DRAFT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

CALIFORNIA CONSERVATION CORPS
GREENWOOD CENTER REDEVELOPMENT PROJECT

EL DORADO COUNTY, CALIFORNIA

LSA

December 2019

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GREENWOOD CENTER REDEVELOPMENT PROJECT

EL DORADO COUNTY, CALIFORNIA

Prepared for:

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December 2019

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LIST OF ABBREVIATIONS AND ACRONYMS

µin/sec	microinches per second
AAQS	ambient air quality standards
AB	Assembly Bill
ac	acre/acres
ACC	Advanced Clean Cars
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	average daily traffic
APCD	Air Pollution Control District
APN	Assessor's Parcel Number
AQIP	Air Quality Improvement Program
AQMD	Air Quality Management District
bgs	below ground surface
BMPs	best management practices
BOMUSD	Black Oak Mine Unified School District
BSA	Biological Study Area
CAAQS	California ambient air quality standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCC	California Conservation Corps
CCR	California Code of Regulations
CDAEMD	Community Development Agency, Environmental Management Division
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission

CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COMET	Corpsmembers Orientation, Motivation, Education, and Training
County	County of El Dorado
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DGS	California Department of General Services
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
EDCSO	El Dorado County Sheriff's Office
EDCTC	El Dorado County Transportation Commission
EERP	Enforcement and Emergency Response Program
EIR	Environmental Impact Report
EO	Executive Order
EPA	United States Environmental Protection Agency
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
Forest Taxation Reform Act	Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act of 1973
ft	foot/feet
FTA	Federal Transit Administration

GDPUD	Georgetown Divide Public Utility District
GHG	greenhouse gas
GOV	California Government Code
GSA	Groundwater Sustainability Agency
GVFPD	Garden Valley Fire Protection District
GWh	gigawatt-hours
GWP	Global Warming Potential
H_2S	hydrogen sulfide
HA	Hydrological Area
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HFHSZ	High Fire Hazard Severity Zone
HU	Hydrologic Unit
HVAC	heating, ventilation, and air conditioning
I-80	Interstate 80
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
kWh	kilowatt-hours
LAMP	Local Agency Management Plan
LBP	lead-based paint
lbs/day	pounds per day
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent continuous sound level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
L_{max}	maximum instantaneous noise level
LOS	levels of service
LSA	LSA Associates, Inc.
LSI	Large Spark Ignition
L_v	velocity in decibels
Ma	million years ago
MBTA	Migratory Bird Treaty Act

MCAB	Mountain Counties Air Basin
mi	mile/miles
MLD	Most Likely Descendant
MMT	million metric tons
MND	Mitigated Negative Declaration
mpg	miles per gallon
mph	miles per hour
MR	Mineral Resource
MRMH Mapping Program	Mineral Resources and Mineral Hazards Mapping Program
MS4	Municipal Separate Storm Sewer System
MSATs	Mobile Source Air Toxics
MT	metric tons
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCCP	Natural Community Conservation Plan
NCIC	North Central Information Center
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NOA	naturally occurring asbestos
NOI	Notice of Intent
NOT	Notice of Termination
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWIC	Northwest Information Center
O_3	ozone
OHWM	ordinary high water mark
OPR	Governor's Office of Planning and Research
OWMP	Oak Woodland Management Plan
OWTS	Onsite Wastewater Treatment Systems
Pb	lead
PFCs	perfluorocarbons
PG&E	Pacific Gas and Electric Company

PGA	peak ground acceleration
Placer County APCD	Placer County Air Pollution Control District
Plan	Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in size
$PM_{2.5}$	particular matter less than 2.5 microns in size
PMDB	Project Management and Development Branch
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PRD	Permit Registration Document
PV	photovoltaic
RACM	reasonably available control measure
RCRA	Resource Conservation and Recovery Act
RESD	Real Estate Services Division
RFP	reasonable further progress
RMS	root-mean-square
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
sf	square foot/feet
SF_6	sulfur hexafluoride
SFNA	Sacramento Federal Nonattainment Area
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide
sq mi	square mile/miles
SR-193	State Route 193
SUV	sport utility vehicle
SWPPP	Storm Water Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCMs	Transportation Control Measures
TPZ	Timberland Production Zone
UCMP	University of California Museum of Paleontology
UNFCCC	United Nations Framework Convention on Climate Change
US-50	United States Route 50
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VdB	vibration velocity decibels
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	vehicle miles traveled
VOC	volatile organic compound
WDID	Waste Discharge Identification Number
WDR	Waste Discharge Requirement
WFSP	Wildland Fire Safe Plan
Williamson Act	California Land Conservation Act of 1965
ZE	zero emission
ZNE	zero net energy

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1.0 PROJECT INFORMATION

1.1 PROJECT SUMMARY

1. **Project Title:**
   California Conservation Corps (CCC) Residential Center, Greenwood: New Residential Center (referred to herein as the CCC Greenwood Center Redevelopment Project)

2. **Lead Agency Name and Address:**
   Dan Millsap
   California Conservation Corps
   1719 24th Street
   Sacramento, CA 95816

3. **Contact Person and Phone Number:**
   Dakota Smith, Senior Environmental Planner (Department of General Services)
   (916) 376-1609

4. **Project Location:**
   The proposed project is located on Assessor's Parcel Number (APN) 061-061-030 in unincorporated El Dorado County at 4411 State Highway 193, Greenwood, California.[1] The project site is approximately 1 mi northeast of the community of Greenwood and 5 mi west of the community of Georgetown.

5. **Project Sponsor's Name and Address:**
   Same as the Lead Agency

6. **General Plan Designation:**
   Rural Residential (RR) (El Dorado County General Plan)

7. **Zoning:**
   Open Space (OS) (Title 130 El Dorado County Code)

8. **Description of Project:**
   Please refer to Chapter 2.0, Project Description.

9. **Surrounding Land Uses and Setting:**
   Please refer to Chapter 2.0, Project Description.

[1] The United States Postal Service prefers State Highway 193 for this address, but it will be referred to hereafter as State Route 193.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

Please refer to Chapter 2.0, Project Description.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Neither the Department of General Services (DGS) nor the California Conservation Corps (CCC) has been contacted by California Native American tribes who are traditionally and culturally affiliated with the project area to request consultation pursuant to Public Resources Code (PRC) Section 21080.3.1. However, as further detailed in Section 4.18, Tribal Cultural Resources, of this Initial Study/Mitigated Negative Declaration (IS/MND), the DGS and CCC have notified all the area tribes listed by the Native American Heritage Commission (NAHC) in their general response letter in order to solicit information regarding cultural resources. Letters were sent via certified mail on September 27, 2019. One response was received as a result of the project notification letters. In a letter dated November 5, 2019, Daniel Fonseca, of the Shingle Springs Band of Miwok Indians, stated that the tribe is not aware of any known cultural resources on the project site but requested continued consultation through updates as the project progresses. Mr. Fonseca also requested any and all completed record searches and surveys for the project, and asked to be updated if new information or human remains are found during progress of the project. No additional responses for consultation were received by the DGS or CCC.

NOTE:

Conducting consultation early in the California Environmental Quality Act (CEQA) conformance process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and thereby helps to reduce the potential for delay and conflict in the environmental review process (see Public Resources Code (PRC) Section 21083.3.2). Information may also be available from the California Native American Heritage Commission NAHC Sacred Lands File (SLF) per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

1.2 INTRODUCTION AND REGULATORY GUIDANCE

The CCC, with assistance from the California Department of General Services (DGS), has prepared this IS/MND to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the CCC's Greenwood Center Redevelopment Project. This IS/MND has been prepared in accordance with CEQA, PRC Sections 21000 et seq., and the *State CEQA Guidelines*, Title 14 California Code of Regulations (CCR) Sections 15000 et seq.

Pursuant to CEQA (PRC Sections 21000 et seq.), the lead agency must prepare an Initial Study (IS) for discretionary projects such as the proposed project to determine whether the proposed project may have a significant adverse effect on the environment. The IS uses the significance criteria outlined in Appendix G of the *State CEQA Guidelines* (14 CCR Sections 15000 et seq.). Article 6, Section 15070, Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, of the *State CEQA Guidelines* states the following:

> A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:
>
> a. The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
>
> b. The initial study identifies potentially significant effects, but:
>
> 1) Revisions in the project plans or proposals made by, or agreed to by, the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
>
> 2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (14 CCR 15070).

Based on the analysis in this IS, it has been determined that all project-related environmental impacts would be reduced to less than significant levels with the incorporation of feasible mitigation measures. Therefore, adoption of a Mitigated Negative Declaration (MND) will satisfy the requirements of CEQA.

1.3 LEAD AGENCY

The lead agency is the public agency that has the primary responsibility for approving a project. *State CEQA Guidelines* Section 15051(a)(1) states that, "if the project will be carried out by a public agency, that agency shall be the Lead Agency even if the project will be located within the jurisdiction of another public agency." The Lead Agency for the proposed project is the CCC.

1.4 PURPOSE OF THIS DOCUMENT

The DGS has been tasked with directing the preparation of an IS/MND in compliance with CEQA on behalf of the CCC for the Greenwood Center Redevelopment Project. The purpose of this document is to present to reviewing agencies and the public the environmental consequences of implementing the proposed project. The IS/MND is available for a 30-day public review from December 27, 2019, to January 26, 2020.

Written comments should be addressed to:

Dakota Smith, Senior Environmental Planner
Department of General Services, RESD, PMDB
c/o LSA Associates, Inc.
285 South Street, Suite P
San Luis Obispo, CA 93401

The email address for electronic comments is: [GreenwoodCCC@lsa.net]. Please include "CCC Greenwood Center Redevelopment Project IS/MND Comments" in the subject line of all emails.

The IS/MND may be viewed online at [https://lsa.net/GreenwoodCCC] during the public review period. In addition, copies of the IS/MND and appendices on CD are available for review at the locations listed in Table 1.A.

Table 1.A: Environmental Document Repositories

Site	Address
California Department of General Services, RESD Environmental Services	707 Third Street, 4th Floor West Sacramento, CA 95605
El Dorado County Library - Georgetown Public Library Branch	6680 Orleans Street Georgetown, CA 95634

After comments are received from the public and reviewing agencies, the State will consider those comments and may (1) adopt the MND and mitigation monitoring program and approve the proposed project, (2) undertake additional environmental studies, or (3) abandon the project.

1.5 DOCUMENT ORGANIZATION

This IS/MND is organized to provide an analysis of the potentially significant environmental impacts and mitigation measures for the proposed project. In order to describe the direct and indirect impacts, as well as mitigation measures for the proposed project, this IS/MND is organized as follows:

- **Chapter 1.0, Project Information,** serves as a foreword to the IS/MND, introducing the applicable environmental review procedures, intended uses of the IS/MND, format of the IS/MND, and summary of conclusions of the environmental analysis.

- **Chapter 2.0, Project Description,** provides a thorough description of the proposed CCC Greenwood Center Redevelopment Project components and required permits and approvals.

- **Chapter 3.0, Environmental Factors Potentially Affected,** provides a checklist of resources that involve at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 4.0 and a determination of the project's effect on the environment.

- **Chapter 4.0, CEQA Environmental Checklist,** provides a description of the existing environmental setting and an analysis of the potentially significant environmental impacts identified for the proposed project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts.

- **Chapter 5.0, List of Preparers,** lists members of the IS/MND team that contributed to the preparation of this document as well as their primary IS/MND responsibility.

- **Chapter 6.0, References,** lists references used in preparation of the IS/MND.

- **Appendices** include various information and technical studies prepared for the CCC Greenwood Center Redevelopment Project.

1.6 SUMMARY OF FINDINGS

Chapter 4.0 of this document contains the analysis and discussion of potential environmental impacts of the proposed project. Based on the issues evaluated in Chapter 4.0, it was determined that the proposed project would have impacts on environmental resources as shown in Table 1.B.

Table 1.B: Summary of Environmental Impacts by Resource

Resource	No Impact	Less than Significant Impact	Less than Significant with Mitigation Incorporated	Mitigation
Aesthetics		●		N/A
Agriculture and Forestry Resources	●			N/A
Air Quality		●		N/A
Biological Resources			●	**BIO-1:** Nesting Birds **BIO-2:** Special-Status Plant Species **BIO-3:** Oak Woodland **BIO-4:** Gabbro Serpentine Meadow **BIO-5:** Jurisdictional Waters Delineation
Cultural Resources			●	**CULT-1:** Inadvertent Discovery of Unknown Archaeological Resources **CULT-2:** Inadvertent Discovery of Human Remains
Energy		●		N/A
Geology and Soils			●	**GEO-1:** California Building Code Compliance and Seismic Standards **GEO-2:** Paleontological Discoveries **WQ-1:** Construction General Permit
Greenhouse Gas Emissions		●		N/A
Hazards and Hazardous Materials			●	**HAZ-1:** Lead and Asbestos Reporting **HAZ-2:** Wildland Fire Safe Plan
Hydrology and Water Quality			●	**WQ-1:** Construction General Permit **WQ-2:** Dewatering Permit **WQ-3:** Final Drainage Report
Land Use and Planning	●			N/A
Mineral Resources	●			N/A
Noise			●	**NOI-1:** Construction Hours **NOI-2:** Mufflers **NOI-3:** Construction Staging **NOI-4:** Stationary Equipment **NOI-5:** Construction Vibration
Population and Housing		●		N/A
Public Services		●		N/A
Recreation		●		N/A
Transportation		●		N/A
Tribal Cultural Resources		●		N/A
Utilities and Service Systems			●	**WQ-1:** Construction General Permit **WQ-3:** Final Drainage Report
Wildfire			●	**HAZ-2:** Wildland Fire Safe Plan
Mandatory Findings of Significance			●	**BIO-1:** Nesting Birds **BIO-2:** Special Status Plant Species **CULT-1:** Inadvertent Discovery of Unknown Archaeological Resources **CULT-2:** Inadvertent Discovery of Human Remains

N/A = Not Applicable

2.0 PROJECT DESCRIPTION

2.1 BACKGROUND AND NEED FOR PROJECT

The California Conservation Corps (CCC) Greenwood Center was originally developed in the mid-1980s. Over the years, additional development has occurred at the center on an as-needed basis in the absence of an approved facility master plan. The existing CCC Greenwood Center is outdated and no longer adequate to provide for the needs of CCC Corpsmembers and staff.

In 2014, the CCC hired an engineering firm to help develop a master plan concept for the CCC Greenwood Center that the CCC could use and adapt to other CCC residential centers across California. State funding was recently allocated to allow for the revitalization of the CCC Greenwood Center to be consistent with the master plan concept. The CCC is proposing to demolish a majority of the existing CCC Greenwood Center and construct an updated facility that is consistent with the new CCC Campus Master Plan concept (proposed project). A majority of the proposed project's footprint will be within the current center's existing footprint.

The CCC Greenwood Center was a full-time residential center until June 2018. At full capacity, the center supported 65 to 75 Corpsmembers and 14 staff members. From June 2018 through August 2019, the CCC Greenwood Center served as a seasonal "tent camp" for approximately 30 Corpsmembers. In September 2019, the seasonal "tent camp" vacated the CCC Greenwood Center and was replaced by the Placer Center Group, which will occupy the CCC Greenwood Center for approximately 2 years while the Placer Center undergoes renovations. Once the Placer Center Group vacates the CCC Greenwood Center, work will begin on the new CCC Greenwood Center. The Placer Center Group includes approximately 90 Corpsmembers and 20 staff members.

The objective of the proposed project is to implement the CCC Campus Master Plan concept for the CCC Greenwood Center in order to bring the facility up to standards for the CCC's vision of future operations. To the extent feasible, the proposed project will develop new buildings designed to be zero net energy (ZNE), which means the total amount of energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site or through renewable power purchase agreements with a local power utility. The proposed project will also be designed to meet or exceed the requirements for Leadership in Energy and Environmental Design (LEED) "Silver" certification.

2.2 PROJECT LOCATION

The CCC Greenwood Center (project site) is located in unincorporated El Dorado County at 4411 State Route 193 (SR-193) in Greenwood, California, approximately 1 mi northeast of the community of Greenwood and 5 mi west of the community of Georgetown (refer to Figure 2-1).

