

				DNL (dB)			
Location	Description	Distance	Offset (dB)	Autos	Medium Trucks	Heavy Trucks	Total
1	Existing Traffic on Saratoga	50	0	46	38	45	49

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (ft)
75	0
70	0
65	1
60	4

Notes: 1. Existing average daily traffic volume for Saratoga Lane was conservatively assumed to be 500 based on existing uses on road.

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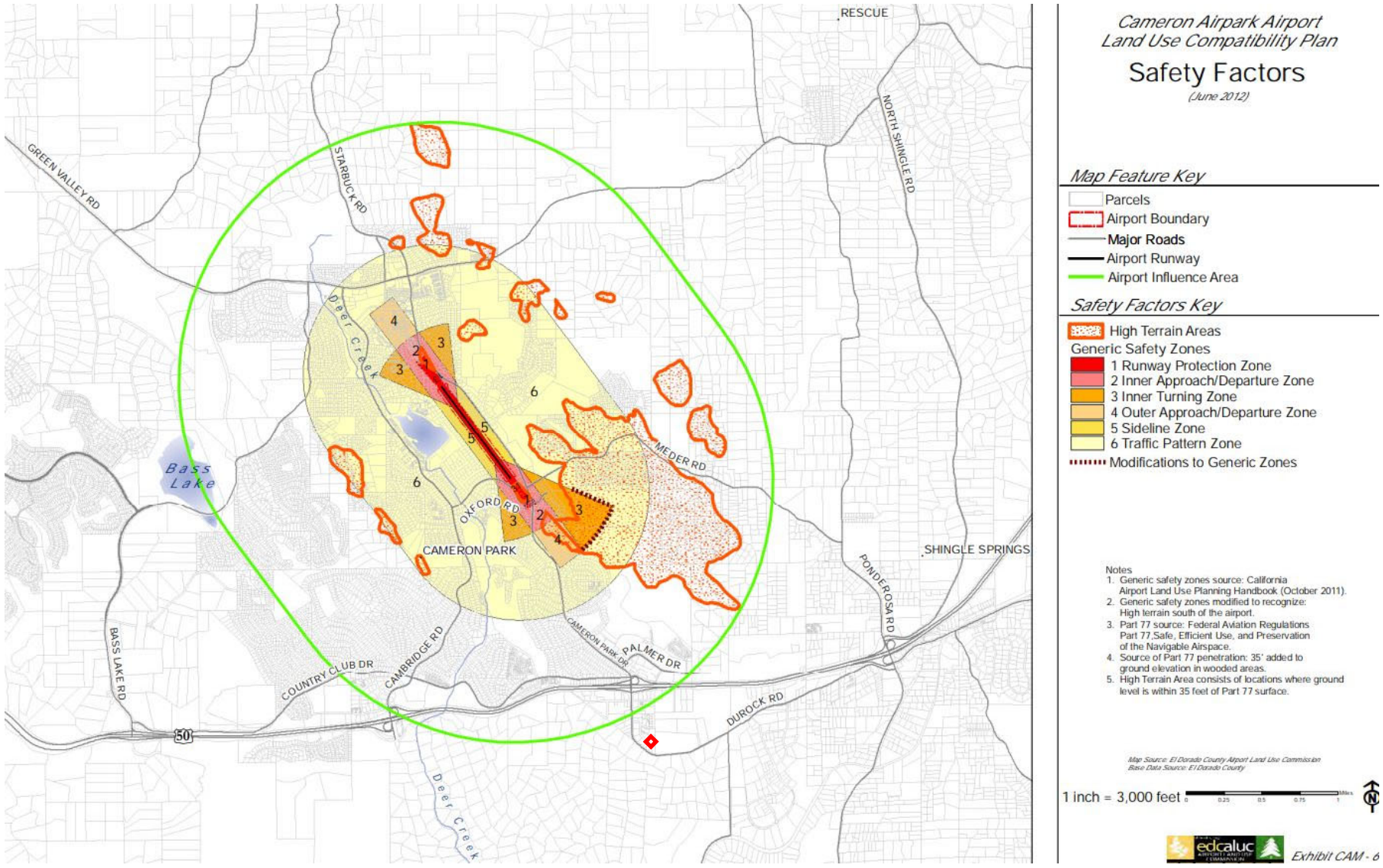

