

# El Dorado Western Railroad Maintenance Yard Project

Preliminary Initial Study Checklist

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**Prepared for:**

County of El Dorado  
Library/ Museum  
104 Placerville Drive  
Placerville, CA 95667

June 29, 2018

Prepared by:



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## TABLE OF CONTENTS

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1.0	Project Description .....	1-1
1.1.	Project Location.....	1-1
1.2.	Background and Project Purpose.....	1-1
1.3.	Planning and California Environmental Quality Act Evaluation.....	1-1
1.3.1.	Preliminary Planning Efforts .....	1-1
1.3.2.	Sacramento -Placerville Transportation Corridor Master Plan and Environmental Impact Report .....	1-5
1.3.3.	Project-Specific CEQA Analysis .....	1-5
1.4.	Funding.....	1-5
1.5.	Environmental Setting.....	1-5
1.5.1.	Setting/Surrounding Land Use.....	1-5
1.5.2.	Topography .....	1-6
1.5.3.	Soils .....	1-6
1.5.4.	Biological Communities .....	1-6
1.5.5.	Aquatic Resources.....	1-7
1.5.6.	Cultural Resources .....	1-8
1.6.	Proposed Project .....	1-8
1.6.1.	Rail Excursion Service Extension/Depot Station.....	1-9
1.6.2.	Switching Facilities .....	1-9
1.6.3.	Maintenance Yard.....	1-9
1.6.4.	Utilities .....	1-10
1.6.5.	Access.....	1-10
1.7.	Construction .....	1-10
2.0	Preliminary Initial Study Checklist .....	2-1
2.1.	Aesthetics .....	2-1
2.1.1.	Discussion.....	2-1
2.2.	Agriculture and Forestry Resources .....	2-3
2.2.1.	Discussion.....	2-3
2.3.	Air Quality.....	2-5
2.3.1.	Discussion.....	2-5
2.4.	Biological Resources.....	2-7

2.4.1. Discussion.....	2-8
2.5. Cultural Resources.....	2-11
2.5.1. Discussion.....	2-11
2.6. Geology and Soils .....	2-13
2.6.1. Discussion.....	2-14
2.7. Greenhouse Gas Emissions .....	2-17
2.7.1. Discussion.....	2-17
2.8. Hazards and Hazardous Materials.....	2-18
2.8.1. Discussion.....	2-19
2.9. Hydrology and Water Quality .....	2-23
2.9.1. Discussion.....	2-24
2.10. Land Use and Planning .....	2-28
2.10.1. Discussion .....	2-28
2.11. Mineral Resources .....	2-30
2.11.1. Discussion .....	2-30
2.12. Noise .....	2-31
2.12.1. Discussion .....	2-31
2.13. Population and Housing .....	2-33
2.13.1. Discussion .....	2-33
2.14. Public Services .....	2-35
2.14.1. Discussion .....	2-35
2.15. Recreation.....	2-38
2.15.1. Discussion.....	2-38
2.16. Transportation/ Traffic .....	2-39
2.16.1. Discussion .....	2-39
2.17. Tribal Cultural Resources.....	2-42
2.17.1. Discussion .....	2-42
2.18. Utilities and Service Systems .....	2-44
2.18.1. Discussion .....	2-45
2.19. Mandatory Findings of Significance .....	2-47
3.0 CEQA Determination.....	3-1
4.0 References .....	4-1

**List of Tables**

Table 1.5-1 — Soils Units within the Project Site ..... 1-6  
Table 1.5-2 — Aquatic Resources within the Project Site ..... 1-7  
Table 1.5-3 — Cultural Resources within the Project Site..... 1-8

**List of Figures**

Figure 1.3-1 — El Dorado Western Railroad Maintenance Yard Site and Vicinity ..... 1-2  
Figure 1.3-2 — El Dorado Western Railroad Maintenance Yard Project..... 1-3  
Figure 1.3-3 — El Dorado Western Railroad Maintenance Yard Preliminary Conceptual Plan .. 1-4

## 1.0 PROJECT DESCRIPTION

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### 1.1. Project Location

The approximately seven-acre project site is located west of Missouri Flat Road, south of Golden Center Drive, and north of Halyard Lane, in the City of Placerville, El Dorado County, California, within a portion of Section 24, Township 10 North, Range 10 East, and can be located on the *Placerville*, California USGS 7.5-minute topographic quadrangle (38°42' 8.561" North, 120°49'45.057" West) (**Figure 1.3-1**) (Project Site).

### 1.2. Background and Project Purpose

The El Dorado County Historical Museum (Museum) opened in 1974 to exhibit and interpret the heritage of El Dorado County. The El Dorado Western Railroad, a living history program of the El Dorado County Historical Museum, is the County's newest railroad and offers rides to the public on the historic Placerville Branch of what was the Southern Pacific Railroad Line. The El Dorado Western Railroad extends within the Sacramento-Placerville Transportation Corridor (SPTC) from Missouri Flat Road to Shingle Springs. Public rides on historic Gang Cars, which were used by railroad inspectors, officials, workers, and others are offered every Sunday. Routine runs include operations from El Dorado Station on the first and third Sundays of the month, and from Shingle Springs Depot on the second and fourth Sundays of the month. Special "Long Runs," operating from Shingle Springs Depot to El Dorado Station, and returning to Shingle Springs Depot, are offered on the fifth Sunday of the month. Excursions are solely facilitated through the efforts of volunteers (El Dorado County Historical Museum 2017).

The Museum is proposing the development of the Diamond Springs Maintenance Yard (Maintenance Yard) to support ongoing El Dorado Western Railroad excursions.

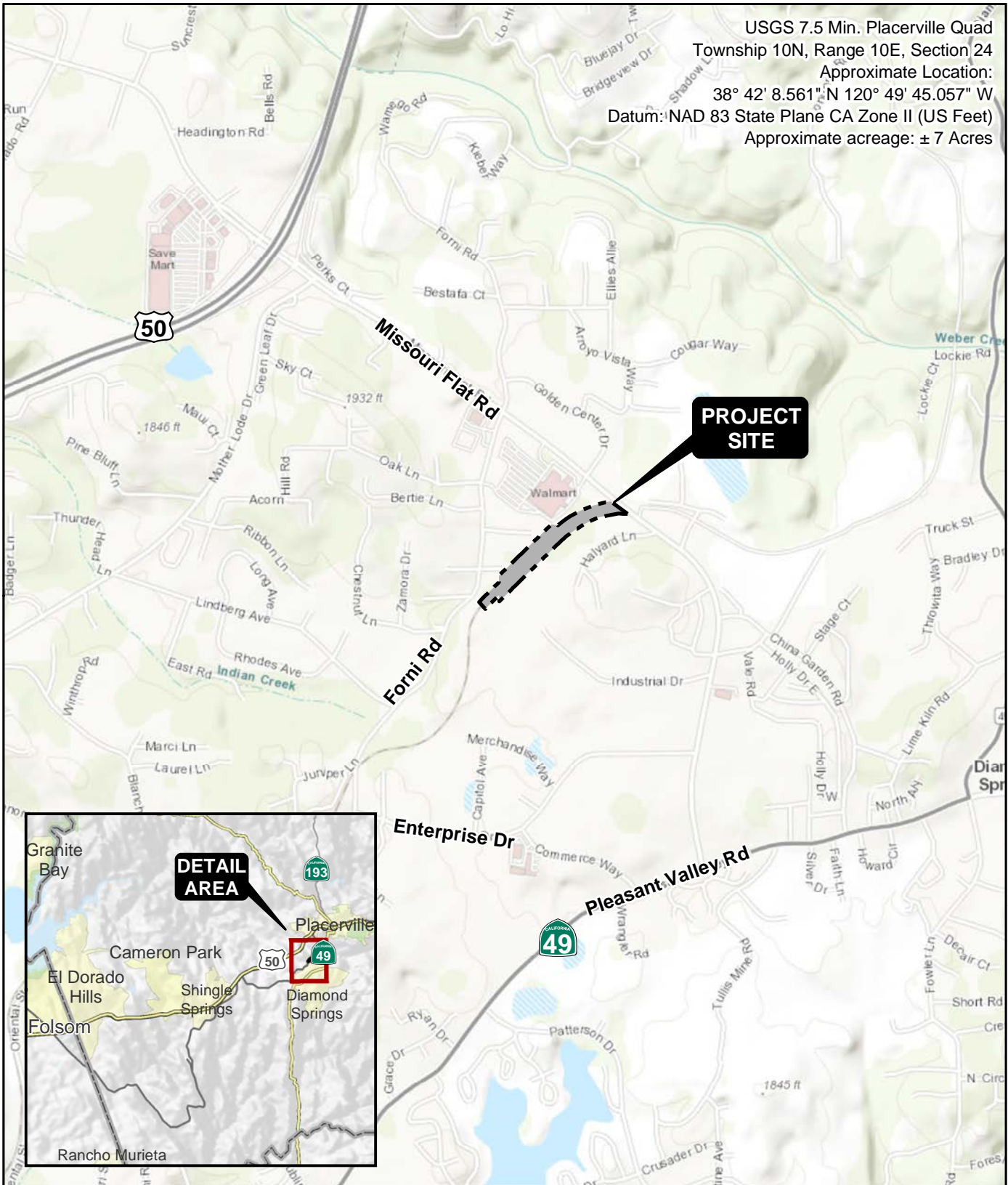
### 1.3. Planning and California Environmental Quality Act Evaluation

#### *1.3.1. Preliminary Planning Efforts*



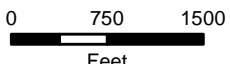
A preliminary conceptual layout designed by Jeffrey Lubenko was established throughout several meetings and discussions with El Dorado Western Railroad volunteers, Mary Cory (Museum Administrator), Vickie Sanders (County of El Dorado Parks Manager), and Dustin Harrington (County of El Dorado Senior Civil Engineer) (**Figure 1.3-2** and **Figure 1.3-3**).