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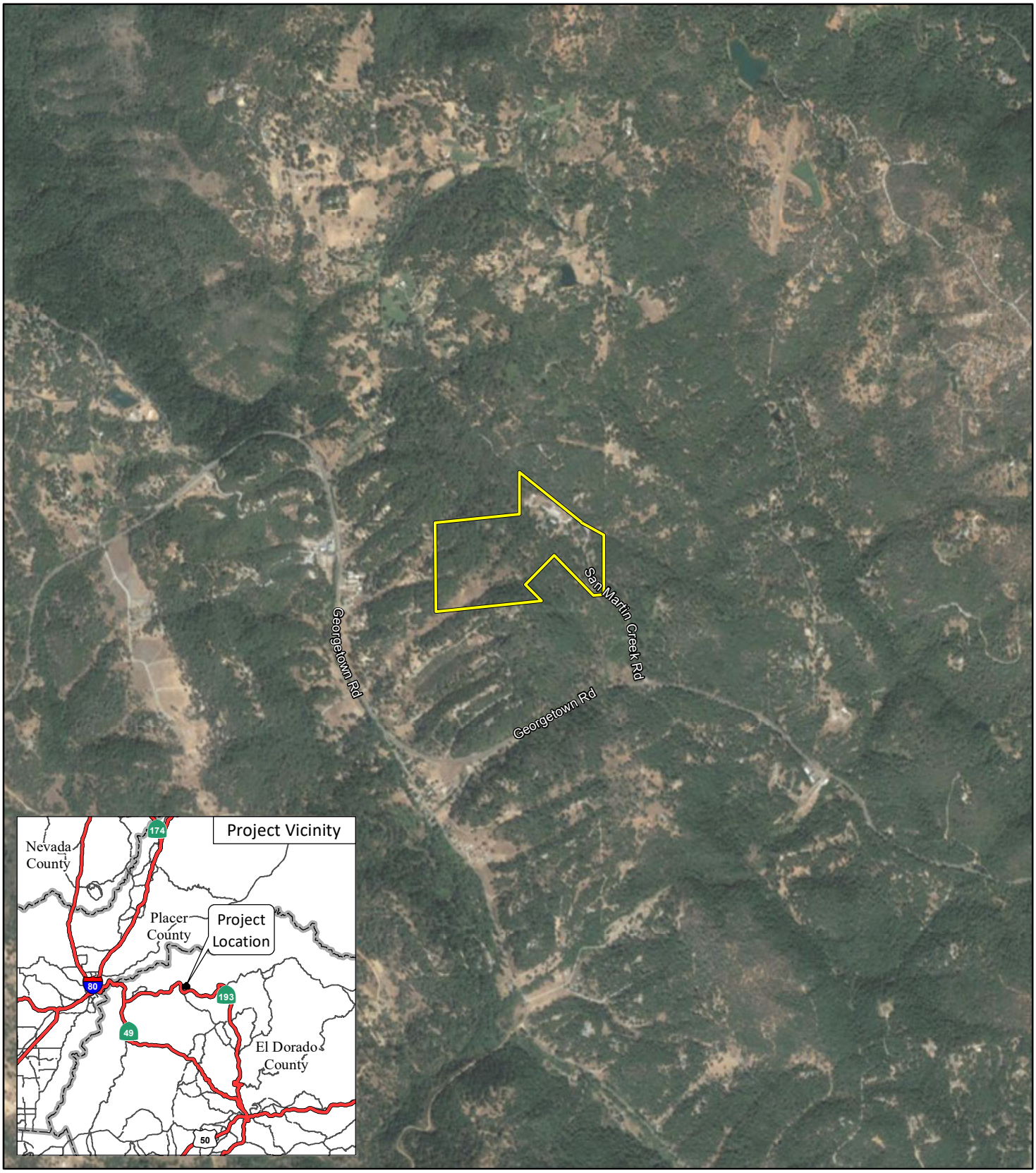

LSA

LEGEND

Project Parcel

FIGURE 2-1

N

0 1000 2000

FEET

SOURCE: Google (8/2018); Lionakis (9/3/2019)

I:\DGS1801.06\GIS\MXD\ProjectLocation_Aerial.mxd (9/26/2019)

California Conservation Corps
Greenwood Center Redevelopment Project
El Dorado County, California

Project Location

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2.3 PROJECT SETTING

The project site is 12.15 acres (ac) and is part of a much larger 69 ac, State-leased parcel (El Dorado County Assessor's Parcel Number [APN] 061-061-030) (refer to Figure 2-2).

The 12.15 ac project site is developed with an existing CCC facility. The remaining 56.85 ac are densely forested and undeveloped. Land uses in the vicinity of the State-leased parcel include access roads (e.g., Wild Lilac Lane, Sliger Mine Road, San Martin Mine Road, and San Martin Creek Road) that serve single-family residential homes on large, densely wooded lots to the north, west, and east of the project site. The Georgetown Divide Recreation District Office is directly south of the project site along San Martin Creek Road and within the boundary of the State-leased parcel. SR-193 (Georgetown Road) is located to the south and west of the project site and provides access to the project site via San Martin Creek Road. The project site ranges in elevation between 1,740 feet (ft) and 1,840 ft, although the location of the existing development is predominantly flat.

The project site is accessed via San Martin Creek Road on the north side of SR-193, approximately 125 ft east of Derrick Lane. SR-193 is a State highway that runs east-west through Placer and El Dorado Counties and is owned and maintained by the California Department of Transportation (Caltrans).

2.4 PROJECT CHARACTERISTICS

2.4.1 Demolition of Existing Buildings and Development of Proposed Buildings

Construction of the proposed project will start in September 2021 and will last approximately 20 months. The proposed project will include the demolition of 34,591 square feet (sf) of building space that currently occupies the site (refer to Table 2.A).

Table 2.A: California Conservation Corps Greenwood Center Existing Buildings

Existing Buildings	Size (sf)	To be Demolished? (Yes/No)
Storage Building	534	Yes
Canopy (northernmost)	1,474	Yes
Warehouse Building (northernmost)	6,674	Yes
Warehouse Building	5,012	Yes
Electrical Switchgear Building	548	Yes
Well Building	169	Yes
Kitchen Dining Hall Building	4,677	Yes
Dormitory Building	9,790	Yes
Canopy (easternmost)	724	Yes
Canopy	1,973	Yes
Pump House Building	39	Yes
Administrative Building	2,977	No
Total Buildings On Site	**34,591**	**11 buildings to be demolished; 1 building to remain**

Source: Compiled by LSA Associates, Inc. (2019).
sf = square feet

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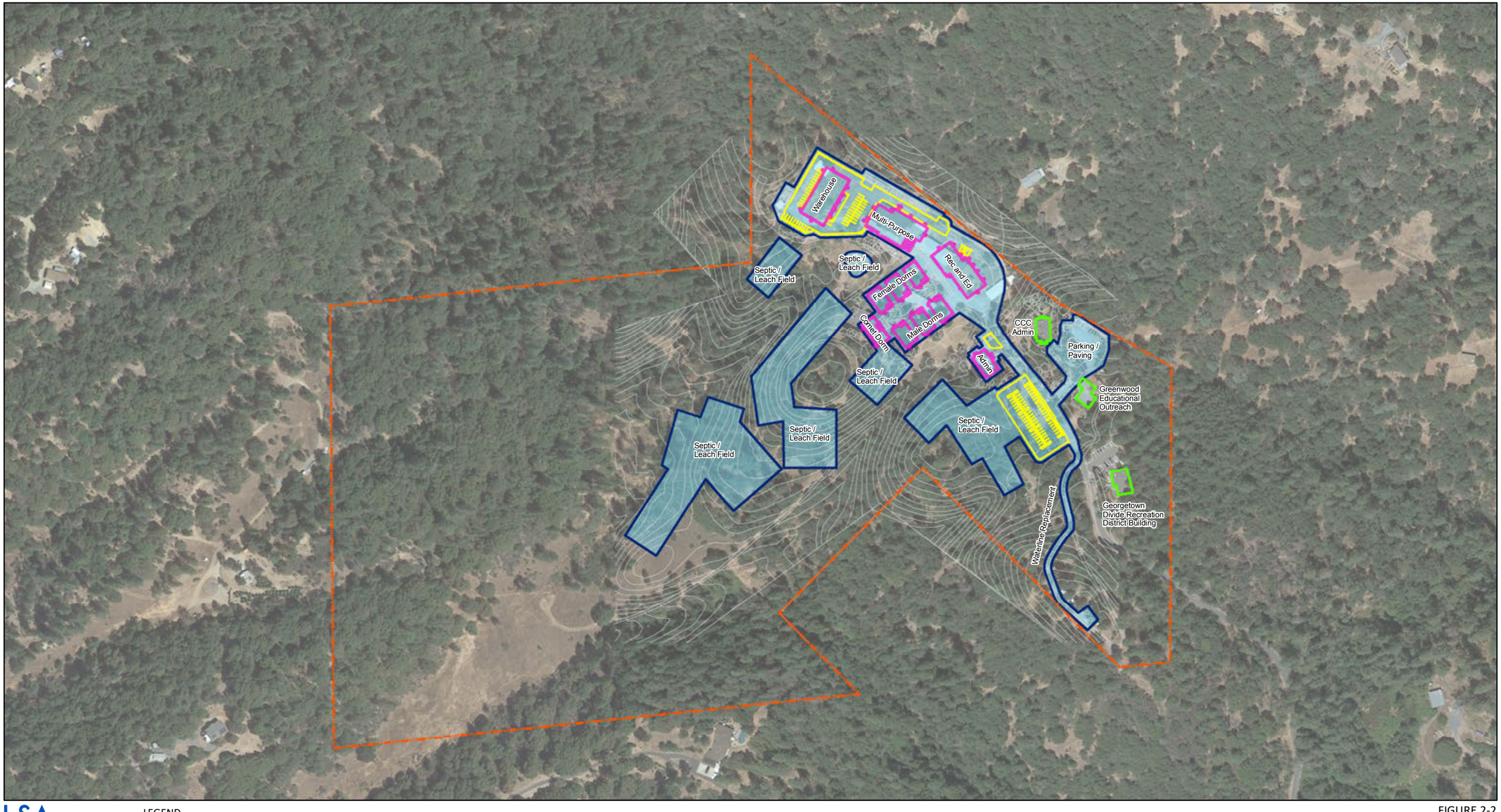

LSA

LEGEND

- Property Boundary
- Construction Area with 10 foot Buffer
- Engineering Details
- New Buildings
- Existing Building
- Parking Area

0 137.5 275
FEET

SOURCE: Lionakis (9/3/2019); Google (8/2018)

I:\DGS1801.06\GIS\MXD\SitePlan.mxd (9/26/2019)

FIGURE 2-2

California Conservation Corps
Greenwood Center Redevelopment Project
El Dorado County, California

Project Site Plan

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The proposed project includes the development of 11 new buildings totaling 54,732 sf (refer to Table 2.B).

Table 2.B: California Conservation Corps Greenwood Center Proposed Buildings

Proposed Buildings	Size (sf)	Approximate Building Height (ft)
Building A – Administration	2,856	16
Building B – Multipurpose	11,478	40
Building C – Recreation and Education	10,410	30
Building D1 – Female Dorm	2,595	20
Building D2 – Female Dorm	2,595	20
Building D3 – Female Dorm	2,595	20
Building E1 – Male Dorm	2,595	20
Building E2 – Male Dorm	2,595	20
Building E3 – Male Dorm	2,595	20
Building F – COMET Dorm	2,866	20
Building G – Warehouse	11,552	24
Total Proposed Buildings	**54,732**	

Source: Compiled by LSA Associates, Inc. (2019).
COMET = Corpsmembers Orientation, Motivation, Education and Training
ft = foot/feet
sf = square feet

The architecture will be Traditional Rural and Craftsman building style to complement the surrounding forested area and the nearby communities of Greenwood and Georgetown. The buildings will be wood, with cementitious fiber siding and composition shingle roofing. Buildings will be painted various shades of blue. Fire-resistive building materials were selected in combination with a surrounding defensible fire area design.

Buildings have been designed to allow for rooftop photovoltaic (PV) panels to help obtain the ZNE goals for the project, along with skylights strategically located to help with daylighting in the buildings. Building orientations allow for solar capture for the PV panels to provide efficient power replacement.

2.4.2 Landscaping

Landscaping, pedestrian circulation, functional gathering areas, and informal passive/active areas for Corpsmembers and staff will be incorporated into the proposed project's design. The landscaping plan is intended to complement the surrounding natural forested environment while adhering to California Department of Forestry and Fire Protection (CAL FIRE) Defensible Space requirements. The landscape palette will include broad-leafed plants, groundcover, grasses, sedges, rushes, and trees (potentially including heritage trees). Landscaping irrigation will be provided by the existing domestic water supply. A two-wire "smart" controller will be used and will include a flow sensor and master valve assembly as well as a weather and/or soil-based moisture sensor to adjust watering needs and promote water conservation efforts.

2.4.3 Access, Internal Circulation, and Parking

Off-site access and circulation will remain the same as under existing conditions. Corpsmembers, staff, and visitors will continue to access the campus via San Martin Creek Road, which intersects SR-193 to the south of the project site.

The internal circulation of the project site will be improved with new asphalt and concrete paving. Five surface parking lots with a total of 111 parking stalls (including 5 that are Americans with Disabilities Act [ADA] compliant) will be provided as part of the proposed project. Surface parking lots will be designed to provide ease of access to on-site buildings:

- Parking Lot 1, to be located southeast of the new Administration Building, will provide 54 parking stalls.
- Parking Lot 2, to be located northeast of the new Administration Building, will provide 11 parking stalls.
- Parking Lot 3, to be located just north of the new Administration Building, will provide 2 ADA-compliant parking stalls.
- Parking Lot 4, to be located adjacent to the northeast side of the new Recreation and Education Building, will provide 1 ADA-compliant parking stall.
- Parking Lot 5, to be located on the northwest, west, and southeast sides of the new Warehouse Building, will provide 44 parking stalls, 1 ADA-van-accessible parking stall, and 6 loading stalls on the southeast side of the Warehouse Building.

2.4.4 ZNE and LEED Design Features

Executive Order (EO) B-18-12, published by Governor Jerry Brown on April 25, 2012, outlined new requirements and target dates for State agencies to achieve green building practices, energy and water efficiency improvements, and reduced greenhouse gas (GHG) emissions. EO B-18-12 requires that 50 percent of new State facilities beginning design after 2020 be ZNE, that all new State buildings and major renovations beginning design after 2025 be constructed as ZNE facilities, and that State agencies take measures toward achieving ZNE for 50 percent of the square footage of existing State-owned buildings by 2025. Generally speaking, a ZNE building or facility is one that produces energy on site or provides an off-site source of renewable energy to meet its own annual energy consumption requirements. The goal of the proposed project is to be designed and constructed as a ZNE facility. The following project features may be implemented to attain the ZNE facility goal:

- Low Impact Development (LID) best management practices (BMPs).
- Rain gardens and bioswales to treat and contain surface runoff water.
- Walking paths pervious to rain will be installed for groundwater infiltration.
- Native, drought-tolerant plants will be used to landscape the site.

- Electric vehicle charging stations will be installed to encourage alternative modes of transportation.
- New buildings will be fitted with strategically placed windows and skylights to capitalize on natural light and reduce the use of energy to light building interiors.
- Lighting controls will be installed to regulate what artificial light is used, utilizing auto shut-offs to limit energy waste when buildings are unoccupied.
- Operable windows and fans will be installed to provide flexible climate control during the summer and winter by regulating airflow through buildings.
- Rooftop PV panels will be installed on new buildings.

In addition to the ZNE requirements and target dates discussed above, EO B-18-12also mandates that any proposed new or major renovation of State buildings larger than 10,000 sf must obtain LEED "Silver" certification or higher. Although only three of the new buildings would be required to meet the LEED "Silver" certification or higher, the entire project will be designed to meet or exceed requirements for LEED "Silver" certification.

2.4.5 Utilities and Stormwater Drainage

2.4.5.1 Water Systems

Existing on-site water infrastructure includes underground water lines, meters, a pump house, a well, and two fire tanks, which hold approximately 15,000 gallons each. The on-site underground water lines connect to a 4-inch lateral water line at a water meter located along the east side of the project site. The 4-inch lateral water line connects to an existing 8-inch public water main within SR-193, south of the project site. An existing water well is located on site (just southeast of the existing Electrical Switchgear Building); however, this well is not currently being used for on-site water supplies and will be abandoned as part of the proposed project. The existing 4-inch lateral water line will continue to serve the project site; however, new underground distribution lines will be installed on site to meet potable, irrigation, and firewater service demands.

2.4.5.2 Sanitary Sewer Systems

The project site is served by three on-site septic tanks and an existing leach field located toward the southwestern portion of the project site. As part of the proposed project, the existing septic tanks and leach field will be abandoned, and a new underground sanitary sewer infrastructure system, including new septic tanks and leach fields, will be installed.

2.4.5.3 Stormwater Drainage

Existing stormwater flows are conveyed through the site area via a combination of both surface flows and underground storm drain piping that are directed into existing drainage ditches located along the northwest and southeast sides of the residential building areas. These existing drainage ditches generally flow in a southwest direction to a point where they converge toward the southwesterly portion of the site, then continue to surface flow in a southwesterly direction off the project site, eventually draining into Greenwood Creek, which is to the west and south of the State-leased parcel.

The proposed stormwater drainage system will generally conform to the existing on-site drainage pattern. The site will continue to drain in a northeast-to-southwest direction with a ridge created in the vicinity of the new residential buildings to direct stormwater flows toward the existing drainage ditches described above via a combination of surface flows and underground piping. LID stormwater quality features will be constructed along the drainage courses prior to discharging into the existing drainage ditches. LID features include vegetative swales and/or bioretention planters and ponds.

2.4.5.4 Energy

Pacific Gas and Electric Company (PG&E) currently provides electricity to the project site. An aboveground electricity utility line runs parallel and adjacent to San Martin Creek Road from SR-193 to the project site. The proposed project will connect to the existing electric utility lines. Furthermore, each new building will include a roof-mounted PV solar system to produce electricity. This system will reduce the proposed project's electricity demand from PG&E.

Propane is currently stored in tanks on site. Natural gas utility lines are not located near the site; therefore, natural gas is not used on the project site. Once operational, the proposed project will continue to use on-site propane gas tanks.