Legend

Project Area (Approximate)

Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
El Dorado County, California

Cameron Airpark Safety Factors Map

Appendix F

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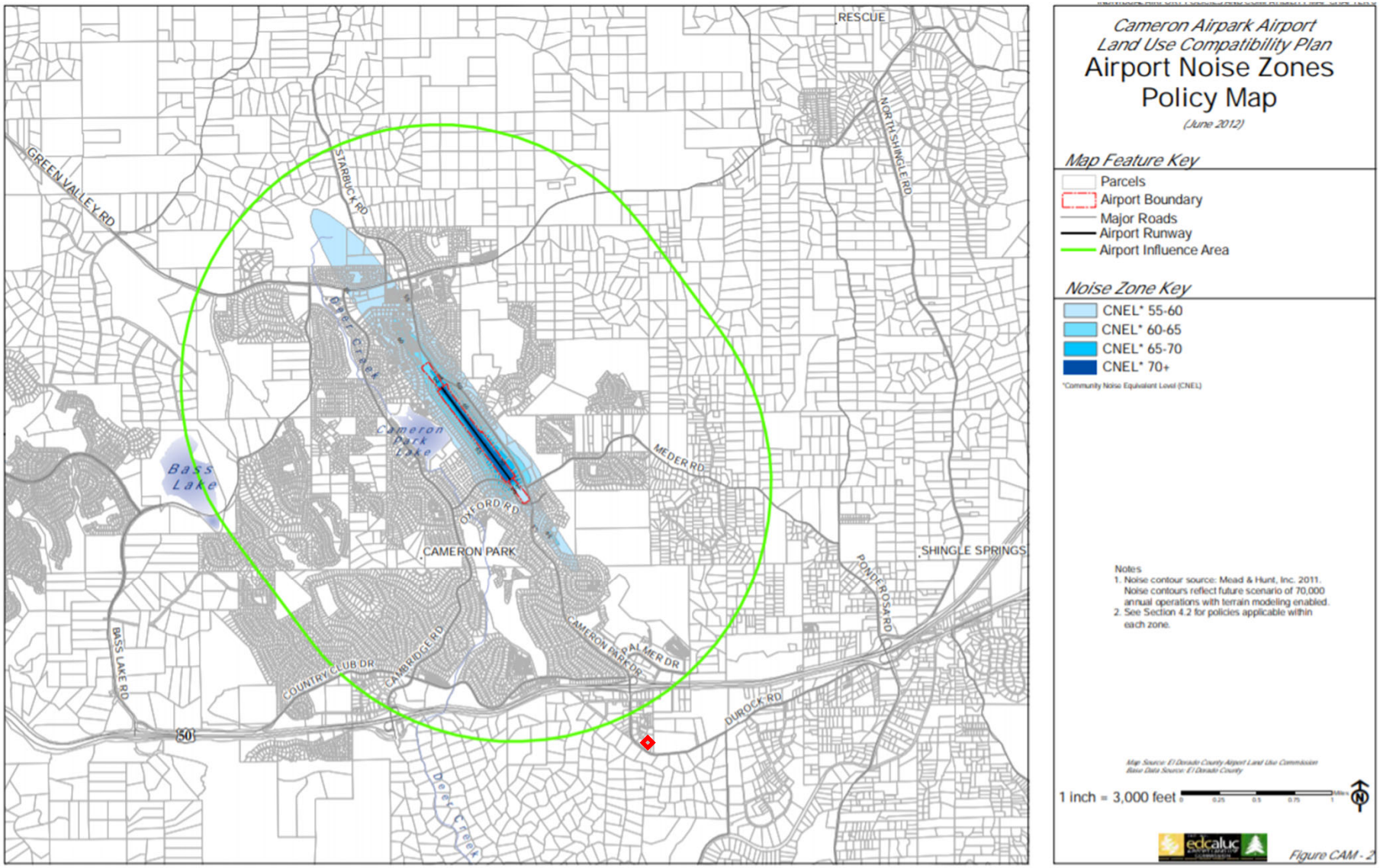

Legend

Project Area (Approximate)

Saratoga Lane Outdoor Vehicle Storage & Sales/Rental Facility
El Dorado County, California

Cameron Airpark Noise Zones Policy Map

Appendix G

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