The Museum plans to present the Diamond Springs Railroad Maintenance Yard conceptual plan and project description to the El Dorado County Board of Supervisors for further direction and possible funding.

USGS 7.5 Min. Placerville Quad  
 Township 10N, Range 10E, Section 24  
 Approximate Location:  
 38° 42' 8.561" N 120° 49' 45.057" W  
 Datum: NAD 83 State Plane CA Zone II (US Feet)  
 Approximate acreage: ± 7 Acres





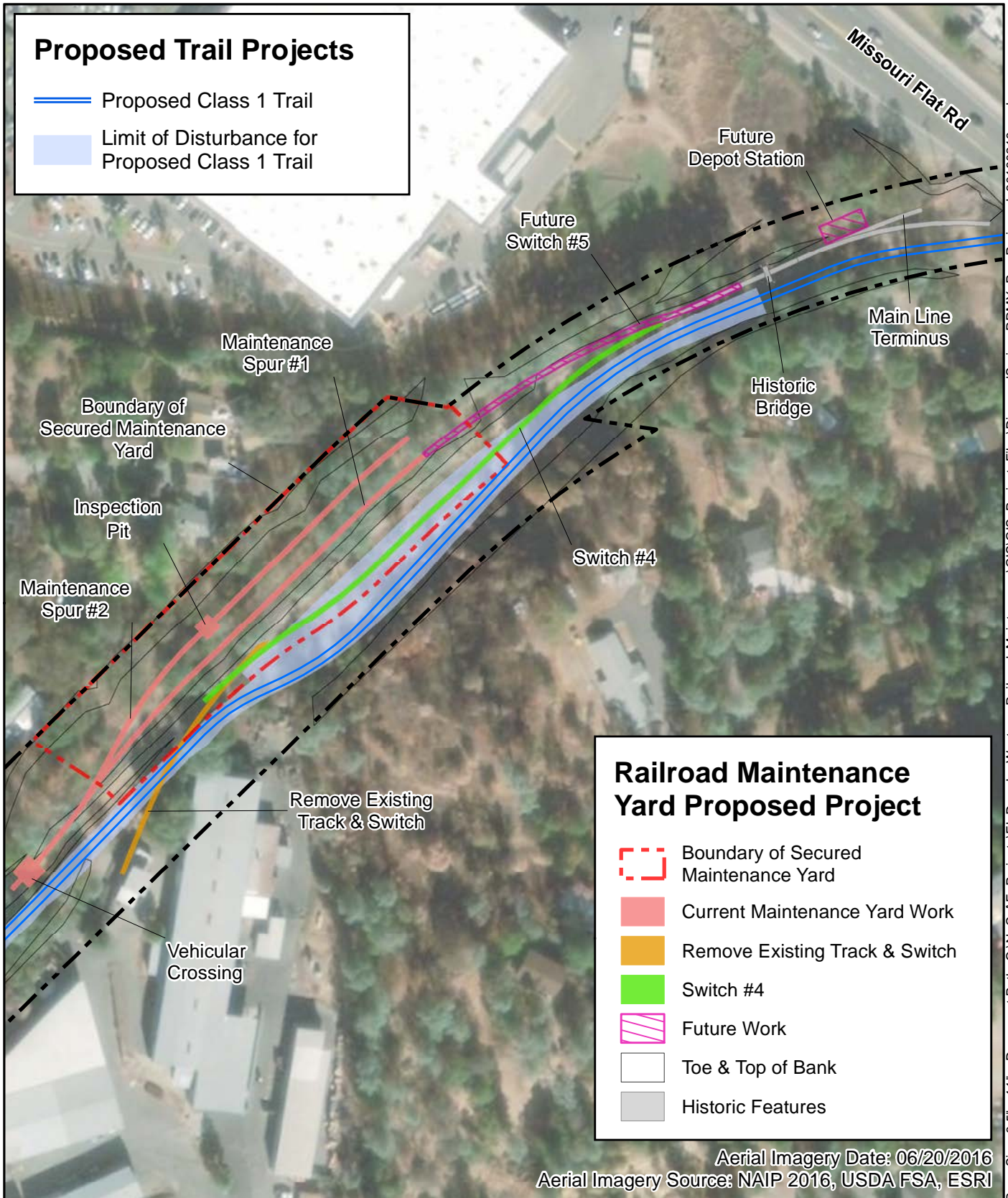
## EL DORADO WESTERN RAILROAD MAINTENANCE YARD SITE AND VICINITY

 <b>FOOTHILL ASSOCIATES</b> <small>ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE</small> © 2018		 1:18,000	Drawn By: MUB QA/QC: AMP Date: 06/29/2018	<h3 style="margin: 0;">FIGURE 1.3-1</h3>
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# Proposed Trail Projects

-  Proposed Class 1 Trail
-  Limit of Disturbance for Proposed Class 1 Trail



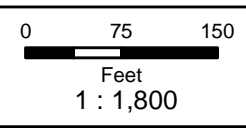
## Railroad Maintenance Yard Proposed Project

-  Boundary of Secured Maintenance Yard
-  Current Maintenance Yard Work
-  Remove Existing Track & Switch
-  Switch #4
-  Future Work
-  Toe & Top of Bank
-  Historic Features

Aerial Imagery Date: 06/20/2016  
 Aerial Imagery Source: NAIP 2016, USDA FSA, ESRI

# EL DORADO WESTERN RAILROAD MAINTENANCE YARD PROPOSED PROJECT

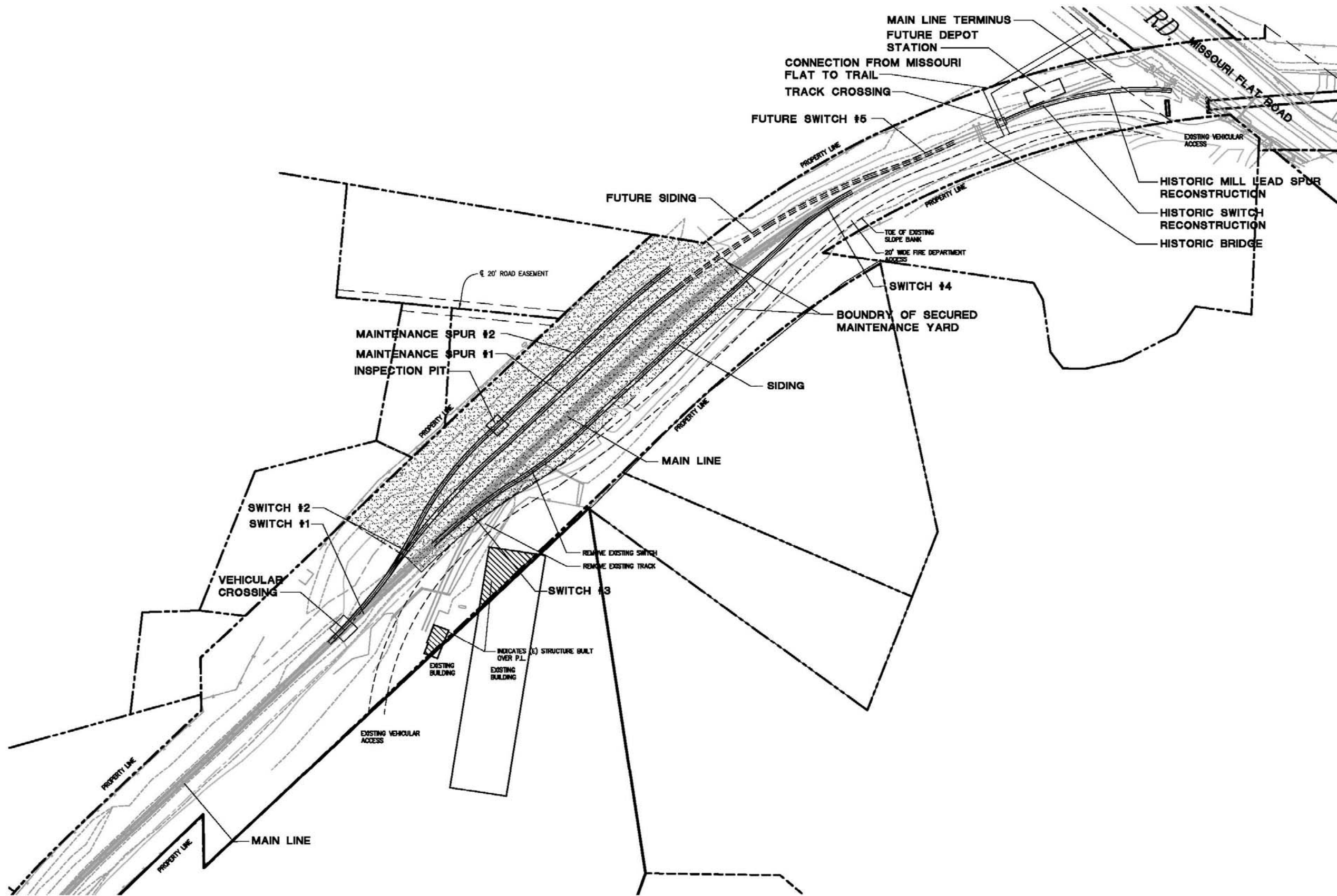
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 QA/QC: PSW  
 Date: 06/29/2018