2.5 OPERATIONS

The proposed project will ensure this CCC facility achieves the minimum facility standards required of every CCC facility, meets the CCC program needs, and meets the current building codes and energy standards. Once the proposed project is complete, the CCC Greenwood Center will house up to 100 permanent Corpsmembers and 20 staff members. The Corpsmembers will be stationed on site and will be trained and conduct work for conservation programs, emergency response, and natural resource conservation efforts.

On rare occasions, the public or nearby public agencies may use the new multipurpose building for community meetings, a polling location, or training.

2.6 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

This Initial Study/Mitigated Negative Declaration (IS/MND) provides the environmental information and analysis as well as the primary California Environmental Quality Act (CEQA) documentation necessary to adequately consider the potential environmental effects of the proposed project. The CCC, as the Lead Agency for the CEQA process and document, has the approval, authority, and responsibility for considering potential environmental effects of the proposed project. The approvals and regulatory permits listed in Table 2.C would be required for implementation of the proposed project.

Table 2.C: Regulatory Requirements, Permits, and Approvals

Organization	Approval or Permit
State	
California Conservation Corps	● Adoption of the Mitigated Negative Declaration and adoption of the Mitigation Monitoring and Reporting Plan
Division of the State Architect	● Americans with Disabilities Act Accessibility Compliance Approval
State Fire Marshal	● Facility Fire and Life Safety Program
State Water Resources Control Board	● National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit) ● General Waste Discharge Requirements National Pollutant Discharge Elimination System (NPDES) Permit for Limited Threat Discharges to Surface Waters (Order No. R5-2016-0076-01, NPDES No. CAG995002, as amended by order R5-2018-0002) or subsequent permit

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below may be potentially affected by this project, involving at least one impact that is a "Less than Significant with Mitigation Incorporated" as indicated by the checklist in Chapter 4.0.

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

3.2 DETERMINATION

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature: _____ Date: 12/13/2019

Dan Millsap, Deputy Director
Capital Outlay & Facilities Management Branch
California Conservation Corps

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b. In non-urbanized areas, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☑
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☑
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

4.1.1 Environmental Setting

The proposed project is located in unincorporated El Dorado County, approximately 1 mile (mi) northeast of the community of Greenwood and approximately 5 mi west of the community of Georgetown. The 12.15 ac project site is developed with an existing California Conservation Corps (CCC) facility, which is within a larger 69 ac State-leased parcel (Assessor's Parcel Number [APN] 061-061-030). The remaining 56.85 ac of the State-leased parcel is occupied by San Martin Creek Road, the Georgetown Divide Recreation District Office, and undeveloped, densely wooded and hilly terrain. The project site and surrounding area can be characterized as semi-rural. Land uses north, west, and east of the project site include single-family residential homes, associated access roads (e.g., Wild Lilac Lane, Sliger Mine Road, San Martin Mine Road, and San Martin Creek Road), and driveways on large, densely wooded lots. The Georgetown Divide Recreation District Office is located directly south of the project site along San Martin Creek Road and within the boundary of the State-leased parcel. The project site ranges in elevation between 1,740 ft and 1,840 ft, although the location of the existing development is predominantly flat.

The project site is accessed via San Martin Creek Road on the north side of State Route 193 (SR-193), 125 ft east of Derrick Lane. SR-193 provides regional access for Corpsmembers, staff, and visitors arriving and departing from the site. SR-193 is a major two-lane (one lane in each direction) road that starts in the community of Cool, traverses east through Georgetown, then turns south and ends in Placerville. The California Department of Transportation (Caltrans) has not designated SR-193 as a State Scenic Highway or eligible scenic highway. The closest Caltrans-designated State Scenic Highway is United States Route 50 (US-50) from the eastern limits of Placerville to South Lake Tahoe, which is 20 mi southeast of the project site.

4.1.1.1 Visual Character and Quality of the Site

The visual character of the project area is semi-rural. The parcel on which the project is located is partially developed with the existing CCC Greenwood Center, which includes 11 buildings and a portion of San Martin Creek Road. The undeveloped portions of the project site are densely vegetated with large trees, grasses, and shrubs (typical forested landscape). Native grasses are interspersed between the existing buildings of the CCC Greenwood Center. The lands surrounding the project site are similar in nature; they are predominantly a mix of large lots occupied by single-family residential units, undeveloped heavily wooded land, access roads and driveways, and the Georgetown Divide Recreation District Office. SR-193 is 0.45 mi south of the project site, Greenwood Creek is located approximately 0.15 mi southeast of the project site, the North Fork of the American River is 2.3 mi northeast of the project site, and the South Fork of the American River is 6 mi southeast of the project site.

4.1.1.2 Viewer Sensitivity and Exposure

Viewer sensitivity to a project is typically predicted on the basis of viewers' activity type and associated scenic expectations. Viewer exposure is determined by site visibility, proximity of viewers, frequency and duration of view, number of viewers, and other viewing conditions. These two factors are combined to rate the overall anticipated viewer response to a project.

The project site is located at the end of San Martin Creek Road, approximately 0.45 mi from SR-193. San Martin Creek Road does not experience a large number of motorists because it is a rural road that provides access to the existing CCC Greenwood Center and the Georgetown Divide Recreation District Office. SR-193 experiences a moderate volume of motorists because the road is a main connection between State Route 49 (SR-49) in the community of Cool and US-50 in Placerville. However, the project site is not visible to motorists on SR-193 due to the hilly terrain and densely wooded landscape between SR-193 and the project site. The project site is also not visible to residents to the northeast and southwest of the site because views are blocked by the hilly terrain and heavily vegetated landscape between the residential units and the project site. Due to the limited visibility of the project site, the overall visual quality, viewer sensitivity, and viewer exposure of the project site are low.

4.1.1.3 Visual Project Description

The project will include the demolition of 11 existing buildings totaling 31,614 sf, and in their place, 11 new buildings will be developed that total 54,732 sf. The new buildings will be located in the same general area where the existing buildings on the CCC Greenwood Campus are located. The new buildings will be no taller than 40 ft, will be architecturally designed to be consistent with buildings located in the communities of Greenwood and Georgetown, and will be painted natural colors (i.e., green, grey, blue, brown) to blend with the naturally wooded areas within the undeveloped portions of the site. The project will also include the development of surface parking lots to accommodate visitors, Corpsmembers, and staff at the site and utility infrastructure improvements (i.e., new sewer and water lines throughout the site, septic tanks on the site, and leach fields).

The proposed project includes a landscape plan that will complement the surrounding natural forested environment. The landscape palette will include broad-leafed plants, groundcovers, grasses, sedges, rushes, and trees (potentially including heritage trees). Open space turfed areas will also be implemented as part of the landscape plan. The proposed project will also require the removal of trees in order to accommodate the development of the septic/leach fields planned for the project.

4.1.2 Regulatory Setting

4.1.2.1 State

California Scenic Highway Program. The California Scenic Highway Program aims to "...establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment." The Scenic Highway Program lists highways that are either eligible for or officially designated as State Scenic Highways. SR-193 is not eligible for or officially designated as a State Scenic Highway.

California Building Energy Efficiency Standards – Outdoor Lighting Zones. The California Building Energy Efficiency Standards, Title 24, Parts 1 and 6, provide outdoor lighting and associated energy efficiency standards. Included in these standards are outdoor lighting brightness standards relative to outdoor ambient light conditions. These set power allowances for new outdoor lighting based on the brightness of surrounding areas. As the eye adapts to dark surroundings, less light is needed to see clearly. As the surroundings get brighter, more light is needed to see. The least allowed power is in Lighting Zone 1, with increasingly more power allowed in Lighting Zones 2, 3 and 4.

The California Energy Commission (CEC) defines Lighting Zones based on United States Census Bureau boundaries for rural and urban areas as well as for federal- and State-designated wilderness and parks. By default, federal- and State-designated parks are Lighting Zone 1 (dark); rural areas are Lighting Zone 2 (low ambient illumination); and urban areas are Lighting Zone 3 (medium ambient illumination). Lighting Zone 4 (high ambient illumination) is a special use district that may be adopted by a local government for high-activity commercial areas, lit outdoor venues, and uses requiring very bright security lighting. CEC regulations prohibits high-intensity lighting in Lighting Zone 3, medium intensity lighting in Lighting Zone 2, and low intensity lighting in Lighting Zone 1 without tight controls to ensure that such lighting does not directly illuminate adjacent properties or cause substantial nighttime glow. Based on the 2000 U.S. Census, the unincorporated area of El Dorado County is designated as rural (Lighting Zone 2).

4.1.3 Impact Analysis

a. Would the project have a substantial effect on a scenic vista?

Scenic vistas comprise open view corridors to prominent, highly scenic natural or man-made visual features or landmarks. The project site is not located in any El Dorado County-designated scenic vista. According to the El Dorado County General Plan's Draft Environmental Impact Report (EIR), the nearest El Dorado County-designated scenic vista is the American River Canyon and ridgelines along northbound SR-193 between Placerville and Georgetown and southbound SR-193 between Georgetown and Placerville (El Dorado County 2003).

The proposed project will be developed in the same general vicinity as the existing buildings that are part of the CCC Greenwood Center. The heights, architectural style, and color of the new buildings will be complementary to the surrounding wooded areas. The project site is not visible from SR-193 or the surrounding single-family residential units and will not alter views of the American River Canyon or surrounding ridgelines. No other notable scenic features of local or regional importance are visible from public vantage points on or adjacent to the project site. Therefore, the proposed project would not have an impact or substantial effect on a scenic vista. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

b. In non-urbanized areas, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is not within or adjacent to a designated State Scenic Highway. Therefore, the proposed project would not substantially damage scenic resources within a State Scenic Highway. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is in a semi-rural area in the foothills of the western slope of the Sierra Nevada mountain range. The majority of the land surrounding the project site consists of large lots occupied by single-family residential units, undeveloped densely wooded and hilly terrain, access roads, driveways, and SR-193. The proposed project will be consistent with the visual character of the existing CCC Greenwood Center and would result in a beneficial impact to the visual character of the project site through improved building design that would be complementary to the surrounding wooded areas. The only public views of the project site are those approaching the entrance to the project site traveling north on San Martin Creek Road, by staff and visitors at the Georgetown Divide Recreation District Office. There are no public views of the project site from SR-193 and the nearby single-family residential units because of the hilly wooded terrain separating the project site from these uses. Therefore, implementation of the project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and impacts to the existing visual character of the project site would be less than significant. The project is not located in an urban area; therefore, analysis relating to the project conflicting with applicable zoning and other regulations governing scenic quality is not warranted. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The proposed project will include new exterior lights around the 11 buildings and in the surface parking lots. Lighting after project construction will remain similar to what is currently existing on site. Parking lot pole lighting will be dark sky compliant. Any exterior lighting, including the parking lot poles, will be directed downward within the site boundaries and will be shielded. The new buildings will not be designed with reflective materials. The proposed project will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the project area, and impacts associated with lighting would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.2 AGRICULTURE AND FORESTRY RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☑
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
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))?	☐	☐	☐	☑
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

4.2.1 Environmental Setting

The proposed project is in unincorporated El Dorado County, 1 mi northeast of the community of Greenwood and 5 mi west of the community of Georgetown, which is a census-designated place. Agricultural influences and activities contribute to the economic stability of El Dorado County through crop production, serve as the foundation of the county's rural lifestyle, and serve as a key element in the sense of community of many rural regions (El Dorado County 2003).

The lifestyle and economy of El Dorado County has also been closely linked to the presence of large amounts of forestland. Approximately 864,000 ac of El Dorado County are covered with forestland (defined as land containing at least 10 percent live trees or land that previously had this minimum coverage and that is not presently developed for non-forest use) (El Dorado County 2003). In El Dorado County, woodlands (non-commercial forested lands such as blue oak woodlands, riparian canyons, and subalpine forests) are defined as forestlands dominated by hardwood species (e.g.,

California black oak, canyon live oak, and interior live oak) and are not primarily used for commercial purposes. Timberlands are generally defined as lands capable of growing 20 cubic feet per year per acre of harvestable wood. El Dorado County has a total area of 1,155,200 ac, of which 636,000 ac (55 percent) of forestland in the County are defined as timberlands and 228,000 ac (19.7 percent) are defined as woodlands.

Public Resources Code (PRC) Section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." PRC Section 4526 defines timberland as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." Government Code (GOV) Section 51104(g)[1] defines timberland zoned Timberland Production as "an area which has been zoned pursuant to Sections 51112 or 51113 of the Government Code and is devoted to use and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses…"

Land uses in the vicinity of the proposed project include single-family residential uses, undeveloped hilly and wooded terrain, rural roads, and SR-193. The project site is currently occupied by the existing CCC Greenwood Center, and agricultural land does not occur on the project site. According to the California Department of Conservation Farmland Mapping and Monitoring Program 2016 Data, the project site is designated as Grazing Land.[2] Furthermore, neither forest land nor timberland as defined by PRC Section 12220(g), PRC Section 4526, or GOV Section 51104(g) occur on the project site.

4.2.2 Regulatory Setting

4.2.2.1 State

Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act of 1973. The Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act, also known as the Forest Taxation Reform Act, is a non-mandated State program. Lands protected by this Act are zoned as Timberland Production Zones (TPZs). Timberland is defined as a subset of forestland and used for growing and harvesting timber. The Forest Taxation Reform Act provides guidelines that allow cities and counties with qualifying timberland to adopt TPZs that protect timberlands from incompatible uses and discourages the conversion of timberland. TPZs are privately owned land or land acquired for State forest purposes. The TPZ program evaluates the value of bare land related to its ability to grow trees and establishes a yield tax, which allows individual property owners to have their property assessed on the basis of the value of harvested timber rather than at its current market value provided the timberland is dedicated to timber growing and compatible uses approved by the county or city. TPZs have an

1 California Government Code (GOV) Section 51104(g). Website: https://codes.findlaw.com/ca/government-code/gov-sect-51104.html (accessed October 3, 2019).

2 California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP) El Dorado County, 2016 Data. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/fmmp/2016/ (accessed August 30, 2019).

initial term of 10 years, with an automatic renewal occurring each year unless a Notice of Nonrenewal is filed or a contract cancellation is approved by the local government.

California Land Conservation Act of 1965 (Williamson Act). The California Land Conservation Act, also known as the Williamson Act, is a non-mandated State program administered by counties and cities to preserve agricultural lands by discouraging the premature conversion of farmland to urban uses. Participation in the program is voluntary. The Williamson Act program allows individual property owners to have their property assessed on the basis of its agricultural production rather than at its current market value provided the land is used for agricultural or related open space uses. Williamson Act contracts have an initial term of 10 years, with an automatic renewal occurring each year unless a Notice of Nonrenewal is filed or a contract cancellation is approved by the local government.

Farmland Mapping and Monitoring Program (FMMP). Pursuant to GOV Section 65570, the DOC FMMP reports biennially on the conversion of farmland and grazing land, and compiles important farmland maps and data for each county within the State. Farmland maps utilize data from the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) soil survey and current county land use information. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. These maps categorize land use into nine different agricultural and nonagricultural mapping categories as defined by State and federal agencies: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, Other Land, Water, and Area Not Mapped. The DOC has a minimum mapping unit of 10 ac for the FMMP, with parcels smaller than 10 ac being absorbed into the surrounding classifications. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Statewide Importance are defined as farmland for the purpose of this analysis. The FMMP focuses on agricultural land that has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained yields of crops. Farmland of Local Importance can cover a broader range of agricultural uses and is initially identified by a local advisory committee convened in each county by the FMMP in cooperation with the NRCS and the respective county's Board of Supervisors.

Farmland Security Zone Act. The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy (GOV Sections 51296–51297.4). Similar to the Williamson Act, under the Farmland Security Zone Act, landowners enter into a contract with the county that restricts land to agricultural uses. However, unlike the initial 10-year term required under the Williamson Act, Farmland Security Zone contracts must be for an initial term of at least 20 years. In exchange for the longer contract term, the landowner receives a greater property tax reduction than would be received with a Williamson Act contract.

4.2.3 Impact Analysis

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

The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland) on maps prepared pursuant to the DOC FMMP. The project site is designated as Grazing Land under the DOC FMMP. Implementation of the proposed project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a nonagricultural use. Therefore, there would be no impact related to the conversion of farmland pursuant to the FMMP. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The project site is not zoned for agricultural use. The project site is zoned as Open Space (OS) by the County of El Dorado (County). There are no existing Williamson Act contracts on the project site. Implementation of the proposed project will not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, there would be no impact to existing zoning for agricultural use or to a Williamson Act contract. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

c. Would the project 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))?