## FIGURE 1.3-2

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### *1.3.2. Sacramento -Placerville Transportation Corridor Master Plan and Environmental Impact Report*

The County of El Dorado certified the *Sacramento-Placerville Transportation Corridor Final Environmental Impact Report* (Program EIR) and adopted the *Sacramento-Placerville Transportation Corridor Master Plan* (Master Plan) and *Mitigation Monitoring Program* on February 5, 2003. The Master Plan covers future uses within an approximately 28-mile segment of SPTC railway right-of-way extending from the El Dorado/Sacramento County line to Apex, near the City of Placerville. The Master Plan provides guidance on the type of uses that may occur within the corridor to facilitate future individual development proposals within the corridor.

The Program EIR prepared for the Master Plan was a “first-tier” environmental review, assessing impacts with a broad approach as guidance for the future review of individual projects.

### *1.3.3. Project-Specific CEQA Analysis*

Development of the Proposed Diamond Springs Railroad Maintenance Yard will require project-level CEQA analysis, although it is anticipated that analyses will, in part, rely on tiering off of the *Sacramento-Placerville Transportation Corridor Draft and Final Environmental Impact Report*.

## **1.4. Funding**

Funding is anticipated to come from multiple sources over time. Proposed improvements would be constructed through a phased approach, based on funding availability.

## **1.5. Environmental Setting**

Development of the proposed project would occur within the SPTC right-of-way, with possible linkages through adjacent private property.

### *1.5.1. Setting/Surrounding Land Use*

The setting is rural in nature, dominated by the rail line, with residences, light industrial land uses, and Missouri Flat Road all bordering the site. Extending approximately 500 feet west of Missouri Flat Road, most of the rail ties have been removed and railroad debris has been mechanically piled. Although abandoned, the rail corridor is used as a hiking, biking, and horseback riding trail, which runs parallel to and meanders back and forth over the tracks (InContext 2017).

The Project Site includes an existing 20-foot emergency vehicle access road.

A few areas within the site exhibit signs of encampments, including evidence of constructed fire pits that had been recently charred.

### 1.5.2. Topography

Topography within the Project Site has been largely influenced by the construction of the railroad, with the railbed substantially elevated in portions of the site. Elevations on the Project Site range from 1,780 to 1,900 feet above mean sea level (MSL).

### 1.5.3. Soils

The Placer Diggings and Tailings soil map units are mapped within the project site. The general characteristics and properties associated with these soils are described below and summarized in **Table 1.5-1** (USDA, NRCS 1974 and 2017).

**Table 1.5-1 — Soils Units within the Project Site**

Soil Unit	Soil Type	Inclusions	Available Water Holding Capacity
PrD	Placer Diggings	None.	Very Low (~1.2 inches)
TaD	Tailings	None.	Very Low (~1.2 inches)

#### **Placer Diggings**

This land type consists of areas of stony, cobbly, and gravelly material, commonly in beds of creeks and other streams or of areas that have been placer mined and contain enough fine sand or silt to support some grass for grazing. The material that makes up this land type is a mixture of rocks and is commonly stratified or poorly sorted with the depth of the soil material being variable and ranging from six inches to more than five feet (USDA, NRCS 1974 and 2017). This land type includes hydric soil inclusions in man-made channels.

#### **Tailings**

This land type consists of cobbly and stony tailings from dredge and hydraulic mining and in hard rock mine dumps. All the soil matter has either been washed away from hydraulic mining or has been buried from dredge mining or mine dumps. The depth to the underlying rock is more than 48 inches (USDA, NRCS 1974 and 2017). This land type has hydric inclusions in drainageways and depressions.

### 1.5.4. Biological Communities

Based on draft mapping conducted for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project Natural Environment Study* (NES), prepared by Foothill Associates (Foothill Associates 2017a), a total of four terrestrial biological communities occur within the Project Site: non-native annual grassland, foothill pine woodland, oak woodland, and disturbed/developed areas.

#### **Non-Native Annual Grassland**

Non-native annual grassland is characterized primarily by an assemblage of non-native grasses and herbaceous species. Scattered patches of coyote brush (*Baccharis pilularis*) are present throughout the non-native annual grassland. Dominant vegetation observed within this

vegetation community includes: wild oat (*Avena fatua*), bur chervil (*Anthriscus caucalis*), rose clover (*Trifolium hirtum*), and yellow star-thistle (*Centaurea solstitialis*). This habitat demonstrates evidence of human disturbance, including pedestrian and non-vehicular traffic (i.e. bicycles), and trash.

**Foothill Pine Woodland**

Foothill pine woodland includes a mixed overstory of coniferous trees including ponderosa pine (*Pinus ponderosa*) and foothill pine (*Pinus sabiniana*). Typical understory species include toyon (*Heteromeles arbutifolia*), manzanita (*Arctostaphylos manzanita*), and coyote bush.

**Oak Woodland**

Oak woodland is comprised of a variety of native oak trees and shrubs, including valley oak (*Quercus lobata*), interior live oak (*Quercus wislizeni*), blue oak (*Quercus douglasii*), oracle oak (*Quercus x morehus*), and California black oak (*Quercus kelloggii*). Understory consists of species described in the non-native annual grassland community, toyon, and coyote brush.

**Disturbed/Developed Areas**

Disturbed/developed areas are comprised of the railroad track and the associated gravel surrounding the railroad track, ornamental landscaping, buildings, paved roads, and lots. The majority of the disturbed/developed areas lack herbaceous vegetation. Limited vegetation observed along disturbed unpaved areas include: yellow star-thistle and medusahead (*Elymus caput-medusae*).

*1.5.5. Aquatic Resources*

Based on the December 16, 2016 *Aquatic Resources Delineation Report* [for the] *±37-Acre El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project, El Dorado County, California* prepared by Foothill Associates, and the subsequent March 2, 2017 Preliminary Jurisdictional Determination issued by the U.S. Army Corps of Engineers (Corps 2017), approximately 0.013 acre of federally jurisdictional aquatic resources (305 linear feet) are mapped within the Project Site **Table 1.5-2**.

**Table 1.5-2 — Aquatic Resources within the Project Site**

<b>Aquatic Resource Classification</b>	<b>Aquatic Resources Identification No.</b>	<b>Aquatic Resource Size (acres)</b>	<b>Aquatic Resource Linear Extent (feet)</b>
Ephemeral Drainage	2	0.003	49
Ephemeral Drainage	3	0.001	29
Ephemeral Drainage	4	0.003	143
Ephemeral Drainage	5	0.005	76
Ephemeral Drainage	18	<0.001	8
<b>Total</b>	—	<b>0.013</b>	<b>305</b>

### 1.5.6. Cultural Resources

As summarized in **Table 1.5-3**, two historic resources are present within the Project Site (Windmiller 2017; InContext 2017).