The project site is designated as Open Space (OS). No lands on the project site are zoned as forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by GOV Section 51104(g)). Therefore, development of the proposed project will not conflict with zoning for forestland, timberland, or Timberland Production, and there would be no impact to existing zoning for forestland and timberland. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

There is no defined forestland located on the project site. Implementation of the proposed project will not result in the loss of forestland or conversion of forestland to non-forest use. Therefore, there would be no impact to forestland, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

There is no farmland or forestland located on or immediately adjacent to the project site. Land uses near the project site include single-family residential units on large lots, associated access roads (e.g., Wild Lilac, Slinger Mine Road, San Martin Mine Road, and San Martin Creek Road) and driveways, and undeveloped densely wooded lots. The proposed project will not require additional restrictions or limitations on nearby agricultural growers (e.g., limiting the use of water, pesticides, fungicides, and herbicides on crops) or restrictions on noise or dust or on harvesting timber. Therefore, the proposed project will not involve changes in the existing environment that will result in the conversion of farmland and forestland to non-agricultural or non-forest use. Therefore, there would be no impacts to farmland or forestland. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable Air Quality Management District (AQMD) or Air Pollution Control District (APCD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☑	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

4.3.1 Environmental Setting

The proposed project is located in unincorporated El Dorado County. The CARB has divided California into 15 regional air basins according to topographic drainage features, geographic features, and meteorological features for the purpose of managing the air resources of the State on a regional basis. The project site is within the Mountain Counties Air Basin (MCAB), which includes all of Amador, Calaveras, El Dorado, Mariposa, Nevada, Placer, Plumas, and Tuolumne Counties. The MCAB comprises eight AQMDs or APCDs, which are governing authorities that have primary responsibility for controlling air pollution from sources within their jurisdiction. The project site is located within El Dorado County and therefore is within the jurisdiction of the El Dorado County AQMD. The MCAB is affected by both the rate and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, air temperature gradients, and existing air pollutant sources coupled with local topography affect the dispersion of air pollution and air quality in the MCAB.

Air quality within the MCAB is regulated by several agencies, including the United States Environmental Protection Agency (EPA), CARB, and El Dorado County AQMD. Both State (CARB) and federal (EPA) agencies have established health-based ambient air quality standards (AAQS) for six criteria air pollutants:[1] carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter (PM). Respirable particulate matter (PM_{10}) consists of small particles less than 10 microns in size, and fine particulate matter ($PM_{2.5}$) consists of

[1] Criteria air pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

fine particles that are less than 2.5 microns in size. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O_3 and NO_2, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as PM, CO, SO_2, and Pb are considered local pollutants because they tend to accumulate in the air locally.

As noted above, the proposed project is within the jurisdiction of the El Dorado County AQMD. Each air district establishes significance thresholds that are used to manage total regional and local emissions within an air basin. Significance thresholds are based on whether or not the air basin has met California ambient air quality standards (CAAQS) and national ambient air quality standards (NAAQS) standards for criteria pollutants. Emission thresholds are typically established by each AQMD for individual development projects that would contribute to regional and local emissions and could adversely affect or delay an air basin's projected attainment target goals for nonattainment criteria pollutants. El Dorado County has a State designation of nonattainment for ozone and PM_{10}, and is either unclassified or attainment for all other criteria pollutants.[1] The western portion of El Dorado County has a national designation of nonattainment for O_3 and $PM_{2.5}$. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X) in the presence of sunlight. Both ROGs and NO_X are emitted by transportation and industrial sources. Primary sources of particulate matter in the El Dorado County AQMD area are construction activities (engine exhaust and dust from grading and excavation activities), on-road vehicles (engine exhaust and dust from paved and unpaved roads), open burning of vegetation (both residential and commercial), residential wood stoves, and stationary industrial sources (factories).

4.3.2 Regulatory Setting

4.3.2.1 El Dorado County Air Quality Management District

The El Dorado County AQMD is the primary agency responsible for air quality regulation in El Dorado County. As part of that role, the El Dorado County AQMD has prepared the *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts under the California Environmental Quality Act* (El Dorado County APCD 2002). The purpose of the guide is to facilitate the evaluation and review of air quality impacts for projects in El Dorado County that are subject to CEQA. The guide's intent is to facilitate and provide consistency in the preparation of analyses that inform decision-makers and the public about the air quality implications of a project. This guide outlines quantitative and qualitative significance criteria, methodologies for the estimation of construction and operational emissions, and mitigation measures to reduce such impacts. The qualitative significance criteria include a description of types of land use conflicts that should be avoided for sensitive receptors, and how to reduce and/or avoid offensive odors from new development. The quantitative significance criteria include thresholds of significance for the ozone (O_3) precursors ROG (82 pounds per day [lbs/day]) and NO_X (82 lbs/day). For other criteria pollutants, including CO, PM_{10}, SO_2, NO_2, sulfates, lead (Pb), and hydrogen sulfide (H_2S), a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable NAAQS

[1] A region is determined to be unclassified when the data collected from the air quality monitoring stations do not support a designation of attainment or nonattainment due to a lack of information or because a conclusion cannot be made with the available data.

or CAAQS. The quantitative and qualitative significance criteria are similar to the criteria for and developed in coordination with the surrounding air quality districts. To reduce NO_X, ROG, and PM_{10} emissions from off-road diesel construction equipment, the El Dorado County AQMD recommends measures to reduce visible dust and emissions associated with construction vehicles, including off-road vehicles, and equipment. The *Guide to Air Quality Assessment* (El Dorado County APCD 2002) has established construction and operational thresholds for air quality for priority pollutants, which are provided in Table 4.3.A.

Table 4.3.A: El Dorado County AQMD Thresholds of Significance

Pollutants	Threshold
Reactive organic gases (ROG)	82 lbs/day
Nitrogen oxides (NO_X)	82 lbs/day
Particulate matter less than 10 microns in size (PM_{10})	Project would cause or contribute to a violation of AAQS.
Carbon monoxide (CO)	

Source: *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts under the California Environmental Quality Act* (El Dorado County APCD 2002).
Note: The AAQS standard for the ozone precursor emissions (i.e., ROG and NO_X) is more stringent than the other criteria pollutants. El Dorado County AQMD accepted the findings that if the proposed project's ROG and NO_X do not exceed the mass emission rate thresholds, then the other criteria pollutants would not exceed the thresholds as well.
AAQS = ambient air quality standards
AQMD = Air Quality Management District
APCD = Air Pollution Control District
lbs/day = pounds per day

Rules and Regulations. The El Dorado County AQMD has promulgated mandatory rules, some of which are applicable to construction operators. These include Rule 215 regarding the application of architectural coatings, Rule 223 regarding fugitive dust, Rule 224 regarding cutback and emulsified asphalt paving materials, and Rule 239 regarding standards for natural gas-fired residential water heaters. Rule 215 is applicable to any person who supplies, sells, offers for sale, applies, or solicits the application of any architectural coating, or who manufacturers any architectural coating for use within the El Dorado County AQMD. Rule 223 states that no person may cause, suffer, allow, or permit any fine material to be handled, transported, or stored without taking precautions determined by the El Dorado County AQMD, and that no person responsible for the ownership or maintenance of a road or thoroughfare may cause, suffer, allow, or permit a nuisance to develop as a result of any use, construction, alteration, or repair of that road or thoroughfare. The responsible person shall take precautions determined by the El Dorado County AQMD to be necessary to prevent such a nuisance. Rule 224 states that a person shall not manufacture for sale nor use for paving, road construction, or road maintenance certain types of cutback and emulsified asphalt. Rule 239 provides specific standards for natural gas-fired residential water heaters within the El Dorado County AQMD boundaries

Local Asbestos Concerns. The El Dorado County AQMD is responsible for implementing and enforcing asbestos-related regulations and programs. This includes implementation of Title 17, California Code of Regulations (CCR), Sections 93105 and 93106 (Asbestos Airborne Toxic Control Measure) and the County's Naturally Occurring Asbestos and Dust Protection Ordinance. Regulated activities include construction or digging on a site containing naturally occurring asbestos in rock or

soils and the sale and use of serpentine material or rock containing asbestos materials for surfacing. Asbestos-related measures presented in the General Plan are focused on supporting the actions of the El Dorado County AQMD.

4.3.2.2 El Dorado County General Plan

The El Dorado County General Plan establishes the following goals, objectives, and policies relative to air quality:

Public Health, Safety, and Noise Element

Goal 6.7: Air Quality Maintenance

A. Strive to achieve and maintain ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.

B. Minimize public exposure to toxic or hazardous air pollutants and air pollutants that create unpleasant odors.

Objective 6.7.1: El Dorado County Clean Air Plan – Adopt and enforce the El Dorado County Clean Air Act Plan in conjunction with the County Air Quality Management District.

Objective 6.7.2: Vehicular Emissions – Reduce motor vehicle air pollution by developing programs aimed at minimizing congestion and reducing the number of vehicle trips made in the County and encouraging the use of clean fuels.

Policy 6.7.2.1: Develop and implement a public awareness campaign to educate community leaders and the public about the causes and effects of El Dorado County air pollution and about ways to reduce air pollution.

Policy 6.7.2.2: Encourage, both through County policy and discretionary project review, the use of staggered work schedules, flexible work hours, compressed work weeks, teleconferencing, telecommuting, and car pool/van pool matching as ways to reduce peak-hour vehicle trips.

Policy 6.7.2.5: Upon reviewing projects, the County shall support and encourage the use of, and facilities for, alternative-fuel vehicles to the extent feasible. The County shall develop language to be included in County contract procedures to give preference to contractors that utilize low-emission heavy-duty vehicles.

Policy 6.7.2.6: The County shall investigate the replacement of its fleet vehicles with more fuel-efficient alternative fuel vehicles (e.g., liquid natural gas, fuel cell vehicles).

Objective 6.7.4: Project Design and Mixed Uses – Encourage project design that protects air quality and minimizes direct and indirect emissions of air contaminants.

Policy 6.7.4.6: The County shall regulate wood-burning fireplaces and stoves in all new development. Environmental Protection Agency (EPA)-approved stoves and fireplaces burning natural gas or propane are allowed. The County shall discourage the use of non-certified wood heaters and fireplaces during periods of unhealthy air quality.

Objective 6.7.7: Construction Related, Short-Term Emissions – Reduce construction related, short-term emissions by adopting regulations which minimize their adverse effects.

Policy 6.7.7.1: The County shall consider air quality when planning the land uses and transportation systems to accommodate expected growth, and shall use the recommendations in the most recent version of the El Dorado County Air Quality Management (AQMD) Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act, to analyze potential air quality impacts (e.g., short-term construction, long-term operations, toxic and odor-related emissions) and to require feasible mitigation requirements for such impacts. The County shall also consider any new information or technology that becomes available prior to periodic updates of the Guide. The County shall encourage actions (e.g., use of light-colored roofs and retention of trees) to help mitigate heat island effects on air quality.

4.3.2.3 Sacramento Area Regional 8-Hour Ozone Attainment Plan

The *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Plan) Sacramento Metropolitan AQMD 2008) was adopted by the El Dorado County AQMD on September 12, 2017. It was developed to bring the region (including the MCAB) into attainment as required by the Federal Clean Air Act (FCAA) and California Clean Air Act (CCAA). The greater Sacramento region is designated nonattainment for both federal and State ozone standards. The federal 8-hour ozone regulations require that areas classified as serious or above submit a reasonable further progress (RFP) demonstration plan that shows a minimum of 18 percent volatile organic compound (VOC) (and/or NO_X) emission reductions over the first 6 years following the 2002 baseline year and then an average of 3 percent reductions per year for each subsequent 3-year period out to the attainment year. The Plan shows the region is meeting the requirements under the Federal and state Clean Air Acts in demonstrating reasonable further progress and attainment of the 2008 NAAQS of 75 parts per billion (ppb). The Plan includes an updated emissions inventory, analyzes air quality trends, and evaluates photochemical modeling results. This Plan also establishes new motor vehicle emission budgets for transportation conformity purposes. In addition, the Plan also documents the region's reasonably available control measure (RACM) analysis and vehicle mi traveled (VMT) offset demonstration.

4.3.3 Impact Analysis

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

The MCAB is currently non-attainment for ozone (State and federal ambient standards) and particulate matter (PM_{10}) (State ambient standard). In addition, the western portion of El Dorado

County, which contains the project site, is in non-attainment for $PM_{2.5}$ under the federal standard. While an air quality plan exists for ozone (O_3), none currently exists for PM. The *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Sacramento Metropolitan AQMD 2008) was developed for application within the Sacramento region, which includes the MCAB portion of El Dorado County. The Plan outlines how the Sacramento Federal Nonattainment Area (SFNA), including the western portions of El Dorado County, will meet the 2008 ozone NAAQS by July 20, 2027. If a project can demonstrate consistency with the Plan for ROG and NO_X emissions, it would be determined that it would not have a significant cumulative impact with respect to ozone. The El Dorado County AQMD (El Dorado County APCD 2002) considers projects to be consistent with the Plan if the project satisfies the following criteria:

1. The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), or projected emissions of ROG and NO_X from the proposed project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation.

2. The project does not exceed the "project alone" significance criteria.

3. Implements emission reduction measures contained in and/or derived from the applicable air quality attainment plan.

4. The project complies with all applicable district rules and regulations.

Each of these requirements is analyzed below:

1. The project does not require a change in the existing land use designation (e.g., a general plan amendment or rezone), or projected emissions of ROG and NO_X from the proposed project are equal to or less than the emissions anticipated for the site if developed under the existing land use designation.

The project is consistent with the General Plan land use designation of the State-leased parcel (El Dorado County APN 061-061-030) and does not require a General Plan Amendment. The proposed project falls within the range of emissions that could occur under the existing zoning of the project site. Emissions associated with the proposed project, as shown in Tables 4.3.B and 4.3.C, are less than the El Dorado County AQMD significance threshold. Therefore, projected emissions of ROG and NO_X from the proposed project would fall within the range of emissions that could occur on the project site if developed under the existing land use designation and zoning. The project satisfies this criterion.

2. The project does not exceed the "project alone" significance criteria.

As shown in Tables 4.3.B and 4.3.C, the proposed project would not contribute to a cumulatively considerable increase because it does not exceed the El Dorado County AQMD thresholds of significance for ROG or NO_X during construction and operation. Therefore, the proposed project does not exceed the "project alone" significance criteria.

Table 4.3.B: Project Construction Emissions

	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Pounds Per Day						
Demolition	0.98	21.26	16.04	0.03	0.89	0.76
Site Preparation	0.72	20.05	14.03	0.03	0.91	0.56
Grading	1.18	36.19	17.87	0.07	3.30	1.69
Building Construction	1.77	21.17	18.11	0.03	1.27	0.86
Utility and Stormwater Drainage	0.55	12.00	9.64	0.01	0.49	0.40
Paving	0.97	15.66	13.58	0.02	0.75	0.61
Architectural Coating	26.22	1.33	2.10	0.00	0.16	0.10
Maximum Daily Emissions	**26.22**	**36.19**	**18.11**	**0.07**	**3.30**	**1.69**
El Dorado County AQMD Thresholds	82.00	82.00	AAQS	AAQS	AAQS	AAQS
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA Associates, Inc. (2019).
Note: The AAQS for the ozone precursor emissions (i.e., ROG and NO_X) are more stringent than the other criteria pollutants. The El Dorado County AQMD accepted the findings that if the proposed project's ROG and NO_X do not exceed the mass emission rate thresholds, then the other criteria pollutants would not exceed the thresholds as well.
AAQS = ambient air quality standards
AQMD = Air Quality Management District
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ROG = reactive organic gases
SO_X = sulfur oxides

Table 4.3.C: Project Operational Emissions

	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Pounds Per Day						
Mobile Source Emissions	1.33	<0.01	0.02	0	<0.01	<0.01
Energy Source Emissions	0	0	0	0	0	0
Area Source Emissions	0.26	1.00	3.48	0.01	0.99	0.27
Total Emissions	**1.59**	**1.00**	**3.50**	**0.01**	**0.99**	**0.27**
El Dorado County AQMD Thresholds	82.0	82.0	AAQS	AAQS	AAQS	AAQS
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA Associates, Inc. (2019).
Note: The AAQS for the ozone precursor emissions (i.e., ROG and NO_X) are more stringent than the other criteria pollutants. El Dorado County AQMD accepted the findings that if the proposed project's ROG and NO_X do not exceed the mass emission rate thresholds, then the other criteria pollutants would not exceed the thresholds as well.
AAQS = ambient air quality standards
AQMD = Air Quality Management District
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ROG = reactive organic gases
SO_X = sulfur oxides

3. *The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the Plan.*

   The Plan contains control measures aimed at reducing air pollution in the Sacramento region. The Plan relies on many existing federal, State, and local control programs to achieve reductions of ozone precursors, and the CARB, SFNA air districts, and the Sacramento Area Council of Governments (SACOG) continue to enforce existing strategies and implement Transportation Control Measures (TCMs). These measures include:

   - The CARB maintains the most stringent mobile source emissions control program in the nation. The CARB has adopted numerous regulations aimed at reducing exposure to diesel particulate matter (DPM) and nitrogen oxides (e.g., NO_2). Further, the CARB and the SFNA air district staff work closely on identifying and distributing incentive funds to accelerate cleanup of engines. Key incentive programs include: the Carl Moyer Program, the Goods Movement Program, the Lower-Emission School Bus Program, and the Air Quality Improvement Program (AQIP).

   - The CARB maintains a long-standing light-duty mobile source program. The CARB estimates that light-duty vehicle NO_X emissions will be reduced by about 60 percent in 2024 when compared to 2017. Key light-duty programs include Advanced Clean Cars (ACC), On-Board Diagnostics, Reformulated Gasoline, Incentive Programs, and the Enhanced Smog Check Program.

   - The CARB also maintains a long-standing heavy-duty mobile source program. Heavy-duty NO_X emissions are expected to be reduced by about 50 percent in 2024 when compared to 2017. Key programs include Heavy Duty Engine Standards, Clean Diesel Fuel, Truck and Bus Regulation, and Incentive Programs.