**Table 1.5-3 — Cultural Resources within the Project Site**

Primary Number	Name	Components within Project Site	Eligibility
P-9-1242	Sacramento-Placerville Railroad	El Dorado to Missouri Flat Segment	Considered Eligible for Listing
P-9-1830	Dunlop Ranch	Previously unrecorded placer mine tailings	Exempt from Evaluation per the Caltrans Section 106 Programmatic Agreement/Not Eligible under CEQA

#### **El Dorado to Missouri Flat Road Portion of the Sacramento to Placerville Railroad (P-9-1242)**

The Sacramento to Placerville Railroad was constructed in three major segments: Sacramento to Folsom; Folsom to Shingle Springs; and Shingle Springs to Placerville. The entire line is referred to as these segments and it is also recorded as a historical resource under two different primary numbers and trinomials pertaining to the county in which the portion exists. The portion within El Dorado County is recorded as P-9-1242 / CA-Eld-971H). The section of railroad encompassed within the Project Site is a portion of the Shingle Springs to Placerville segment (InContext 2017).

Associated features consist of the railroad (defined as the grade, ties, tracks, spurs, berm, and cut banks), and a single culvert. The railroad was constructed using standard gauge and is largely intact. All but about 500 feet of the railroad grade includes railroad ties and tracks that are situated on a built-up gravel berm or within cut banks. The original ties and tracks have been heavily disturbed west of Missouri Flat Road. Each of the culverts is unique in materials, size, and design (InContext 2017).

#### **Placer Mining Features of the Dunlop Ranch (P-9-1830)**

These features are previously unidentified components of the 20-acre Dunlop Ranch site, which historically included five buildings, one structure, and an assemblage of inoperative farming equipment. The site was determined not a historical resource under CEQA and was demolished as part of the construction of the current Walmart store. Onsite mining features have no associated structural remains or archaeological deposits and qualify as features exempt from Section 106 under the Caltrans Programmatic Agreement.

## 1.6. Proposed Project

The El Dorado County Historical Museum is proposing the development of the Diamond Springs Railroad Maintenance Yard (Maintenance Yard) to support ongoing excursion services within

the El Dorado Western Railroad (Proposed Project) (**Figure 1.3-2**). The currently proposed conceptual plan is show on **Figure 1.3-3**. The Maintenance Yard would include:

- Extension of rail excursion services to Missouri Flat Road;
- Switching facilities to move and rearrange trains;
- Maintenance Yard;
- Maintenance Facilities;
- Parking for volunteers and staff; and
- Restroom facilities.

#### *1.6.1. Rail Excursion Service Extension/Depot Station*

Development of the Proposed Project would create a new “end of line” Depot, with a boarding platform where passengers would board or exit the excursion train. A connection from Missouri Flat Road to the Class 1 Trail, including a rail crossing, would be constructed just west of the proposed depot.

Regular operations would only occur on weekends, with a maximum operation duration of four hours. The Museum may also host up to four special events annually. These special events, such as “behind the scenes tours” of the Maintenance Yard, would be held during the week and would last approximately four hours. Diesel locomotive operation would occur for two hours weekly in this section of track, and the use of train whistles is proposed.

The Depot would also include signage for the El Dorado Western Railroad.

Visitor parking would be accommodated in surrounding retail/commercial parking lots.

#### *1.6.2. Switching Facilities*

In the vicinity of the proposed Depot, the Museum proposes reconstruction of the Mill Lead Spur and the Historic Switch. These facilities would allow the movement of engines from one end of a train to the other end relying on proposed spurs/siding.

As shown on **Figure 1.3-2**, five new additional switches are also proposed throughout the Project Site, as well as proposed future siding and two proposed future spurs. The Main Line would remain intact.

#### *1.6.3. Maintenance Yard*

The proposed Maintenance Yard would facilitate routine maintenance of rail equipment (oil changes, belts, lights, gasoline and diesel engine repair), as well as painting to occur in a temporary paint booth. Routine maintenance operations would involve the use of an air compressor approximately four hours weekly. Idling equipment (gasoline and diesel engines) are anticipated to be present up to two hours weekly. The Maintenance Yard would not be accessible to members of the public, except as offered by Special Event “Behind the Scenes” tours.

The Maintenance Yard would also support restoration work until the permanent restoration shop at Railroad Park is built. Restoration work would include limited machining and some woodworking, anticipated to occur approximately four hours weekly. No steam locomotive restoration would occur at this location.

In addition to the facilities shown on **Figure 1.3-2**, proposed maintenance facilities within the Maintenance Yard would also include:

- Track Shop (track plates, spikes, switch parts, etc.) (20-foot rail container);
- Signal Shop (20-foot rail container);
- Track Material Storage (20-foot rail container);
- Tool and Work Shop (40-foot rail container);
- Inspection Pit;
- 60-foot x 40-foot Shop;
- Miscellaneous covered work areas in between containers; and
- Security Fencing.

The Maintenance Yard would include parking for volunteers and staff, as well as restrooms with running water and flush toilets. “Porta-potty” restrooms may be temporarily used, contingent on funding of the fully-plumbed restroom facility.

#### *1.6.4. Utilities*

Proposed operations and facilities would require electrical and water service.

#### *1.6.5. Access*

Access to the Maintenance Yard would come from access agreements or easements from adjacent private properties. The Walmart property would provide a possible linkage to Missouri Flat Road for a trail connection, while vehicular access would come from Industrial Drive or the existing onsite emergency access road, or through other adjacent private land, contingent on a formalized agreement for such use for access.

### **1.7. Construction**

Construction would be implemented, as funding allows, after all required approvals, environmental review requirements, and regulatory authorizations have been completed/obtained.

It is anticipated that improvements would be constructed in phases, based on the amount of funding available.

## 2.0 PRELIMINARY INITIAL STUDY CHECKLIST

### 2.1. Aesthetics

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

#### 2.1.1. Discussion

##### a) *Have a substantial adverse effect on a scenic vista?*

**No Impact.** The Proposed Project would result in the development of a Railroad Maintenance Yard to support ongoing excursion services within the El Dorado Western Railroad. The natural topography immediately adjacent to the Project Site has historically been periodically altered by the development of the railroad and other development projects north of the rail line. Surrounding topography in the vicinity of the Project Site is generally level and no scenic vistas overlook the Proposed Project. Therefore, ***no impact*** would result from implementation of the Proposed Project.

##### b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** The only designated state scenic highway in El Dorado County is U.S Highway 50 from west of Placerville to Tahoe (mileposts 16 to 74) (Caltrans 2018). The Proposed Project is not within the view shed of that designated portion of U.S. Highway 50. Development of the Proposed Project would therefore have ***no impact*** on a scenic highway.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less Than Significant with Mitigation Incorporated.** Given the presence of rural residences in the vicinity of the project area, the development of proposed improvements would have the potential to impact the visual character of the site through the development of industrialized structures and uses. However, it is anticipated that with mitigation incorporated, impacts would be considered ***less than significant with mitigation incorporated***.

- d) *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

**Less Than Significant with Mitigation Incorporated.** The land surrounding the Proposed Project is rural in nature, dominated by the rail line, with residences, light industrial land uses, and Missouri Flat Road all bordering the Project Site. Although abandoned, the rail corridor is used as a hiking, biking, and horseback riding trail, which runs parallel to and meanders back and forth over the tracks (InContext 2017). The Proposed Project would result in the development of a Railroad Maintenance Yard to support ongoing excursion services within the El Dorado Western Railroad. Regular operations would only occur on weekends, with a maximum operation duration of four hours. Light sources from the Railroad Maintenance Yard would not be expected to adversely affect nighttime views. However, development of the Proposed Project could result in new sources of substantial light or glare that would affect daytime views. Therefore, impacts resulting from implementation of the Proposed Project are anticipated to be ***less than significant with mitigation incorporated***.



## 2.2. Agriculture and Forestry Resources

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

### 2.2.1. Discussion

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** The Division of Land Resource Protection of the California Department of Conservation has developed the Farmland Mapping and Monitoring Program (FMMP) which monitors the conversion of the State's farmland to and from agricultural use. Data is collected at the county level to produce a series of maps identifying eight land use classifications using a minimum mapping unit of 10 acres. According to the 2012 FMMP data, the boundaries of the

Proposed Project include land categorized as Urban and Built-Up Land. The Project Site contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, **no impact** related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) pursuant to the FMMP of the California Department of Conservation, to non-agricultural use would result from development of the Proposed Project.

*b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** Land within the Project Site is mapped as Urban and Built-Up Land by the FMMP. The Project Site is located within the *Transportation Corridor District* of the El Dorado County Zoning Ordinance (County of El Dorado 2016). There is no agricultural zoning designation within the Project Site. Similarly, a portion of the Project Site lies within SPTC Rail Corridor and is therefore not under a Williamson Act contract. Development of the Proposed Project would not impact agricultural zoned land or land currently under Williamson Act contract. **No impact** would result from project development.

*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))?*

**No Impact.** No forest lands exist within the project vicinity. Therefore, **no impact** related to 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)) would result from development of the Proposed Project.

*d) Result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** No forested areas are located within the vicinity of the Proposed Project. Therefore, development of the Proposed Project would not result in the loss of any forest land or conversion of forest land to non-forest use, and **no impact** would result from development of the Proposed Project.

*e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, or non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** No farmland occurs in the project vicinity and development of the Railroad Maintenance Yard to support ongoing excursion services within the El Dorado Western Railroad. The Proposed Project would not result in conversion of farmland to non-agricultural use. Therefore, **no impact** related to conversion of agricultural land to non-agricultural use would result from development of the Proposed Project.

### 2.3. Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><i>Where available, the significance criteria established by the applicable air quality management or air pollution control district is relied upon to make the following determinations. Would the Project:</i></b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the projected region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 2.3.1. Discussion

##### a) Conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant.** The Proposed Project would not conflict with or obstruct implementation of any applicable air quality plan. Construction and operation of the Proposed Project is anticipated to be implemented consistent with applicable regulatory standards and requirements, including consistency with all El Dorado County Air Quality Management District (EDCAQMD) rules and thresholds. Therefore, potential impacts are considered ***less than significant***.

##### b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

**Potentially Significant.** Development of the Proposed Project would involve the operation of locomotives and maintenance yard operations which could have the potential to violate air

quality standards. Project-specific air quality technical studies would be required to evaluate and quantify emissions. Impacts are considered ***potentially significant***.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

**Potentially Significant.** Development of the Proposed Project would involve the operation of locomotives and maintenance yard operations which could have the potential to violate air quality standards. Project-specific air quality technical studies would be required to evaluate and quantify emissions. Impacts are considered ***potentially significant***.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

**Potentially Significant.** Development of the Proposed Project would involve the operation of locomotives and maintenance yard operations which could have the potential to expose surrounding residents and trail users (sensitive receptors) to substantial pollutant concentrations. Project-specific air quality technical studies would be required to evaluate and quantify emissions. Impacts are considered ***potentially significant***.

- e) *Create objectionable odors affecting a substantial number of people?*

**Less than Significant with Mitigation Incorporated.** Development of the Proposed Project could result in the generation of offensive odors resulting from both locomotive use and maintenance yard operations. Locomotive operations are anticipated to be limited in number and duration and are only anticipated to occur at low speed. Exposure to locomotive-related objectionable odors is anticipated to be ***less than significant with mitigation incorporated***.

2.4. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.4.1. Discussion**

- 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?*

**Less Than Significant with Mitigation Incorporated.** Based on the NES prepared for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project* (Foothill Associates 2017a), several special-status plant and wildlife species are found to have the potential to occur onsite or in the vicinity of the Project Site.

However, it is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to special-status species are anticipated to be ***less than significant with mitigation incorporated.***

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

**Less Than Significant with Mitigation Incorporated.** Based on the NES prepared for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project* (Foothill Associates 2017a), sensitive habitats within the Project Site include the following biological communities and resources: Foothill pine woodland, oak woodland, and waters of the U.S (ephemeral drainages). Development of the Proposed Project would have the potential to result in impacts to sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW), or the U.S. Fish and Wildlife Service (USFWS).

However, it is anticipated that implementation of both project-specific mitigation measures and those identified by the *Sacramento-Placerville Transportation Corridor Master Plan Final Environmental Impact Report* (SPTC MP EIR) (Jones & Stokes 2000), would reduce potential

impacts to less than significant levels. Therefore, impacts related to sensitive natural communities are anticipated to be ***less than significant with mitigation incorporated***.

- 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 wetlands, etc.), through direct removal, filling, hydrological interruption or other means?*

**Less Than Significant with Mitigation Incorporated.** Development of the Proposed Project would have the potential to result in impacts to jurisdictional aquatic features. Several ephemeral drainages are mapped within the Project Site. Proposed improvements may result in impacts to these jurisdictional aquatic resources.

However, it is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to federally protected wetlands are anticipated to be ***less than significant with mitigation incorporated***.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

**Less Than Significant Impact.** Based on the NES prepared for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project* (Foothill Associates 2017a), there are no fish species known to occur within the Project Site. Residential and light industrial development, and Missouri Flat Road border the Project Site. The Project Site is not part of a major or local wildlife corridor/travel route because it does not connect two significant habitats. Therefore, impacts are anticipated to be ***less than significant***.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Less Than Significant with Mitigation Incorporated.** Based on the NES prepared for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project* (Foothill Associates 2017a), biological communities mapped within the Project Site include: non-native annual grassland, foothill pine woodland, oak woodland, and waters of the U.S. (ephemeral drainage). Oak woodland is comprised of a variety of native oak trees and shrubs, including valley oak, interior live oak, blue oak, and California black oak. Foothill pine woodland includes mixed overstory of coniferous trees.

However, it is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to conflict with local policies or ordinances are anticipated to be ***less than significant with mitigation incorporated***.

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

**No Impact.** There are no Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans applicable to the Proposed Project. Therefore, ***no impacts*** are anticipated from development of the Proposed Project.



## 2.5. Cultural Resources

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

### 2.5.1. Discussion

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

**Potentially Significant.** Historical archaeological resources have been identified within and surrounding the area of the Proposed Project. Project development could have the potential to result in adverse impacts to these resources. Project-related impacts are considered **potentially significant**.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

**Potentially Significant.** Historical archaeological resources have been identified within and surrounding the area of the Proposed Project. Project development could have the potential to result in adverse impacts to these resources. Project-related impacts are considered **potentially significant**.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

**Less Than Significant with Mitigation Incorporated.** No paleontological localities are identified by the University of California, Museum of Paleontology's database within the USGS *Placerville*

7.5' quadrangle (Windmiller 2015). No unique geologic features are known within the Project Site. However, grading and excavation activities associated with construction of the Proposed Project would have the potential to unearth or otherwise expose previously unidentified paleontological resources or unique geologic features. Therefore, impacts are anticipated to be ***less than significant with mitigation incorporated***.

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

**Less Than Significant with Mitigation Incorporated.** No known grave sites or burial grounds are known to be present within the Project Site. Based on tribal coordination efforts conducted in compliance with AB 52 for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project*, no tribal resources have been identified within the Project Site. Grading and excavation activities associated with construction of the Proposed Project may have the potential to inadvertently unearth or otherwise expose previously unidentified human remains or burial grounds. Therefore, impacts are anticipated to be ***less than significant with mitigation incorporated***.

2.6. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2.6.1. Discussion

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?*

**No Impact.** Geological literature indicates that no major active faults delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map transect El Dorado County (Bryant and Hart 2007). Therefore, **no impact** from strong seismic groundshaking is anticipated from development of the Proposed Project.

II. *Strong seismic ground shaking?*

**No Impact.** According to mapping prepared by the California Division of Mines and Geology, the potential for seismic ground shaking hazards within the vicinity of the Project Site is low, and the Project Site is not located within the vicinity of an Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone is the West Tahoe Fault, located in El Dorado County 50 miles to the east of the Project Site (Seitz 2016). There are several fault systems mapped within El Dorado County such as the El Dorado Fault and East Bear Mountain Fault, but none of these faults are active. Therefore, the Proposed Project is not expected to experience strong ground shaking, and **no impact** related to strong seismic ground shaking are anticipated.

III. *Seismic-related ground failure, including liquefaction?*

**No Impact.** Liquefaction is a loss of soil strength related to seismic ground shaking and is most commonly associated with soil deposits characterized by water-saturated, well sorted, fine gran sands and silts. The potential for seismic related ground failure due to liquefaction is low. The Project Site is not within the vicinity of a fault zone. Therefore, **no impact** from seismic-related ground failure due to liquefaction is anticipated from development of the Proposed Project.

IV. *Landslides?*

**No Impact.** Topography within the Project Site has been largely influenced by the construction of the railroad. Project-related grading and excavation activities would require excavations; however, anticipated ground disturbance would not require substantial cuts. Therefore, **no impact** related to landslides is anticipated from development of the Proposed Project.

b) *Result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant with Mitigation Incorporated.** State regulations pertaining to the management of erosion and sedimentation target the protection of surface water resources from the effects of land development (such as turbidity caused by sedimentation), measures included in such regulations and standards also reduce the potential for erosion and soil loss.

Such regulations include, but are not limited to, the National Pollutant Discharge Elimination System (NPDES) program for management of construction and municipal stormwater runoff, which is part of the federal Clean Water Act and the State Porter-Cologne Water Quality Act and is implemented at the State and local level through issuance of permits and preparation of site-specific Storm Water Pollution Prevention Plans (SWPPP).