   - The CARB and EPA maintain long-standing programs to reduce emissions from off-road sources. Off-road NO_X emissions will be reduced by about 25 percent in 2024 when compared to 2017. Key programs include Off-Road Engine Standards, Locomotive Engine Standards, Clean Diesel Fuel, Cleaner In-Use Off-Road Regulation, and In-Use Large Spark Ignition (LSI) Fleet Regulation.

   - SACOG provides transportation planning and funding for the greater Sacramento region and has worked with local governments to develop and implement TCMs. For example, one of the TCMs previously developed is the Spare the Air program. Current TCMs that will be implemented through 2018 include: (1) Freeway Service Patrol, (2) Sacramento Emergency Clean Air and Transportation, (3) Air Quality Funding Program, and (4) SACOG Regional Rideshare Program.

   The proposed project does not conflict with any of these control measures. The proposed project will implement applicable air quality control measures.

4. *The project complies with all applicable district rules and regulations.*

   The El Dorado County AQMD maintains a list of current rules and regulations. These include the following:

   - The El Dorado County AQMD maintains VOC limits on architectural coatings, as described under El Dorado County AQMD Rule 215. Rule 215 is applicable to any person who supplies, sells, offers for sale, applies, or solicits the application of any architectural coating, or who manufacturers any architectural coating for use within the El Dorado County AQMD.

   - El Dorado County AQMD Rule 223 provides requirements for the handling, transport, and/or storage of fine materials. Additionally, this rule provides that no person responsible for the ownership or maintenance of a road or thoroughfare may cause, suffer, allow, or permit a nuisance to develop as a result of any use, construction, alteration, or repair of that road or thoroughfare.

   - El Dorado County AQMD Rule 223-1 provides requirements to reduce fugitive dust emissions from construction and construction-related activities.

   - El Dorado County AQMD Rule 223-2 provides requirements to reduce asbestos particulate matter entrained in the ambient air as a result of any construction or construction-related activities.

   - El Dorado County AQMD Rule 224 states that a person shall not manufacture for sale nor use for paving, road construction, or road maintenance certain types of cutback and emulsified asphalt.

   - El Dorado County AQMD Rule 239 provides standards for natural gas-fired residential water heaters within the El Dorado AQMD boundaries.

   The proposed project does not include any components that conflict with applicable El Dorado County AQMD rules and regulations and will be required to comply with all applicable El Dorado County AQMD rules and regulations.

The proposed project is consistent with the El Dorado County AQMD standards for determination of compliance with the Plan. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

In analyzing cumulative impacts from a proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the El Dorado County is listed as nonattainment for CAAQS and NAAQS. El Dorado County is currently nonattainment for ozone (CAAQS and NAAQS), PM_{10} (CAAQS) and $PM_{2.5}$ (NAAQS). The proposed project would have a cumulatively considerable impact if project-generated emissions would exceed thresholds for PM_{10}, $PM_{2.5}$, NO_X, and/or ROG. If the proposed project does not exceed thresholds and is determined to have less than significant project-specific impacts, it may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the proposed project would be considered to have a cumulative impact only if the proposed project's contribution accounts for a significant proportion of the cumulative total emissions. This criterion is applicable to both the construction and operation phases of a project.

Construction Impacts. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, site preparation, grading, hauling, and building activities. The proposed project will include the demolition of 34,591 sf of buildings that currently occupy the site, and the development of 11 new buildings totaling 54,732 sf. Emissions from construction equipment are also anticipated and would include CO, NO_X, ROG, directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as DPM.

Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate fugitive dust particulate emissions. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity, local weather conditions, soil moisture, silt content of soil, and wind speed. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate ROG, NO_X, $PM_{2.5}$, and PM_{10} in exhaust emissions. The construction emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

El Dorado County AQMD recommends that construction-related emissions from diesel- and gasoline-powered equipment, paving, and other construction activities be quantified.

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2, was used to estimate construction emissions expressed in pounds per day for the proposed project. For purposes of this CalEEMod analysis, the construction schedule for all improvements was assumed to be approximately 20 months, starting in September 2021 and finishing in March 2023. Other

construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities) from CalEEMod were used. Results are summarized in Table 4.3.B.

As shown in Table 4.3.B, construction emissions associated with the proposed project would be minimal, would not result in a cumulatively considerable net increase of ROG, NO_X, PM_{10}, and $PM_{2.5}$ for which the project region is non-attainment under CAAQS, and impacts would be less than significant. No mitigation is required.

It can be inferred that the daily emissions for the project would not exceed emissions thresholds. For fugitive dust (PM_{10}), if dust suppression measures will prevent visible emissions beyond the boundaries of the project, further calculations to determine PM emissions are not necessary. For the other criteria pollutants, including CO, PM_{10}, SO_2, NO_2, sulfates, lead, and H_2S, a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable NAAQS or CAAQS. According to the El Dorado County AQMD guide, if ROG and NO_X emissions are deemed not significant, then emissions of the other criteria pollutants (e.g., CO, SO_X, PM_{10}, and $PM_{2.5}$) from construction equipment and exhaust emissions of all constituents from staff and Corpsmember commute vehicles may also be deemed not significant (El Dorado County APCD 2002).

Long-Term Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. The project's green features, as identified in Section 2.4.4 of the Project Description, were included in the CalEEMod analysis. The proposed project would result in a slight increase in Corpsmembers and staff; therefore, the projected additional vehicle trips, which are included in the CalEEMod analysis, would show a slight increase in mobile source emissions. Model results are shown in Table 4.3.C.

As shown in Table 4.3.C, project-related long-term air emissions would only occur from the use of area sources (i.e., landscape equipment and from the use of consumer products). As identified above, the proposed project would result in a slight increase in vehicle trips and therefore would generate a minor increase in mobile source emissions. In addition, as described in the Project Description, the proposed project will be designed as a ZNE facility and therefore would not generate energy source emissions.

The results shown in Table 4.3.C indicate the project would generate minimal emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of ROG, NO_X, PM_{10}, and $PM_{2.5}$ emissions for which the project region is non-attainment under CAAQS, and impacts would be less than significant. No mitigation is required.

ROG and NO_X Pollutants. The *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Sacramento Metropolitan AQMD 2008) was developed to bring the region (including the MCAB) into attainment as required by the FCAA and CCAA. The Plan shows the region

is meeting the requirements under the Clean Air Act in demonstrating reasonable further progress and attainment of the 2008 NAAQS of 75 ppb. The Plan includes an updated emissions inventory, analyzes air quality trends, and evaluates photochemical modeling results. This Plan also establishes new motor vehicle emission budgets for transportation conformity purposes. In addition, the Plan also documents the region's RACM analysis and VMT offset demonstration. If a project can demonstrate consistency with the Plan for ROG and NO_X emissions, it can be categorized as not having a significant cumulative air quality impact with respect to ozone. As discussed under Impact 4.3a, the proposed project is consistent with the existing *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, since the project meets the El Dorado County AQMD's criteria for consistency.

In regards to the El Dorado County AQMD significance criteria, (1) project construction and operation would not result in a cumulatively considerable net increase in emissions of ROG and NO_X, (2) the project would not exceed the "project alone" significance criteria, (3) the project would implement the emission reduction measures contained in the air quality plan, and (4) the project would comply with all applicable AQMD rules and regulations. As such, the proposed project would have a less than significant as well as a less than cumulatively considerable impact.

As stated above, the proposed project would have a less than cumulatively considerable impact for ROG, NO_X, and other pollutants. Therefore, overall, this is a less than significant and less than cumulatively considerable impact.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors include the 100 Corpsmembers that live on site year-round. Construction activities associated with the proposed project would generate airborne particulates and fugitive dust, as well as a small quantity of pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment) on a short-term basis. However, as shown in Table 4.3.B, construction emissions would be minimal and would be well below the El Dorado County AQMD's significance thresholds. In addition, once the project is constructed, the project would not be a significant source of long-term operational emissions. Construction and operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. No mitigation is required.

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no

concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set AAQS. The CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide information to local planners and decision-makers about land use compatibility issues associated with emissions from industrial, commercial, and mobile sources of air pollution. The CARB Handbook indicates that mobile sources continue to be the largest overall contributors to the State's air pollution problems, representing the greatest air pollution health risk to most Californians. The most serious pollutants on a Statewide basis include DPM, benzene, and 1,3-butadiene, all of which are emitted by motor vehicles. These Mobile Source Air Toxics (MSATs) are largely associated with freeways and high traffic roads. Non-MSATs are largely associated with industrial and commercial uses. Based on the CARB minimum separation recommendations on siting sensitive land uses, the project site is not within 500 ft of any highway or interstate with more than 50,000 vehicles per day (Interstate 80 [I-80] is located more than 37,850 ft [7.2 mi] northwest of the project site). Therefore, the site lies beyond the CARB recommended buffer area, and future receptors would not be negatively affected by TACs generated on a highway or interstate. In addition, there are no distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners, or gasoline dispensing facilities located in the vicinity of the project site. There are no major stationary sources of TACs identified in the vicinity of the development site that could potentially affect future on-site sensitive receptors. Therefore, development of the proposed project would not cause a substantial increase in exposure of sensitive receptors to localized concentrations of TACs. This proposed project would have a less than significant relative to TACs.

Naturally Occurring Asbestos. Soil in portions of El Dorado Hills has been known to have naturally occurring asbestos (NOA). There is no known material containing NOA currently on the project site. Based on the County's Asbestos Review Areas Map,[1] the project site is located between the two light green-colored zones for "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line." Another source shows the project site is located in an area that is not known to contain ultramafic rocks.[2] El Dorado County AQMD Rule 223-2 provides requirements for new development to reduce the amount of asbestos particulate matter entrained in the ambient air as a result of any construction or construction-related activities. However, a project is exempt from the requirements contained in Rule 223-2 if: (1) all areas of the project site to be disturbed are not located in a geographic ultramafic rock unit; (2) the project site does not have NOA, serpentine, or ultramafic rock; and (3) the project site is not located within any designated NOA Review Areas on the current El Dorado County Asbestos Review Areas Map.[3] The proposed project does not possess any of the characteristics listed above and is therefore exempt from the requirements of Rule 223-2.

This is a less than significant impact, and no mitigation is required.

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1 El Dorado County. Asbestos Review Areas Map, Western Slope. Website: https://www.edcgov.us/Government/AirQualityManagement/Documents/Asbestos%20Review%20Map%208-22-18.pdf (accessed October 2019).

2 California Department of Conservation. 2000. Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California. Website: https://www.conservation.ca.gov/cgs/Pages/HazardousMinerals/el_dorado.aspx (accessed in October 2019).

3 Ibid.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

While nuisance odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the El Dorado County AQMD. The general nuisance rule (Heath and Safety Code Section 41700 and District Rule 205) is the basis for the threshold.

Examples of facilities that are known producers of odors include: Wastewater Treatment Facilities, Chemical Manufacturing, Sanitary Landfill, Fiberglass Manufacturing, Transfer Station, Painting/ Coating Operations (e.g., auto body shops), Food Processing Facility, Petroleum Refinery, Asphalt Batch Plant, and Rendering Plant. Table 4.3.D provides a list of common types of facilities known to produce odors.

Table 4.3.D: Common Types of Facilities Known to Produce Odors

Land Use/Type of Operation
Wastewater Treatment Plant
Sanitary Landfill
Transfer Station
Composting Facility
Petroleum Refinery
Asphalt Batch Plant
Chemical Manufacturing
Fiberglass Manufacturing
Painting/Coating Operations
Rendering Plant
Coffee Roaster
Food Processing Facility

Source: *Guide to Air Quality Assessment, Determining Significance of Air Quality Impacts Under the California Environmental Quality Act* (El Dorado County APCD 2002).
APCD = Air Pollution Control District

Project construction may generate some odors, such as from diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project long-term use of the site as a CCC facility, after the development of 11 new buildings and associated infrastructure, is not anticipated to emit any nuisance odors. As such, the proposed uses that would be developed within the project site are not expected to produce any nuisance odors that would result in frequent odor complaints. Therefore, construction and operation of the proposed project would not result in other emissions (e.g., those leading to odors) adversely affecting a substantial number of people. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.4 BIOLOGICAL RESOURCES

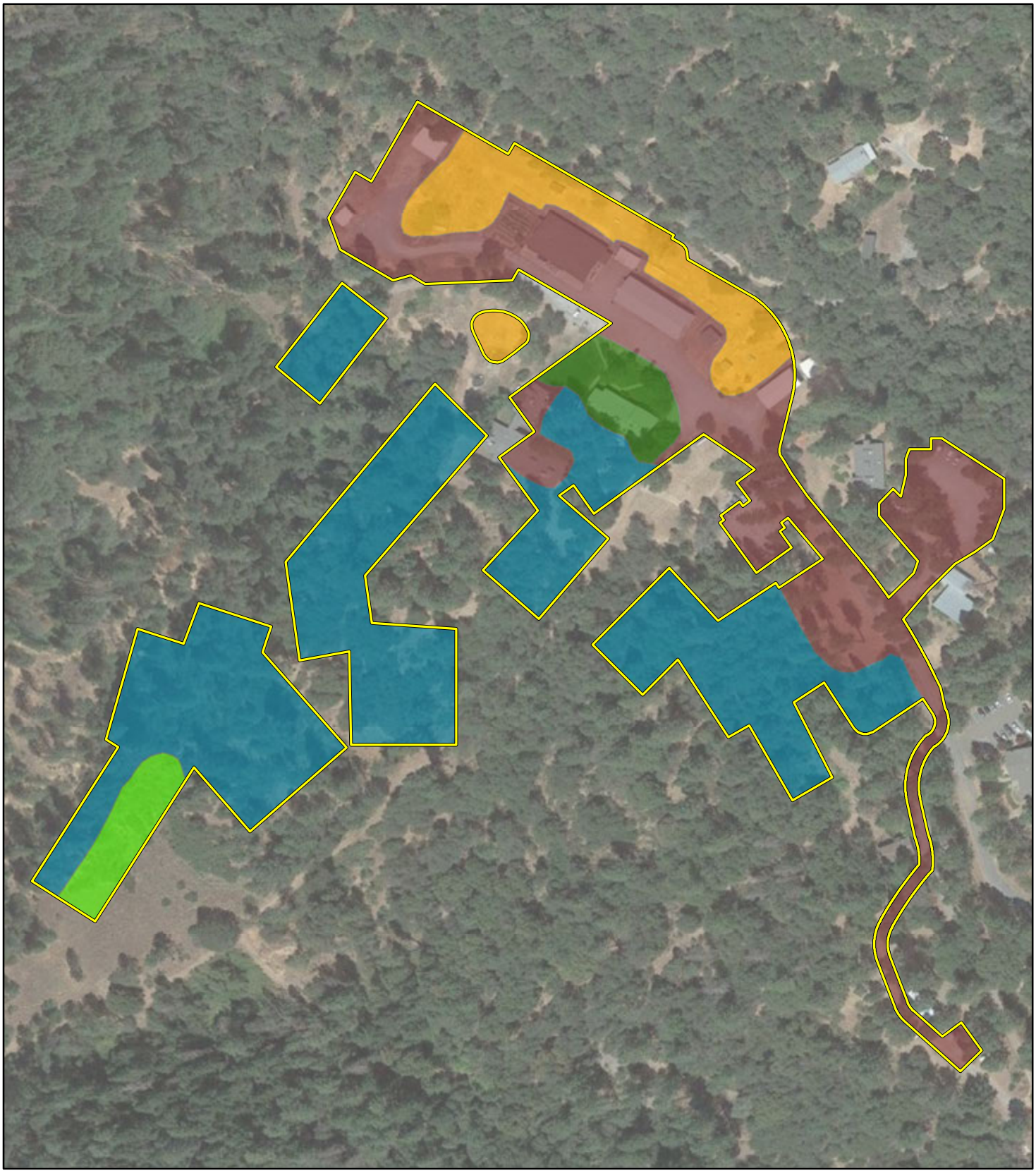
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☑	☐	☐
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?	☐	☐	☑	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
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?	☐	☐	☐	☑

4.4.1 Environmental Setting

The project site is located at 4411 State Highway 193 (APN No. 061-06-310) in the community of Greenwood, El Dorado County, California.

The project site consists of approximately 12.15 ac of a 69 ac parcel, and includes the existing facility and adjacent undeveloped areas located in the central and eastern portions of the parcel. The project site is primarily composed of montane hardwood-conifer woodland habitat, with a significant portion of developed areas. The only other natural community present in the project site is a small gabbro/serpentine meadow located at the western-most edge. A small portion of the project site also consists of landscaped and ruderal areas, which occur adjacent to developed areas (Figure 4.4-1).

The parcel, as well as the majority of the 12.15 ac project site, can be characterized as montane hardwood-conifer woodland, totaling 5.90 ac.