Project development would be required to comply with the standards established by El Dorado County's Storm Water Management Plan (SWMP). Project-related grading activities would also be subject to the requirements of the California Regional Water Quality Control Board (RWQCB) for filing a Notice of Intent (NOI) to comply with the Construction General Permit for projects over an acre or for projects that are part of a larger common plan of development that is over one acre. Notice of Intent applicants are required to develop a SWPPP specifying individual Best Management Practices (BMPs), as well as, scheduling for regular monitoring and maintenance of said BMPs for effectiveness.

Construction-related soil disturbance within the Project Site would exceed one acre and would have the potential to result in impacts to water quality resulting from pollutant discharge, including soil sediments. Therefore, preparation of a SWPPP would be required to comply with the NPDES Construction General Permit administered by the State Water Resources Control Board. The SWPPP will identify structural and non-structural BMPs to control and prevent erosion and topsoil loss.

Project related ground disturbance would have the potential to result in erosion and sediment loss. However, it is anticipated that compliance with existing enforceable regulatory requirements as well as implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to ***less than significant level with mitigation incorporated***.

- 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?*

**No Impact.** Lateral spreading, a phenomenon associated with liquefaction, subsidence, or other geologic or soils conditions that could create unstable subsurface conditions are not anticipated. No impacts related to unstable soils including lateral spreading or collapse resulting from seismic-induced ground shaking are anticipated due to the distance from an active fault, the low potential for ground shaking hazards, and overall stable soil conditions in the area. Subsidence is generally characterized by the gradual settling of the earth's surface with little or no horizontal motion, and typically occurs in formations overlaying an aquifer subject to a gradual and consistently decreasing withdrawal of groundwater. The Proposed Project is not located on a geologic unit or soil that is unstable. Therefore, ***no impacts*** related to an unstable geologic unit or unstable soil is anticipated from development of the Proposed Project.

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?*

**No Impact.** The Project Site is not located in an area of expansive soils and would not expose people to risk related to expansive soils. Therefore, ***no impacts*** are anticipated from project development.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

**Less Than Significant Impact.** Project development includes development of restrooms with running water and flush toilets. Construction of sanitary or septic tanks would be required to comply with all County Ordinances, combined with compliance with current State and federal regulations and standards. Therefore, soils-related impacts related to the use of septic tanks would be anticipated to be ***less than significant***.

## 2.7. Greenhouse Gas Emissions

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

### 2.7.1. Discussion

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Potentially Significant Impact.** The development of the Railroad Maintenance Yard to support ongoing excursion services within the El Dorado Western Railroad would contribute to greenhouse gas (GHG) levels during construction and operation of the Proposed Project. Due to the inherently cumulative nature of impacts associated with global climate change, a project's GHG emissions contribution is typically quantified and analyzed on an annual operational basis. Given the proposed expansion of locomotive use, combined with Maintenance Yard operations, project-related impacts are considered **potentially significant**.

- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Potentially Significant Impact.** The development of the Railroad Maintenance Yard to support ongoing and proposed expansion of excursion services within the El Dorado Western Railroad would contribute to GHG levels during construction and operation of the Proposed Project. Due to the inherently cumulative nature of impacts associated with global climate change, a project's GHG emissions contribution is typically quantified and analyzed on an annual operational basis through the preparation of an air quality technical study. Given that no air quality technical study has been prepared assessing project-related greenhouse gas emissions, combined with the proposed expansion of locomotive use and Maintenance Yard operations, project-related impacts are considered **potentially significant**.

2.8. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the Project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**2.8.1. Discussion**

- a) *Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

**Less Than Significant Impact.** Development of the Proposed Project would result in activities involving the use of heavy equipment, which would contain fuels, oils, lubricant, solvents, and various other possible contaminants. The transport, storage, and disposal of any hazardous materials associated with project development would be subject to federal, State, and local regulations.

The County of El Dorado Department of Environmental Management, Hazardous Waste Division, is approved by the California Environmental Protection Agency (Cal-EPA) as the Certified Unified Program Agency (CUPA) for El Dorado County. As the CUPA the County of El Dorado Department of Environmental Management, Hazardous Waste Division regulates the use, storage, and disposal of hazardous materials and is available to respond to hazardous materials complaints or emergencies, if any, during construction and routine maintenance of the trail.

The County of El Dorado Department of Environmental Management, Hazardous Waste Division administers the Hazardous Materials Business Plan (HMBP) for any facility handling a hazardous material or mixture containing a hazardous material to protect public health and the environment. Businesses that handle/store at least 55 gallons of hazardous liquids, 500 pounds of hazardous solids, and 200 cubic feet (at standard temperature and pressure) of compressed gases must complete a HMBP for the safe storage and use of chemicals.

The handling, use, and storage of hazardous materials associated with the Proposed Project would be required to be implemented compliant with the County of El Dorado Department of Environmental Management, Hazardous Waste Division standards. Therefore, impacts related to the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials are considered **less than significant** and no mitigation is required.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

***Less Than Significant with Mitigation Incorporated.*** During construction and maintenance activities associated with the Proposed Project, the possibility of upset or accident conditions involving the release of hazardous materials into the environment exists.

The handling, use, and storage of hazardous materials during construction and maintenance of the Proposed Project would be required to be compliant with standards set forth by current State and federal regulatory standards as well as standards specified by the County of El Dorado Department of Environmental Management, Hazardous Waste Division. However, if an accident involving the release of hazardous materials should occur, the County of El Dorado Department of Environmental Management, Hazardous Waste Division is available to respond to an emergency relating to hazardous materials.

Ground-disturbing activities associated with project development would have the potential to result in the risk of exposure from naturally occurring asbestos (NOA). The *Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California* map (California Department of Conservation 2000) shows areas more likely to contain NOA. Soil-disturbing construction activity in these areas would result in an elevated risk of encountering NOA. The western portion of the Project Site crosses the El Dorado Fault, indicating an elevated risk of the presence of NOA (KD Anderson & Associates 2016).

NOA is found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. When rock containing asbestos is broken or crushed, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs). Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present (KD Anderson & Associates 2016).

Ground-disturbing activities within the Project Site would have the potential to result in the risk of exposure to NOA. On-site sampling of soil at the Project Site would be needed to confirm the presence of NOA.

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to wildland fires are anticipated to be ***less than significant with mitigation incorporated.***

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?*

**No Impact.** There are no public or private schools located within one-quarter mile of the Project Site nor are there any schools planned to be developed within one-quarter mile of the Project Site because the El Dorado area is not listed by the *El Dorado County General Plan, Public Utilities and Services Element* as an area with high average student yield (El Dorado County 2015b). Therefore, **no impact** is anticipated to result from development of the Proposed Project.

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

**No Impact.** As of 2017, there were no sites within the Proposed Project boundary that are listed in the State of California Hazardous Waste and Substances Site List (Cortese List) (CDTSC 2017). A Remedial Action Report prepared for the Rail Corridor concluded all sites requiring remediation have been cleaned up and no follow-up action is needed (Jones and Stokes, Inc. 2000). **No impacts** related to creation of a significant hazard to the public or to the environment from exposure of a Cortese List site are anticipated.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The west slope of El Dorado County operates three public airports: Cameron Airpark Airport, Georgetown Airport, and Placerville Airport. The Proposed Project is not located within an airport land use plan area for any of these airports (El Dorado County Transportation Commission 2018). The Project Site is not located within two miles of any airport and would not result in a safety hazard for people residing or working in the project vicinity. Therefore, **no impacts** are anticipated from development of the Proposed Project.

- 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?*

**No Impact.** The Project Site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project vicinity. Therefore, **no impacts** are anticipated from development of the Proposed Project.

- g) *Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, **no impacts** are anticipated from development of the Proposed Project.

*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?*

**Less Than Significant with Mitigation Incorporated.** Wildland fires are those fires that pose a threat to the more rural areas of the County. Wildland fires result from intentional and unintentional human activities as well as natural processes. The Project Site is located within a moderate fire hazard severity zone as defined by Cal Fire (Cal Fire 2007) and is located within the El Dorado County Fire District (EDCFD 2018). Residential and light industrial land uses, and Missouri Flat Road all bordering the Project Site.

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to wildland fires are anticipated to be ***less than significant with mitigation incorporated.***

2.9. Hydrology and Water Quality

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*2.9.1. Discussion*

a) *Violate any water quality standards or waste discharge requirements?*

**Less Than Significant with Mitigation Incorporated.** Implementation, monitoring, and maintenance of BMPs required to comply with existing enforceable County Ordinances, combined with compliance with current State and federal regulations and standards relevant to maintaining water quality objectives, would ensure that project development would not result in substantial erosion or siltation violating water quality standards and discharge requirements.

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to waste discharge are anticipated to be **less than significant with mitigation incorporated**.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

**No Impact.** Project development would not result in an increased demand for or use of groundwater. The Proposed Project would not 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. Therefore, **no impacts** related to

substantial depletion of groundwater supplies or interference with groundwater recharge are anticipated from project development.

- 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?*

**Less Than Significant with Mitigation Incorporated.** Within the Project Site, several drainages have been mapped as components of the Aquatic Resources Delineation for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project* (Foothill Associates 2016). The Proposed Project would require grading with some areas of cut and fill. Post-construction stormwater management principles would be incorporated into proposed design, including the integration of berms and swales to minimize erosion and direct runoff.

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), including **Mitigation Measure WR-1.1**, would reduce potential impacts to less than significant levels. Therefore, impacts related to substantial erosion or siltation are anticipated to be ***less than significant with mitigation incorporated***.

- 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 that would result in flooding on- or off-site?*

**Less Than Significant with Mitigation Incorporated.** Based on the *Aquatic Resources Delineation Report* [for the] *±37-Acre El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project, El Dorado County, California* (Foothill Associates 2016) and the subsequent Preliminary Jurisdictional Determination issued by the U.S. Army Corps of Engineers (Corps 2017), several drainages have been mapped within the Project Site. Proposed Project would have the potential to result in impacts to these aquatic features. However, these aquatic features would not be altered in a way that would substantially increase the amount of surface runoff and result in flooding because they convey a minimal volume of water. Development of the proposed Railroad Maintenance Yard could have the potential to result in an increase in the rate and/or volume of surface water runoff.

However, it is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), including **Mitigation Measure WR-1.1**, would reduce potential impacts to less than significant levels. Therefore, impacts related to flooding are anticipated to be ***less than significant with mitigation incorporated***.

- 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?*

**Less Than Significant with Mitigation Incorporated.** Development of the Proposed Project would involve development of a new Railroad Maintenance Yard and would include new impermeable surfaces, which would have the potential to result in an increase in the rate and/or volume of surface water runoff.

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to pollute runoff are anticipated to be ***less than significant with mitigation incorporated.***

- f) *Otherwise substantially degrade water quality?*

**Less Than Significant with Mitigation Incorporated.** Construction activities would involve ground disturbance and would therefore have the potential to result in erosion and sediment loss. Operation of the Proposed Project would involve the handling and use of hazardous materials, including chemicals, solvents, paint, etc. Implementation, monitoring, and maintenance of BMPs to comply with existing enforceable County Ordinances, combined with compliance with current State and federal regulations and standards relevant to maintaining water quality objectives would be required of the Proposed Project.

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), including **Mitigation Measure GEO-1.1** and **Mitigation Measure GEO-1.2**, would reduce potential impacts to less than significant levels. Therefore, impacts related to pollute runoff are anticipated to be ***less than significant with mitigation incorporated.***

- 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?*

**No Impact.** The Project Site is not located within a FEMA-designated 100-year flood hazard area. Additionally, the Proposed Project would not involve residential development and would not place housing in special flood hazard areas. Therefore, ***no impacts*** are anticipated from development of the Proposed Project.

- h) *Place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

**No Impact.** The Project Site is not located within a FEMA-designated 100-year flood hazard area. Therefore, no structures would be placed within a FEMA-designated 100-year flood hazard area that would impede or redirect flood flows. Project development would result in ***no***



**impact** related to impeding or redirecting flood flows within a FEMA-designated 100-year flood hazard area.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?*

**No Impact.** The Project Site is not located within the vicinity of a dam or levee. Therefore, project development would not expose people or structures to a significant risk of loss, injury, or death, involving flooding resulting from levee or dam failure. **No impact** would result from development of the Proposed Project.

- j) *Inundation by seiche, tsunami or mudflow?*

**No Impact.** The Project Site is not located near an ocean coast or enclosed body of water that could produce a seiche or tsunami, nor is the site located near areas having steep slopes that would create mudflows. Therefore, **no impacts** are anticipated from development of the Proposed Project.

## 2.10. Land Use and Planning

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

### 2.10.1. Discussion

#### a) Physically divide an established community?

**No Impact.** The Proposed Project would result in the development of a Railroad Maintenance Yard within SPTC right-of-way to support ongoing excursion services within the El Dorado Western Railroad. Project development would not physically divide an established community. **No impacts** related to division of an established community are anticipated as a result of development of the Proposed Project.

#### 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?

**No Impact.** The Proposed Project would be developed in conformance with all applicable land use plans and ordinances, and would not conflict with any agency's plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The Project Site is not located within a coastal zone management area (National Oceanic and Atmospheric Administration 2018). Therefore, **no impacts** are anticipated from development of the Proposed Project.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** There are no Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans applicable to the Proposed Project. Therefore, ***no impacts*** related to Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans are anticipated as a result of development of the Proposed Project.

## 2.11. Mineral Resources

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

### 2.11.1. Discussion

- 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?*

**No Impact.** According to the Open File Report 2000-03, the County of El Dorado has approximately eleven permitted commercial mines that operate within El Dorado County (Busch 2001). According to the Mineral Resources Zone (MRZ) Map (Plate 5) in the Open File Report 2000-03, the Project Site is not located within a mineral resource area (Busch 2001). Development of the Proposed Project would therefore not result in the loss of availability of a known mineral resource that would be of value to the region, and **no impacts** to mineral resources of regional or statewide importance are anticipated as a result of development of the Proposed Project.

- 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?*

**No Impact.** As stated in the *El Dorado County General Plan, Conservation and Open Space Element*, Goal 7.2 provides for the protection of the County's mineral deposits. Objective 7.2.2 protects important mineral resources from incompatible development and outlines different General Plan designations that may be compatible with surface mining (County of El Dorado 2015a). The Project Site is not identified as an important Mineral Resource Area by Figure CO-1 in the General Plan and is not located within a mineral resource overlay on the County's General Plan land use map (County of El Dorado 2004). The Project Site would therefore not result in the loss of availability of a locally important mineral resource recovery site. Therefore, **no impacts** related to mineral resources are anticipated as a result of development of the Proposed Project.

2.12. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.12.1. Discussion

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?*

**Potentially Significant.** The SPTC MP EIR determined that rail operations-related noise impacts would be Significant and Unavoidable (Jones & Stokes 2000). As no noise studies have been prepared evaluating potential project-related noise impacts and the EIR prepared for the SPTC

MP determined that noise impacts related to rail operations would be significant, potential project-related noise impacts are considered ***potentially significant***.

- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

**Potentially Significant.** See response to a) above.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Potentially Significant.** See response to a) above.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Potentially Significant.** See response to a) above.

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

**No Impact.** The Proposed Project is not located within an airport land use plan area or within two miles of a public airport or public use airport. Therefore, Maintenance Yard visitors, as well as people working on the project would not be exposed to aircraft-related excessive noise levels. No residences are proposed as a component of the Proposed Project. ***No impacts*** are anticipated from development of the Proposed Project.

- 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?*

**No Impact.** There are no private airstrips within the vicinity of the Project Site. Therefore, n Maintenance Yard visitors, as well as people working on the Project Site would be exposed to any excessive aircraft-related noise levels. ***No impacts*** are anticipated from development of the Proposed Project.

### 2.13. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.13.1. Discussion

- a) *Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

**No Impact.** The Museum is proposing the development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. Excursions are solely facilitated through the efforts of volunteers (El Dorado County Historical Museum 2017). The Proposed Project does not propose any residential or commercial development. The Proposed Project would not indirectly induce population growth, as no employment-generating land uses would result from project development, nor would project development indirectly induce population growth due to the extension of roads or other infrastructure. Therefore, **no impacts** related to population growth are anticipated as a result of development of the Proposed Project.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The Museum is proposing the development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. The Project Site is rural in nature, dominated by the rail line. No houses are present within the Project Site and project development would therefore not displace any existing housing units. Therefore, **no impacts**

related to displacement of existing housing are anticipated as a result of development of the Proposed Project.

*c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The Museum is proposing the development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. The Project Site is rural in nature, dominated by the rail line. Project development would not displace any people. Therefore, ***no impacts*** related to displacement of people are anticipated as a result of development of the Proposed Project.



2.14. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><i>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 following public services:</i></b>				
a) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.14.1. Discussion

*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 following public services:*

a) *Fire protection?*

**Less Than Significant with Mitigation Incorporated.** The Proposed Project is served by the El Dorado County Fire District. There are currently 15 stations operated by El Dorado County Fire District throughout the County (EDCFD 2018). The Proposed Project would involve development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. Development of the Proposed Project would not result in increased population and residential structures, and a subsequent need for additional fire protection facilities. The construction of the Railroad Maintenance Yard is not anticipated to result in a significant number of additional calls related to fire services or decreased response times for fire protective services. It is therefore anticipated that existing fire protection facilities in El Dorado County would be able to provide fire protection services for the Proposed Project, and maintain acceptable service ratios, response times and performance objectives. However, project development would be required to comply with **Mitigation Measure PHS-2.1** from the SPTC MP EIR (Jones & Stokes 2000).