LSA

LEGEND

Biological Study Area (12.15 acres)

Plant Communities / Land Uses

Developed (4.12 acres)

Gabbro/Serpentine Meadow (0.40 acre)

Landscaped (0.48 acre)

Montane Hardwood-Conifer Woodland (5.90 acres)

Ruderal/Disturbed (1.25 acres)

N

0 100 200

FEET

FIGURE 4.4-1

California Conservation Corps
Greenwood Center Redevelopment Project
El Dorado County, California

Plant Communities / Land Uses

SOURCE: Lionakis (9/3/2019); Google (8/2018); LSA (9/2019)

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The overstory is dominated by a variety of native woodland species, including ponderosa pine (*Pinus ponderosa*), canyon live oak (*Quercus chrysolepis*), interior live oak (*Quercus wislizenii*), black oak (*Quercus kelloggii*), incense cedar (*Calocedrus decurrens*), and madrone (*Arbutus menziesii*). Understory species consist of a mixture of native and introduced species, including scotch broom (*Cytisus scoparius*), whiteleaf manzanita (*Arctostaphylos viscida*), California coffeeberry (*Frangula californica*), coyote brush (*Baccharis pilularis*), Himalayan blackberry (*Rubus armeniacus*), and poison oak (*Toxicodendron diversilobum*).

A small area in the western-most portion of the project site is characteristic of a gabbro/serpentine meadow, totaling 0.40 ac. This area is dominated by slender tarweed (*Madia gracilis*) and yellow star thistle (*Centaurea solstitialis*), but contains a diverse mixture of native species, including ladies tobacco (*Pseudognaphalium californicum*), navarretia (*Navarretia sp*.), sierra lessingia (*Lessingia leptoclada*), common gumplant (*Grindelia camporum*), California poppy (*Eschscholzia californica*), blue wildrye (*Elymus glaucus*), sticky cinquefoil (*Drymocallis glandulosa*), California goldenrod (*Solidago velutina* ssp. *californica*), and an unidentified bunchgrass. This meadow has also been significantly invaded by scotch broom.

Approximately 4.12 ac of the project site are already developed with facilities that support the existing CCC operation, including several administration buildings, warehouses, dorms, and a mess hall. Areas between these buildings comprise the ruderal vegetation, totaling 1.25 ac. These areas are maintained by CCC personnel and are dominated by a variety of nonnative vegetation, including yellow star thistle (*Centaurea solstitialis*), Himalayan blackberry, black mustard (*Brassica nigra*), field bindweed (*Convolvulus arvensis*), and slender oat (*Avena barbata*), among others. The remaining 0.48 ac of the project site includes the landscaping and lawn surrounding the mess hall. This area is characterized by primarily nonnative, planted vegetation and is maintained using irrigation.

Wildlife observed on the project site was limited to regionally common species such as Anna's hummingbird (*Calypte anna*), California quail (*Callipepla californica*), acorn woodpecker (*Melanerpes formicivorus*), Steller's jay (*Cyanocitta stelleri*), white-breasted nuthatch (*Sitta carolinensis*), and western fence lizard (*Sceloporus occidentalis*). Scat and tracks of mule deer (*Odocoileus hemionus*), black bear (*Ursus americanus*), and coyote (*Canis latrans*) were also observed in the project area.

Several potentially jurisdictional drainage features were observed within the project site; however, these features are significantly overgrown with Himalayan blackberry, making a preliminary wetland/riparian determination difficult. It is likely that these features could be classified as non-wetland waters and would therefore be subject to jurisdiction by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW). The nearest aquatic feature identified is Greenwood Creek, located approximately 0.15 mi southeast of the project site, which ultimately flows into the South Fork of the American River.

4.4.2 Regulatory Setting

4.4.2.1 Federal

Federal Endangered Species Act (FESA). Under FESA, it is unlawful to "take any species listed as threatened or endangered." "Take" is defined as to "harass, harm, pursue, hunt, shoot, wound, kill,

trap, capture, or collect, or attempt to engage in any such conduct." An activity is defined as "take" even if it is unintentional or accidental. Take provisions under FESA apply only to listed fish and wildlife species under the jurisdiction of the United States Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS). Consultation with the USFWS or NMFS is required if a project "may affect" a listed species.

When a species is listed, the USFWS and/or the NMFS, in most cases, must officially designate specific areas as critical habitat for the species. Consultation with the USFWS and/or NMFS is required for projects that include a federal action or federal funding if the project may affect designated critical habitat.

Migratory Bird Treaty Act (MBTA). The MBTA prohibits actions that will result in "take" of migratory birds, their eggs, feathers, or nests. "Take" is defined in the MBTA as any means or any manner to hunt, pursue, wound, kill, possess, or transport, any migratory bird, nest, egg, or part thereof.

Migratory birds are also protected, as defined in the MBTA, under Section 3513 of the California Fish and Game Code.

United States Army Corps of Engineers (USACE). Under Section 404 of the Clean Water Act (CWA), the USACE regulates the discharge of dredged or fill material into waters of the United States (U.S.). Waters of the U.S. are those waters that have a connection to interstate commerce, either direct via a tributary system or indirect through a nexus identified in the USACE regulations. In non-tidal waters, the lateral limit of jurisdiction under Section 404 extends to the ordinary high water mark (OHWM) of a waterbody or, where adjacent wetlands are present, beyond the OHWM to the limit of the wetlands. The OHWM is defined as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area" (33 Code of Federal Regulations [CFR] 328.3). In tidal waters, the lateral limit of jurisdiction extends to the high tide line or, where adjacent wetlands are present, to the limit of the wetlands.

> ***Wetlands.*** Wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for a life in saturated soil conditions."
>
> ***Non-Wetland Waters.*** Non-wetland waters essentially include any body of water, not otherwise exempted, that displays an OHWM.

4.4.2.2 State

California Department of Fish and Wildlife (CDFW). The CDFW, through provisions of Section 1602 of the California Fish and Game Code, is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be substantially adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an

ephemeral or intermittent flow of water. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW.

The CDFW generally includes, within the jurisdictional limits of streams and lakes, any riparian habitat present. Riparian habitat includes willows, cottonwoods, and other vegetation typically associated with the banks of a stream or lake shoreline. In most situations, wetlands associated with a stream or lake would fall within the limits of riparian habitat. Thus, defining the limits of CDFW jurisdiction based on riparian habitat will automatically include any wetland areas. Riparian communities may not fall under USACE jurisdiction unless they are below the OHWM or classified as wetlands.

California Endangered Species Act (CESA). Under the CESA, it is unlawful to "take" any species listed as rare, threatened, or endangered. Under CESA, "take" means to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA take provisions apply to fish, wildlife, and plant species. Take may result whenever activities occur in areas that support a listed species. Consultation with CDFW is required if a project will result in "take" of a listed species.

California Fish and Game Code (Breeding Birds). Section 3503 of the California Fish and Game Code prohibits the take, possession, or needless destruction of the nest or eggs of any bird, except as otherwise provided by the California Fish and Game Code or other regulation.

Regional Water Quality Control Board (RWQCB). Under Section 401 of the CWA, the State Water Resources Control Board (SWRCB) must certify all activities requiring a 404 permit. The RWQCB regulates these activities and issues water quality certifications for those activities requiring a 404 permit. In addition, the RWQCB has authority to regulate the discharge of "waste" into waters of the State pursuant to the Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

4.4.2.3 Local

El Dorado County Oak Woodland Management Plan (OWMP). The County of El Dorado OWMP was developed by the County to conserve oak woodland resources. The OWMP defines the County's conservation strategy for oak woodland resources and sets mitigation standards to reduce the severity of impacts resulting from planned development. The following are requirements under the California Oak Woodland Conservation Act, addressed by the OWMP, to mitigate the significant effect of the conversion of oak woodland: (1) conserve oak woodlands, (2) plant an appropriate number of replacement trees and maintain those trees for 7 years, (3) contribute to the Oak Woodlands Conservation Fund, or (4) other mitigation measures developed by the County.

4.4.3 Impact Analysis

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No State or federally listed plant or wildlife species were observed or are known to occur on the project site; however, the montane hardwood-conifer woodland and gabbro/serpentine meadow

may provide suitable habitat for several special-status species, including northern goshawk (*Accipiter gentilis*), Jepson's onion (*Allium jepsonii*), Van Zuuk's morning glory (*Calystegia vanzuukiae*), Butte County fritillary (*Fritillaria eastwoodiae*), El Dorado bedstraw (*Galium californicum* ssp. *sierrae*), Layne's ragwort (*Packera layneae*), and El Dorado mule ears (*Wyethia reticulata*).

Montane hardwood-conifer woodland habitat within the project area has the potential to support northern goshawk and a variety of nesting and migratory bird species. Several nests were observed in a variety of vegetation types during the biological inventory. The project would result in the complete removal of numerous native trees and associated vegetation in the central portion of the parcel, and the removal of select trees in the developed areas as a result of project construction. Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in "take" which is prohibited under the MBTA and Section 3513 of the California Fish and Game Code. The California Fish and Game Code also prohibits take or destruction of bird nests or eggs. Mitigation Measure BIO-1 shall be implemented to reduce the potential for impacts to special-status wildlife species and migratory birds. With implementation of Mitigation Measure BIO-1, impacts would be less than significant.

Additionally, the gabbro/serpentine meadow within the project area has the potential to support a number of sensitive plant species endemic to gabbro/serpentine soils, including Jepson's onion, Van Zuuk's morning glory, Butte County fritillary, El Dorado bedstraw, Layne's ragwort, and El Dorado County mule ears. Since this meadow is located in an area proposed as a potential leach field, requiring the removal of all existing vegetation, it is likely that these species, if present, would be removed as a result of project construction. Although none of these species were observed during the site surveys that were conducted in September, these surveys were well outside the normal blooming period of these species; therefore, potential for these species to occur within the project area cannot be precluded. Mitigation Measure BIO-2 shall be implemented to reduce the potential for impacts to special-status plant species. With implementation of Mitigation Measure BIO-2, impacts would be less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measures shall be implemented:

BIO-1 **Nesting Birds.** If work must begin during the nesting season (February 1 to August 31), the California Department of General Services (DGS) shall retain a qualified biologist to survey all suitable nesting habitat in the project area for presence of nesting birds. This survey shall occur no more than 10 days prior to the start of construction activities. If no nesting activity is observed, work may proceed as planned. If an active nest is discovered, a qualified biologist shall evaluate the potential for the proposed project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the Biological Study Area (BSA), the line of sight between the nest and the BSA, and the feasibility of establishing no-disturbance buffers.

At the discretion of the qualified biologist, the California Department of Fish and Wildlife (CDFW) may be contacted to review the evaluation and provide guidance to determine if the project can proceed without adversely affecting nesting activities.

If work is allowed to proceed, a qualified biologist shall be on site weekly during construction activities to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the project is adversely affecting a nesting bird.

BIO-2 **Special-Status Plant Species.** At least one season prior to the start of construction, the DGS shall retain a qualified biologist to conduct a focused survey for special-status plant species. The survey shall be conducted during the normal blooming periods for the target species and shall include all areas of potential impacts in suitable habitat. If any special-status plant species are identified within areas to be impacted by the project, a salvage and relocation plan shall be prepared to minimize effects to these species.

If a State or federally listed plant species is identified during the focused plant survey, the DGS shall coordinate with the CDFW and/or the United States Fish and Wildlife Service (USFWS) prior to initiation of construction activities to determine if incidental take authorization is required under the California Endangered Species Act (CESA) and/or Federal Endangered Species Act (FESA) activities.

Significance Determination After Mitigation: Less than Significant with Mitigation Incorporated

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

No riparian habitat was identified within the project footprint; however, the project contains montane hardwood-conifer woodland and gabbro/serpentine meadow habitats, which are considered sensitive habitat alliances by the CDFW. Construction of the proposed project would result in the conversion of portions of these habitats to developed land uses. Though construction of the project would result in the permanent removal of large areas of montane hardwood-conifer woodland due to the installation and maintenance of the proposed leach fields, the overall amount of habitat impacted is less than significant compared to the amount of habitat present within the parcel and surrounding areas. Additionally, the project proposes to comply with the El Dorado County OWMP, which requires mitigation for the removal of oak canopy as a result of new development. Mitigation Measure BIO-3 shall be implemented to mitigate for impacts to montane hardwood-conifer woodland habitat. With implementation of Mitigation Measure BIO-3, impacts would be less than significant.

A portion of the gabbro/serpentine meadow habitat would also be impacted as result of project construction; however, this area may be rehabilitated once installation of the leach field is complete. Mitigation Measure BIO-4 shall be implemented to reduce impacts to gabbro/serpentine

meadow habitat. With implementation of Mitigation Measure BIO-4, impacts would be less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measures shall be implemented:

BIO-3 **Oak Woodland.** The DGS shall mitigate for the loss of existing oak canopy at a ratio of 2:1 through payment of the Conservation Fund In-Lieu Fee or through private agreements between the DGS and another private party consistent with the 2:1 replacement provisions. This approach is consistent with the El Dorado County Oak Woodland Management Plan. The Conservation Fund In-Lieu Fee is approximately $4,700/acre. If dedication of off-site conservation easements is proposed, a biological study shall be required for the off-site mitigation location to demonstrate that the site is of equal to or greater than the biological value of the oak woodland habitat proposed to be removed. The biological study shall evaluate and demonstrate parity of habitat elements such as snags, large woody debris, and the diversity and structure of the understory. An off-site conservation easement may still be subject to a partial Conservation Fund In-Lieu Fee of approximately $2,400/acre, subject to County of El Dorado approval.

BIO-4 **Gabbro Serpentine Meadow.** The DGS shall ensure that the construction contractor disturbs or removes the minimum amount of vegetation necessary to complete construction activities. Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas within the gabbro/ serpentine meadow shall be restored to preconstruction contours (if applicable) and revegetated with native species tolerant of gabbro/serpentine soil conditions. An appropriate seed mix and/or revegetation plan shall be developed in conjunction with a qualified biologist prior to the start of construction.

Significance Determination After Mitigation: Less than Significant with Mitigation Incorporated

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Several potentially jurisdictional drainage features were observed within the project area, though a formal delineation of aquatic resources was not conducted. These features would likely be classified as non-wetland waters because they appear to convey surface flows during and after rain events from the surrounding slopes into nearby Greenwood Creek. No wetlands were observed within the project area; however, the majority of potential aquatic features were significantly overgrown with Himalayan blackberry, so the potential for wetlands to occur within the project area cannot be ruled out (refer to Figure 4.4-2). Therefore, Mitigation Measure BIO-5 shall be implemented to reduce the potential for impacts to federally protected wetlands, if present in the project area. With implementation of Mitigation Measure BIO-5, impacts would be less than significant.

LSA

LEGEND

Biological Study Area (12.15 acres)

Approximate Locations of Potentially Jurisdictional Aquatic Features

N

0 100 200

FEET

FIGURE 4.4-2

California Conservation Corps
Greenwood Center Redevelopment Project
El Dorado County, California

Potential Aquatic Features

SOURCE: Lionakis (9/3/2019); Google (8/2018); LSA (9/2019)

I:\DGS1801.06\GIS\MXD\Bio\PotentialAquaticFeatures.mxd (10/2/2019)

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Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

BIO-5 **Jurisdictional Waters Delineation.** The DGS shall retain a qualified biologist to prepare a formal jurisdictional waters delineation in accordance with the United States Army Corps of Engineers (USACE) Routine Approach for small areas (i.e., equal to or less than 5 acres) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (USACE 2008).

Prior to the issuance of grading permit or equivalent authorization to begin ground-disturbing activities, the DGS shall obtain any required permits from the USACE, Regional Water Quality Control Board (RWQCB), and/or CDFW and comply with any additional mitigation measures placed on the project by these agencies to reduce adverse impacts to jurisdictional areas.

Significance Determination After Mitigation: Less than Significant with Mitigation Incorporated

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

Scat and tracks observed within the project area indicate that wildlife use the project areas for local movement; however, there is no evidence that these areas provide a significant migration route. Additionally, a large portion of the project site is developed and heavily impacted by human activity (e.g., recreation and ongoing maintenance). Although project construction has the potential to temporarily impact local wildlife movement through the project areas during construction, adjacent lands provide similar movement opportunities to local wildlife. Therefore, neither construction nor operation of the proposed project would have a significant impact on the movement of any native wildlife species. No mitigation would be required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

The proposed project overlaps areas covered by the El Dorado County OWMP. However, as a State agency, the DGS is not required to comply with the El Dorado County OWMP. Although DGS is not required to comply with the El Dorado County OWMP, with implementation of Mitigation Measure BIO-3, the proposed project will be consistent with the El Dorado County OWMP. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The proposed project is not subject to any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State HCP. Therefore, there would be no impacts associated with conflicts with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP as a result of construction or operation of the proposed project. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No impact

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☑	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

The discussion and analysis in this section is based on the Cultural Resources Technical Memorandum (LSA 2019).[1]

4.5.1 Environmental Setting

The project site is approximately 12.15 ac and is part of a much larger 69 ac, State-leased parcel [El Dorado County APN 061-061-030], located approximately 1 mi northeast of the community of Greenwood and 5 mi west of the community of Georgetown. SR-193 (Georgetown Road) is located to the south and west of the project site and provides access to the project site via San Martin Creek Road. The project site ranges in elevation between 1,740 ft and 1,840 ft, although the location of the existing CCC development is predominantly flat. The proposed project involves the demolition of the existing CCC Greenwood Center and construction of an updated facility that is consistent with the new CCC Campus Master Plan concept. The objective of the proposed project is to implement the CCC Campus Master Plan concept for the CCC Greenwood Center to bring the facility up to standards for the CCC's vision of future operations.

4.5.2 Regulatory Setting

To meet the regulatory requirements of the proposed project, this cultural resources investigation was conducted pursuant to the provisions for the treatment of cultural resources contained within Title 14, CCR, Article 5, Section 15064.5 of the *State CEQA Guidelines*. A project may have a significant effect on the environment if the project would cause a substantial adverse change in the significance of a Historical Resource. Per Section 15064.5, in order for a cultural resource to be considered a Historical Resource, it must meet at least one of four criteria that define eligibility for listing on either the National Register of Historic Places (National Register) (36 CFR 60.4) or the California Register of Historical Resources (California Register) (14 CCR 15064.5(a)). Cultural resources eligible for listing on the National Register are automatically eligible for the California Register. Resources listed on or eligible for inclusion in the California Register are considered

[1] The Cultural Resources Report contains confidential cultural resources location information; therefore, report distribution is restricted to those with a need to know. Cultural resources are nonrenewable and their scientific, cultural, and aesthetic values can be significantly impaired by disturbance. To deter vandalism, artifact hunting, and other activities that can damage cultural resources, the locations of cultural resources should be kept confidential. The legal authority to restrict cultural resources information is in Section 304 of the National Historic Preservation Act of 1966, as amended.

Historical Resources under CEQA [14 CCR 15064.5(a)]. Impacts to a Historical Resource are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [14 CCR 15064.5(b)].

Any project that may cause a substantial adverse change in the significance of a Historical Resource, either directly or indirectly, would require avoidance or mitigation of impacts to those affected resources.

4.5.3 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

CEQA defines a Historical Resource as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register; (2) listed in a local register of historical resources as defined in PRC Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)). A records search of the project site was conducted on September 16, 2019, at the North Central Information Center (NCIC). On September 17, 2019, a field survey of the project site was conducted. No cultural resources have been previously recorded on the project site. No cultural resources were identified during the field survey. As such, no known historical resources exist on the project site.

The proposed project would not cause a substantial change in the significance of a Historical Resource as defined in *State CEQA Guidelines* Section 15064.5. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Based on the results of a background research and the archaeological field survey, no archaeological resources are within the project site. No cultural resources were identified as a result of the cultural resources study, and the project site is disturbed as a result of underground utilities and previous development; however, ground visibility during the pedestrian survey was limited (20 percent) and no previous cultural resource studies have been conducted within the project site. There have been 35 historic-period cultural resources recorded within 0.5 mi of the project site. As such, it is possible that the proposed project would impact previously unrecorded archaeological deposits that may be considered historical or unique archaeological resources per CEQA.

In the event that any previously unidentified archaeological resources are discovered during ground-disturbing activities, work in the area would be required to cease, and deposits would be treated in accordance with federal and State guidelines as specified in Mitigation Measure CULT-1.

Implementation of Mitigation Measure CULT-1 would reduce the potential for impacts to previously unrecorded buried archaeological resources to a less than significant level.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

CULT-1 **Inadvertent Discovery of Unknown Archaeological Resources.** During construction, if cultural, archaeological, or historical resources are encountered (surface or subsurface resources), work shall be halted immediately within 50 meters (165 feet [ft]) of the find until a qualified professional archaeologist can evaluate it. The California Department of General Services (DGS) and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) shall be immediately contacted by the responsible individual present on site. When contacted, the DGS Project Manager and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f)).

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries?

No human remains or burial sites were identified during the field survey. A search of the Sacred Lands File by the Native American Heritage Commission failed to indicate the presence of Native American cultural resources in the project site. No human burials have been previously recorded within 0.5 mi of the project site. However, there is a possibility that unanticipated human remains may be encountered during ground-disturbing project-related activities. The implementation of Mitigation Measure CULT-2 would reduce the potential for impacts to unknown buried human remains to a less than significant level.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

CULT-2 **Human Remains.** In the event that human remains are encountered on the project site, work within 50 ft of the discovery shall be redirected and the El Dorado County Coroner notified immediately consistent with the requirements of CCR Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery.

The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the DGS shall consult with the MLD, as identified by the NAHC, to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, DGS or its designee shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☑	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☑	☐

4.6.1 Environmental Setting

The project site is located within unincorporated El Dorado County, California. The CEC provides electricity and natural gas consumption data for the State of California and by county. Based on the CEC data, in 2018, California consumed approximately 281,120 gigawatt-hours (GWh) or 281,120,000,000 kWh.[1] Of this total, El Dorado County consumed 1,218 GWh or 1,218,437,000 kWh.[2] In addition, in 2018, California consumed approximately 12,638 million therms or 12,638,000,000 therms, while El Dorado County consumed approximately 32 million therms or approximately 32,279,960 therms.[3]

The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles [SUVs]) in the United States has steadily increased from about 14.9 mi per gallon (mpg) in 1980 to 22.0 mpg in 2015.[4,5] In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[6]

4.6.2 Regulatory Setting

In 2002, the Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of

1 California Energy Commission (CEC). Energy Consumption Data Management Service. 2018 Electricity Consumption by County. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed October 2019).

2 Ibid.

3 California Energy Commission (CEC). Energy Consumption Data Management Service. 2018 Gas Consumption by County. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed October 2019).

4 United States Department of Transportation (USDOT), Bureau of Transportation Statistics. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Website: https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/ (accessed October 2019).

5 Review of the U.S. Department of Transportation website, as referenced, indicates that the 2015 data are the most current data available as of October 2019.

6 California Energy Commission (CEC). California Gasoline Data, Facts, and Statistics. Website: http://www.energy.ca.gov/almanac/transportation_data/gasoline/ (accessed October 2019).

fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the *2017 Integrated Energy Policy Report*.[1] The *2017 Integrated Energy Policy Report* provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The *2017 Integrated Energy Policy Report* covers a broad range of topics, including implementation of SB 350 - Clean Energy and Pollution Reduction Act, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, preliminary transportation energy demand calculations for proposed projects, renewable gas (in response to SB 1383), updates on California electricity reliability, natural gas outlook, and climate adaptation and resiliency. El Dorado County relies on the State 2017 Integrated Energy Policy Report and does not have its own local plan to address renewable energy or energy efficiency.

4.6.3 Impact Analysis

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

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over 20 months. The proposed project would require grading, paving, building, and architectural coating activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of buildings and infrastructure. All or most of this energy would be derived from non-renewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the proposed project. Energy (i.e., fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Construction of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and construction-related impacts would be less than significant. No mitigation is required.

Operational Energy Use. Typically, the consumption of energy during the operation of a project is associated with fuel used for vehicle trips and natural gas and energy use within the development.

[1] California Energy Commission (CEC). *2017 Integrated Energy Policy Report*. California Energy Commission Publication No.: CEC-100-2017-001-CMF. Website: https://ww2.energy.ca.gov/2017_energypolicy/ (accessed October 2019).

However, the proposed project would result in a slight increase in Corpsmembers and staff; therefore, the project would result in a slight increase in vehicle trips and would thus result in a slight increase in fuel consumption. In addition, the new building would be designed to be ZNE, and would meet or exceed the requirements for LEED "Silver" certification. ZNE indicates that the total amount of energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site or through renewable, non-grid, purchase agreements with a local power utility. As such, operation of the proposed project would result in an increase in the consumption of electricity or natural gas derived from non-renewable resources as compared to existing conditions. The gains through energy efficiency would reduce energy consumption and greenhouse gas (GHG) production at the proposed project site.

In addition, the proposed project would incorporate the following green features that would help to reduce vehicle emissions and reduce energy and natural gas consumption:

- California Green Building Standards Code (CALGreen) Tier 1 measures and efficiency 15 percent better than Title 24 requirements
- Low Impact Development (LID) strategies
- Rain gardens and bioswales to treat and contain surface runoff water
- Walking paths pervious to rain for groundwater infiltration
- Native, drought-tolerant plants to landscape the site
- Electric vehicle charging stations to encourage alternative modes of transportation
- Strategically place windows and skylights in new buildings to capitalize on natural light and reduce the use of energy to light building interiors
- Lighting controls to regulate what artificial light is used, utilizing auto shut-offs to limit energy waste when buildings are unoccupied
- Operable windows and fans to provide flexible climate control during the summer and winter by regulating airflow through buildings
- Rooftop photovoltaic (PV) panels on new buildings

Therefore, operation of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and operational impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Energy consumption on the project site during construction and operation would not increase when compared to existing conditions. Because the project's total impact on regional energy supplies

would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's *2017 Integrated Energy Policy Report,*[1] and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

[1] California Energy Commission (CEC). *2017 Integrated Energy Policy Report*. California Energy Commission Publication No.: CEC-100-2017-001-CMF. Website: https://ww2.energy.ca.gov/2017_energypolicy/ (accessed October 2019).

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii. Strong seismic ground shaking?	☐	☑	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv. Landslides?	☐	☐	☑	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☑	☐	☐
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?	☐	☐	☑	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☑	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☑	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐

The discussion and analysis provided in this section is based on the *Geotechnical Engineering Report* (Wallace Kuhl & Associates 2019). Information and analysis not attributable to this report is referenced accordingly.

4.7.1 Environmental Setting

4.7.1.1 Regional Geology

The project site is located on the western slope of the Sierra Nevada Geomorphic Province, a 450 mi long, 40–50 mi wide, west-dipping fault block consisting of a series of uplifted Mesozoic granitic batholiths overlain by metamorphic and volcanic units. Elevations in the Sierra Nevada range from 400 ft in the western foothills up to 14,000 ft on its eastern edge. The eastern edge is higher in elevation due to extensional block faulting of the basin and range province, which has produced high peaks and dramatic relief. Steep, rocky faces and glacier-carved valleys feed high-energy streams descending to rolling foothills, where plutonic and metamorphosed rock abuts flat-lying alluvial sediments of the province's western boundary with the Great Valley (California's Central Valley). The complex structure of the Sierra Nevada is reflective of its equally complex geologic history.

4.7.1.2 Local Geology and Geology and Geologic Units

The geology underlying the project site is typical of that found along the western slope of the Sierra Nevada mountain range. According to the *Geologic Map of the Sacramento quadrangle, California 1:250,000: California Division of Mines and Geology, Regional Geologic Map 1A*, the Paleozoic-aged Calaveras Complex (Pzcc) and Calaveras Complex volcanic rock (Pzcv) formations underlie the project site (Wallace Kuhl & Associates 2019). The geologic materials that comprise these formations are primarily metasedimentary rock and volcanic rock.

4.7.1.3 Surficial and Soil Units

Mapped soil units on the project site include Mariposa very rocky silt loam, 3 to 50 percent slopes, and Josephine very rocky silt loam, 9 to 50 percent slopes.[1] Borings conducted to test the soils at the project site reveal that the surface and near-surface soil conditions encountered consisted of light brown to reddish brown, sandy silt with clay and lean clay to a maximum boring depth of 16.5 ft below the existing grade. Olive brown to brown, metasedimentary rock was encountered at various boring locations on the site.

4.7.1.4 Groundwater

Permanent groundwater was not observed in the any of the borings that were conducted on the project site. Groundwater is anticipated to be at depths greater than 50 ft below the ground surface (bgs) on the project site.

4.7.1.5 Regional Seismicity and Faults

The majority of California is susceptible to seismicity effects due to the number of active faults in the State. The project site is not located on an Alquist-Priolo Fault Zone, and the nearest one to the project site is the Emerald Bay Alquist-Priolo Fault Zone, approximately 44 mi to the east.[2] The project site is not located on or adjacent to an active fault, the nearest being the Foothill Fault System that is located 6.8 mi southwest of the project site.[3] The project site is located in an area with low shaking potential and an earthquake peak ground acceleration (PGA) of 0.15g.[4]

4.7.2 Regulatory Setting

4.7.2.1 State

Alquist-Priolo Earthquake Fault Zoning Act of 1972. Regulations that are applicable to geologic, seismic, and soil hazards may include the Alquist-Priolo Earthquake Fault Zoning Act of 1972 and updates (PRC Sections 2621 et seq.), State-published Seismic Hazards maps, and provisions of the applicable edition of the California Building Code (CBC). There are no Earthquake Fault Zones

1 United States Department of Agriculture (USDA), Natural Resources Conservation Service, Web Soil Survey. Website: https://websoilsurvey.nrcs.usda.gov/ (accessed September 5, 2019).
2 California Department of Conservation (DOC). EQ Zapp: California Earthquake Hazards Zone Application. Website: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp (accessed September 27, 2019).
3 Ibid.
4 California Department of Conservation, California Geologic Survey (DOC CGS). DOC Maps: Geologic Hazards. Website: https://maps.conservation.ca.gov/geologichazards/#dataviewer (accessed September 27, 2019).

established at or in the near the vicinity of the site, and the procedures and regulations recommended by the California Geological Survey (CGS) for investigations conducted in such zones do not specifically apply.

California Building Code (2016). Sections 18901 through 18949.31 of the California Health and Safety Code address State Building Standards and require cities and counties to adopt and enforce the current edition of the CBC, including a grading section. El Dorado County enforces these provisions. Sections of Volume 2 of the CBC specifically apply to select geologic hazards. Chapter 16 of the 2016 CBC addresses requirements for seismic safety. Chapter 18 regulates excavation, foundations, and retaining walls. Chapter 33 contains specific requirements pertaining to site demolition, excavation, and construction. Appendix J of the CBC addresses grading activities, including drainage and erosion control.

4.7.3 Impact Analysis

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

According to the California Department of Conservation California Geologic Survey (DOC CGS), the project is not located on or adjacent to an Alquist-Priolo Earthquake Fault Zone or an active fault.[1] The closest Alquist-Priolo Earthquake Fault Zone is the Emerald Bay Fault Zone (located 44 mi east of the project site) but the nearest fault is the Foothills Fault System (located 6.8 mi southwest of the project site). Therefore, no fault rupture-related impacts to the project site are anticipated. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

ii. Strong seismic ground shaking?

The extent of ground shaking depends on several factors, including the magnitude of the causative earthquake, the distance to the epicenter, and the geologic unit underlying the project site. The project site is located within an active seismic region of California; however, according to the DOC CGS, the project site is located in an area of low seismic ground shaking potential (a PGA of 0.15g).[2] Although the site is subject to low seismic ground shaking, undiscovered faults in

1 California Department of Conservation (DOC). EQ Zapp: California Earthquake Hazards Zone Application. Website: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp (accessed September 27, 2019).

2 California Department of Conservation, California Geologic Survey (DOC CGS). DOC Maps: Geologic Hazards. Website: https://maps.conservation.ca.gov/geologichazards/#dataviewer (accessed September 27, 2019).

the region may have the potential to generate moderate to strong seismic ground shaking on a local basis, potentially resulting in damage to new buildings associated with the project. The project applicant (as standard for all development in California) will be required to implement Mitigation Measure GEO-1, which requires the proposed project to comply with California Building Code Compliance and Seismic Standards. Implementation of Mitigation Measure GEO-1 would reduce damage to the new buildings on the project site from potential moderate to strong seismic shaking should an earthquake occur.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

GEO-1 **California Building Code Compliance and Seismic Standards.** Prior to issuance of a building permit, the project geotechnical consultant shall review the final project design plans to ensure that they conform to the recommendations in the *Geotechnical Engineering Report* (Wallace Kuhl & Associates 2019)). Structures shall be designed by the engineer/architect in accordance with the seismic parameters presented in the *Geotechnical Engineering Report* and applicable sections of the California Building Code (CBC) in effect at the time that the project is permitted. Design, grading, and construction shall be performed in accordance with the requirements of the CBC and the recommendations in the *Geotechnical Engineering Report*.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

iii. Seismic-related ground failure, including liquefaction?

Subsidence is the settlement of the ground surface relative to the surrounding area, with little or no horizontal movement. Seismically induced settlement of sufficient magnitude to cause structural damage is normally associated with strong earthquake shaking combined with poorly consolidated, predominantly sandy soils, or variable consolidation characteristics within the structure area. The project site is not located in a known area where subsidence occurs.[1] As such, impacts related to seismically induced subsidence and ground settlement are not anticipated to occur at the project site. The project would also be designed to comply with CBC and seismic standards to reduce impacts from such seismically related events. Impacts would be less than significant, and no mitigation is required.

Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater, (2) relatively loose, cohesionless (sandy) soil, and (3) earthquake-generated seismic waves. Structures on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements, and/or lateral spreading. Factors known to influence the potential for liquefaction include soil type, relative density, grain size, confining pressure, depth to groundwater, and the intensity and duration of the seismic ground shaking. According to the *Geotechnical Engineering Report*

[1] United States Geological Survey (USGS). Areas of Land Subsidence in California. Website: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html (accessed September 27, 2019.

(Wallace Kuhl & Associates 2019), the project site is underlain by Paleozoic-aged metasedimentary rocks and volcanic rocks of the Calaveras Complex and Calaveras Complex volcanic rocks formations, and the permanent groundwater level elevation is greater than 50 ft below the existing site grades. Based on the age and composition of the site geology, site seismologic condition, and groundwater depth, there is low potential for liquefaction to occur on site. Impacts associated with liquefaction would be less than significant, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

iv. Landslides?