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less

than significant levels. Therefore, impacts related to the provision of fire protection services are anticipated to be ***less than significant with mitigation incorporated***.

*b) Police protection?*

***Less Than Significant with Mitigation Incorporated.*** Police protection services within the vicinity of the Proposed Project are provided by the El Dorado County Sheriff's Department. In addition, the *El Dorado County General Plan, Public Utilities and Services Element* contains policies relating to police protection (County of El Dorado 2015c). Under Policy 5.7.3.1 all new development shall be reviewed by the Sheriff's Department to determine the ability of the department to provide protection services. If adequate protection services are not available for new development then additional equipment, facilities, and adequate access may be incorporated as conditions for project approval.

The Proposed Project would involve development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. The Proposed Project would not involve residential development and would not result in an increase in population. The construction of the Railroad Maintenance Yard would not result in a significant number of additional calls or decreased response times for police protective services. Regular operations would only occur on weekends, with a maximum operation duration of four hours. However, project development would be required to comply with **Mitigation Measure PHS-2.1** from the SPTC MP EIR (Jones & Stokes 2000).

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to the provision of police protection services are anticipated to be ***less than significant with mitigation incorporated***.

*c) Schools?*

**No Impact.** The Proposed Project would involve development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. The Proposed Project would not involve residential development and would not result in increased population and the associated potential need for educational facilities. Therefore, ***no impacts*** related to school facilities are anticipated as a result of project development.

*d) Parks?*

**No Impact.** Development of the Proposed Project would not involve residential development or employment-generating land uses and would therefore not result in increased population and demand for recreational facilities. Therefore, ***no impacts*** related to park facilities are anticipated as a result of development of the Proposed Project.

*e) Other public facilities?*

**No Impact.** The Proposed Project would not involve residential development and would not result in increased population. Therefore, ***no impacts*** related to other public facilities such as hospitals or libraries are anticipated as a result of development of the Proposed Project.

2.15. Recreation

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

2.15.1. Discussion

- a) *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**No Impact.** Development of the Proposed Project would not result in the construction of recreational facilities for public access/use and would not increase the use of other recreational facilities or parks. Therefore, **no impacts** are anticipated from development of the Proposed Project.

- b) *Include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

**No Impact.** The Proposed Project would not include recreational facilities nor would it require the construction or expansion of recreational facilities that might result in adverse physical effects on the environment. Therefore, **no impacts** are anticipated from development of the Proposed Project.

2.16. Transportation/ Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.16.1. Discussion

- a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant*

*components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*

**Less Than Significant with Mitigation Incorporated.** Development of the Proposed Project would not conflict with any components of the circulation system such as existing intersections, streets, highways, freeways, or mass transit. Regular operations would only occur on weekends, with a maximum operation duration of four hours. Project development would not conflict with any existing adopted plans, ordinances, or policies establishing performance standards.

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to the circulation system are anticipated to be ***less than significant with mitigation incorporated.***

*b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**No Impact.** Development of the Proposed Project would not result in changes in vehicle circulation patterns nor would it increase vehicle trips in the project vicinity. The Proposed Project would involve development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. The Proposed Project would not conflict with applicable congestion management programs, plans or other established congestion management standards. Therefore, ***no impacts*** related to circulation or congestion management standards are anticipated as a result of development of the Proposed Project.

*c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** Development of the Proposed Project would not result in a change in air traffic patterns. The Proposed Project would involve development of the Diamond Springs Maintenance Yard to support ongoing El Dorado Western Railroad excursions. Therefore, ***no impacts*** related to air traffic patterns are anticipated as a result of development of the Proposed Project.

*d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant with Mitigation Incorporated.** All project-related rail crossings would be adequately posted with warning signs and pavement delineations for both trail users, railroad operators, and motorists in accordance with **Mitigation Measure PHS-4.1** and **Mitigation Measure PHS-4.2** from the SPTC MP EIR (Jones & Stokes 2000).

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to hazards due to a design features are anticipated to be ***less than significant with mitigation incorporated***.

*e) Result in inadequate emergency access?*

**Less Than Significant with Mitigation Incorporated.** Project development would not involve temporary road or lane closures during construction or operation and no emergency access routes would be affected by the project. However, project development would be required to comply with **Mitigation Measure PHS-2.1** from the SPTC MP EIR (Jones & Stokes 2000).

It is anticipated that implementation of both project-specific mitigation measures and those identified by the SPTC MP EIR (Jones & Stokes 2000), would reduce potential impacts to less than significant levels. Therefore, impacts related to emergency access are anticipated to be ***less than significant with mitigation incorporated***.

*f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

**No Impact.** The Proposed Project would not involve development of new residential or non-residential uses that would increase the demand on transit systems, bicycle networks, or pedestrian facilities. Therefore, ***no impacts*** are anticipated as a result of development of the Proposed Project.

2.17. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 at either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
I. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or  II. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth set forth in subdivision (c) of Public Resource Section 5021.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.17.1. Discussion

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 at either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*



- I. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*
- II. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth set forth in subdivision (c) of Public Resource Section 5021.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

**No Impact.** Based on tribal coordination for the *El Dorado Trail Extension — Missouri Flat Road to the Town of El Dorado and Missouri Flat Road Bike/Pedestrian Overcrossing Project*, no known tribal resources are present within the Project Site. Formal Notification and site visits with United Auburn Indian Community (UAIC) and Shingle Springs Band of Miwok Indians resulted in no project-related tribal concerns (Foothill Associates 2017b). Therefore, ***no impacts*** related to tribal cultural resources are anticipated.

2.18. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2.18.1. Discussion

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**Less Than Significant Impact.** It is not anticipated that development of the Proposed Project would exceed wastewater treatment requirements of the applicable RWQCB. Impacts are anticipated to be ***less than significant***.

- 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?*

**No Impact.** Development of the Proposed Project would not increase population in the project vicinity. Development of the Proposed Project would not result in the need for new or expanded water or wastewater facilities or the need for expansion of existing facilities. Therefore, ***no impacts*** are anticipated from development of the Proposed Project.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Less Than Significant Impact.** It is not anticipated that development of the Proposed Project would require the construction of new storm water drainage facilities or the expansion of existing facilities. It is anticipated that project-related storm water would be accommodated in accordance with all local, State, and federal regulations and standards. Impacts are anticipated to be ***less than significant***.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**No Impact.** Development of the Proposed Project would not result in the need for new or expanded water supplies. ***No impacts*** are anticipated from development of the Proposed Project.

- e) *Result in a determination by the wastewater treatment provider that 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?*

**No Impact.** The Proposed Project would not generate the need for wastewater treatment capacity and would not increase population in the project vicinity. Development of the Proposed Project would not result in the need for new or expanded wastewater facilities. ***No impacts*** are anticipated from development of the Proposed Project.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less Than Significant Impact.** The Lockwood Landfill, which is located outside of the County, is the permitted landfill facility handling solid waste disposal for El Dorado County (EDAW, Inc. 2003). Project construction may generate construction debris. This would not affect landfill capacity because the amounts would not be substantial and would occur only during the construction period. Therefore, impacts associated with development of the Proposed Project are anticipated to be ***less than significant*** as a result of development of the Proposed Project.

g) *Comply with federal, state and local statutes and regulations related to solid waste?*

**Less Than Significant Impact.** There are no solid waste disposal sites in El Dorado County (EDAW, Inc. 2003). Collected solid waste is taken to a Material Recovery Facility/Transfer Station. The Lockwood Landfill, which is located outside of the County, is the permitted landfill facility handling unrecyclable solid waste disposal for El Dorado County (EDAW, Inc. 2003). Project-related construction activities may generate construction debris. However, it is not anticipated that project-related construction debris would substantially impact landfill capacity as debris would only be generated during construction and over a short period of time, and the anticipated overall volume would be minimal in comparison to existing permitting capacity. Therefore, impacts associated with development of the Proposed Project are anticipated to be ***less than significant***.

2.19. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><i>Does the Project:</i></b>				
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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 3.0 CEQA DETERMINATION

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Pursuant to Section 15063, CEQA Guidelines, County of El Dorado has utilized an Environmental Checklist to evaluate the potential environmental effects of the Proposed Project. The checklist provides a determination of these potential impacts and includes the substantiation developed in support of the conclusions checked on this form.

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 the mitigation measures described on the attached sheets have been added to the Project (see previous pages). 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 significant effect 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 upon the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there will NOT be a significant effect in this case 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.

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Signature

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Date

Name and Title: Mary Cory  
Historical Museum Administrator

## 4.0 REFERENCES

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