The areas where buildings associated with the project site will be developed are located on relatively flat land. Land surrounding the project footprint is hilly (gradual sloping) and covered with trees and/or natural vegetation. According to the El Dorado County General Plan Draft EIR (2003), landslides can be expected to occur in the western third of El Dorado County along the Foothills Fault Zone because of the planes of weakness associated with faulting in the area as well as on the eastern slope of the Sierra Nevada, west of Emerald Bay. Due to the absence of steep slopes on the site and surrounding land, and the thick vegetative cover on the gradually sloping hilly terrain surrounding the project site, the potential for landslides is considered low. Therefore, no landslide-related impacts to the project site are anticipated. Impacts associated with landslides would be less than significant, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project result in substantial soil erosion or the loss of topsoil?

The susceptibility of soils to erosion at the project site may increase during construction when soils are exposed during grading activities. Stockpiled soils may also be vulnerable to erosion while construction is in progress. As prescribed in Mitigation Measure WQ-1, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared that would specify construction best management practices (BMPs) that would be implemented during construction activities. Construction BMPs would include Erosion Control and Sediment Control BMPs designed to minimize erosion and sedimentation. Implementation of Mitigation Measure WQ-1 would reduce potentially significant impacts associated with erosion during construction activities to a less than significant level.

Once construction has been completed and the proposed project is operational, the majority of the project site will be covered with impervious surfaces or vegetation. Therefore, there is a low potential for erosion to occur after construction is completed. No mitigation is required.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measure WQ-1.

Significance Determination After Mitigation: Less than Significant Impact with Mitigation Incorporated.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

As discussed in Response 4.7(a)(iv) the project site is relatively flat, and the surrounding land is hilly with gradual sloping and covered in vegetation (trees and groundcover). Steep slopes are not located on site or adjacent to the project site; therefore, the potential for landslides to occur is considered low. No landslide-related impacts to the project are anticipated. No mitigation is required.

Lateral spreading refers to a landslide that occurs on gentle slopes that have rapid fluid-like flow movement (similar to water). Lateral spreading typically occurs in areas susceptible to liquefaction at relatively shallow depths. The project site is underlain by soils that are sandy silt with clay, lean clay, and metasedimentary rock according to the *Geotechnical Engineering Report* (Wallace Kuhl & Associates 2019). Additionally, the *Geotechnical Engineering Report* has determined that the project site is not susceptible to liquefaction due to the geological conditions underlying the site and the depth of groundwater (deeper than 50 ft). Therefore, no lateral spread-related impacts to the project are anticipated. No mitigation is required.

As discussed in Response 4.7(a)(iii), the project site is not located in an area susceptible to subsidence, ground collapse, or liquefaction. This is mainly due to the geological conditions underlying the site and the depth of groundwater (deeper than 50 ft). The project would also be designed to comply with CBC and seismic standards to reduce impacts if subsidence were to unexpectedly occur at the project site. Impacts would be less than significant, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

According to the *Geotechnical Engineering Report* (Wallace Kuhl & Associates, 2019), the near-surface clays have a medium to high expansion potential. As such, the near surface clays are capable of exerting moderate expansion pressures on new building foundations, interior floor slabs, and exterior flatwork. The project applicant (as standard for all development in California) will be required to implement Mitigation Measure GEO-1, which requires the proposed project to comply with CBC Compliance and Seismic Standards. Implementation of Mitigation Measure GEO-1 would reduce damage to the project site through implementation of design techniques to reduce effects

from expansive soils. Impacts associated with expansive soils would be less than significant with implementation of Mitigation Measure GEO-1**.**

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

There are currently septic/leach fields on the project site that provide sewage treatment to the existing development. The proposed project includes the removal of the existing septic/leach fields and replacing them with new septic/leach fields. Existing septic/leach fields already exist on the project site; therefore, replacing the old septic/leach fields would not be a change from the existing condition. Furthermore, it is assumed that since the on-site soil currently supports the use of septic/ leach field systems, it will continue to be capable of adequately supporting the new septic/leach fields. Therefore, impacts associated with soils capable of supporting the use of septic tanks or alternative wastewater disposal systems would be less than significant, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project plans, geologic maps of the project site, and relevant geological and paleontological literature were reviewed to determine which geologic units are present within the project site and whether fossils have been recovered within the project site or from those or similar geologic units elsewhere in the region. In addition, a search for known fossil localities was conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley to determine the status and extent of previously recorded paleontological resources within and surrounding the project site.

Results of the literature review indicate that the project site is located within the Sierra Nevada Geomorphic Province of California (CGS 2002). Spanning approximately 400 mi, this province encompasses the entire Sierra Nevada mountain range and extends from the Cascade Range in the north to the Transverse Ranges in the south (Norris and Webb 1976). This province is a tilted fault block that is higher on the east side than the west side (CGS 2002). In general, the rocks of this province record a history of marine deposition throughout much of the Paleozoic; uplift, intrusion, folding, faulting, and erosion that created the ancestral Sierra Nevada during the Mesozoic; and additional uplift, folding, faulting, deposition, volcanism, erosion, and glacial activity that created

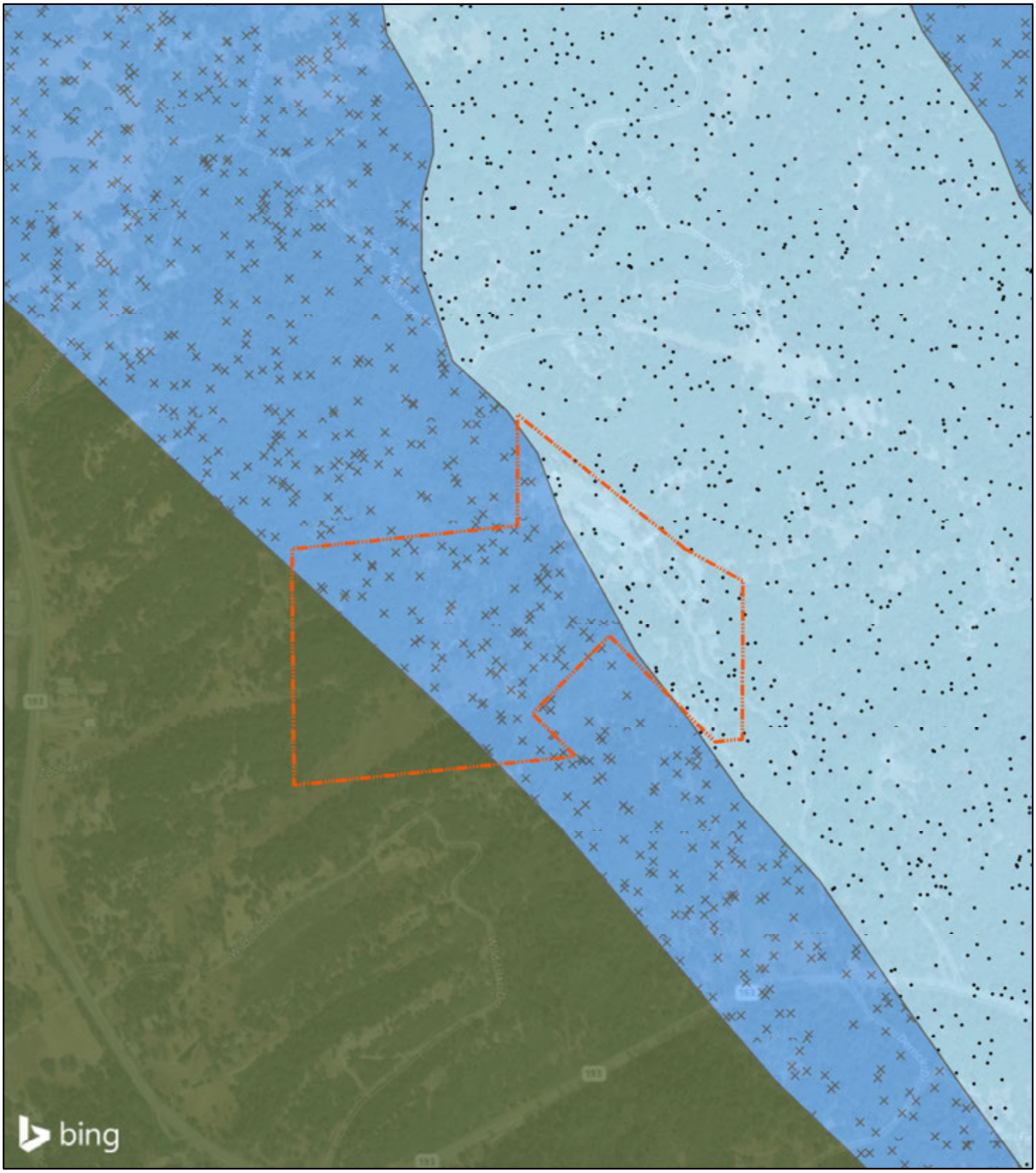
the modern Sierra Nevada during the Cenozoic (Norris and Webb 1976). Surficial geologic mapping indicates that the project site contains rocks from the Mariposa Formation and the Calaveras Complex (Wagner et al. 1981) (refer to Figure 4.7-1). Although Artificial Fill was not mapped, it was likely placed in certain areas of the project site during development of the pre-existing buildings.

Artificial Fill consists of sediments that have been removed from one location and transported to another location by human activity, rather than by natural means. The transportation distance can vary from a few feet to many miles, and composition is dependent on the source and purpose. Artificial Fill will sometimes contain modern debris such as asphalt, wood, bricks, concrete, metal, glass, plastic, and even plant material. While Artificial Fill may contain fossils, these fossils have been removed from their original location and are thus out of stratigraphic context. Therefore, they are not considered important for scientific study, and Artificial Fill has no paleontological sensitivity.

The Mariposa Formation is late Jurassic in age (145–163.5 million years ago [Ma]) (Cohen et al. 2019) and consists of slate, metagreywacke, and metaconglomerate (Wagner et al. 1981). Some bivalve and ammonite fossils have been discovered from the Mariposa Formation at localities in several counties across the Sierra Nevada, including El Dorado County (Duffield and Sharp, 1975; Imlay, 1976). However, these localities are relatively rare, and the number and diversity of the taxa represented is low. Therefore, this geologic unit is considered to have low paleontological sensitivity.

In the area of the project site, Wagner et al. (1981) divides rocks of the Calaveras Complex into two groups: metasedimentary rocks and volcanic rocks, both of which are present in the project site. The metasedimentary rocks of this unit include chert, argillite, and slate, and the volcanic rocks include andesite, tuff, breccia, and basalt flows (Wagner et al. 1981). These rocks formed during the Permian through Carboniferous (251.902–358.9 Ma) in shallow to deep marine environments along an island arc and were accreted to the edge of the North American continent during the Mesozoic (Hietanen 1976; Nokleberg 1983). The metasedimentary rocks from this complex have produced sparse foraminifera, corals, brachiopods, bivalves, and conodonts (Hietanen 1976; Nokleberg 1983). Because this geologic unit is widespread and fossils are rare, it is considered to have low paleontological sensitivity.

An extensive search was conducted through the online database of fossils from the Mariposa Formation and the Calaveras Complex from El Dorado County, as well as neighboring Amador County, Placer County, Sacramento County, and Plumas County. The UCMP has no fossil localities from these geologic units within the boundaries of the project site or elsewhere in El Dorado County, Placer County, or Sacramento County. The UCMP only has records of two localities from the Calaveras Complex in Plumas County (i.e., UCMP Localities IP1036 and IP910), both of which produced individual specimens of Anthozoa (coral).



LSA

LEGEND

Property Boundary

Geology

Jm - Mariposa Formation

Pzcc - Calaveras Complex, Metasedimentary rocks

Pzcv - Calaveras Complex, Volcanic rocks

N

0 375 750

FEET

FIGURE 4.7-1

California Conservation Corps
Greenwood Center Redevelopment Project
El Dorado County, California

Geology

SOURCE: Bing Maps (11/2017); Wagner et al. (1981)

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Ground disturbance is expected to reach a maximum depth of 15 ft.[1] Project excavation activities are expected to remain in geologic units with low or no paleontological sensitivity. Therefore, the potential for the project to impact paleontological resources is unlikely. However, to ensure that potential impacts to undiscovered paleontological resources remain less than significant, Mitigation Measure GEO-2, outlined below, shall be implemented.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

GEO-2 **Paleontological Discoveries.** If paleontological resources are encountered during the course of ground disturbance, the California Department of General Services (DGS) shall redirect work in the immediate area of the find and a paleontologist shall be contacted to assess the find for scientific significance. If determined to be significant, the fossil shall be collected from the field and addressed appropriately by the paleontologist. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the monitoring efforts and the collection.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

[1] Personal communication. September 2019. Email communication from Charles Krafka of Cunningham Engineering Corporation.

4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Environmental Setting

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While man-made GHGs include naturally occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases (e.g., water vapor) are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, and California GHG emission inventories.

4.8.1.1 Global Emissions

Worldwide emissions of GHGs in 2016 totaled approximately 26 billion metric tons (MT) CO_2e.[1] Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change (UNFCCC).

4.8.1.2 United States Emissions

In 2017, the United States emitted about 6.456 billion MT CO_2e or about 21 MT per year per person, which is down from 7.4 billion MT CO_2e in 2007. United States emissions decreased by 0.5 percent from 2016 to 2017. This decrease was largely driven by a decrease in emissions from fossil fuel combustion, which was a result of multiple factors, including a continued shift from coal to natural gas, increased use of renewables in the electric power sector, and milder weather that contributed to less overall electricity use. In 2017, the total United States GHG emissions were approximately 13 percent less than 2005 levels.[2]

4.8.1.3 State of California Emissions

According to CARB emission inventory estimates, the State emitted approximately 424 million metric tons (MMT) of CO_2e emissions in 2017. This is a decrease of 5 MMT CO_2e since 2016 and 7 MMT CO_2e below the 2020 GHG limit of 431 MMT CO_2e.[3]

The CARB estimates that transportation was the source of approximately 40 percent of the State's GHG emissions in 2017, followed by industrial sources at 21 percent and electricity generation at 15 percent. The remaining sources of GHG emissions were residential and commercial activities at 9.3 percent, agriculture at 8 percent, high-GWP gases at 4.7 percent, and recycling and waste at 2 percent.[4]

4.8.2 Regulatory Setting

The project is under the jurisdiction of the El Dorado County AQMD, which regulates air quality according to the standards established in the FCAA and CCAA, and amendments to those acts. The

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1 United Nations Framework Convention on Climate Change (UNFCCC). GHG Data from UNFCCC. Website: https://unfccc.int/process/transparency-and-reporting/greenhouse-gas-data/ghg-data-unfccc (accessed June 2019).

2 United States Environmental Protection Agency (EPA). Greenhouse Gas Emissions, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2017. Website: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2017 (accessed October 2019).

3 California Air Resources Board (CARB). California Greenhouse Gas Emissions for 2000 to 2017, Trends of Emissions and Other Indicators. Website: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf (accessed October 2019).

4 Ibid.

El Dorado County AQMD has not established a threshold of significance for GHG emissions, and the County does not have an adopted Climate Action Plan or GHG Reduction Plan.

Applicable plans adopted for the purpose of reducing GHG emissions include the CARB Climate Change 2013 and 2017 Scoping Plan Update. The State's regulations are described below.

4.8.2.1 State

Assembly Bill 32, California Global Warming Solutions Act of 2006. California's major initiative for reducing GHG emissions is Assembly Bill (AB) 32, passed by the State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. The CARB established the level of GHG emissions in 1990 at 427 MMT CO_2e. The emissions target of 427 MMT CO_2e requires the reduction of 169 MMT CO_2e from the State's projected business-as-usual 2020 emissions of 596 MMT CO_2e. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by the CARB on December 11, 2008, and contains the main strategies California will implement to achieve the reduction of approximately 169 MMT CO_2e, or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT CO_2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10 percent from 2002–2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e)
- The Low-Carbon Fuel Standard (15.0 MMT CO_2e)
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e)
- A renewable portfolio standard for electricity production (21.3 MMT CO_2e)

The initial 2008 Scoping Plan identifies 18 emission reduction measures that address cap-and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related GHG targets, vehicle efficiency measures, goods movement, solar roof programs, industrial emissions, high speed rail, green building strategies, recycling, sustainable forests, water, and air. The measures would result in a total reduction of 174 MMT CO_2e by 2020.

On August 24, 2011, the CARB unanimously reapproved its Scoping Plan, which provides the overall roadmap and rule measures to carry out AB 32. The CARB also approved a more robust CEQA-equivalent document supporting the supplemental analysis of the cap-and-trade program. The cap-and-trade took effect on January 1, 2012, with an enforceable compliance obligation that began January 1, 2013.

CARB has not yet determined what amount of GHG reductions it recommends from local government operations and local land use decisions; however, the initial 2008 Scoping Plan states that land use planning and urban growth decisions will play an important role in the State's GHG reductions because local governments have primary authority to plan, zone, approve, and permit

how land is developed to accommodate population growth and the changing needs of their jurisdictions (meanwhile, CARB is also developing an additional protocol for community emissions). CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The initial 2008 Scoping Plan states that the ultimate GHG reduction assignment to local government operations is to be determined. With regard to land use planning, the initial 2008 Scoping Plan expects an approximately 5.0 MMT CO_2e reduction due to implementation of SB 375 - Sustainable Communities Strategy Act.

The CARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020, and also sets the groundwork to reach long-term goals set forth in Executive Orders (EOs) S-3-05 and B-16-2012, which established the Statewide GHG reduction targets among State agencies and set a target for 2050 to obtain a reduction of GHG emissions equaling 80 percent less than 1990 levels, respectively. The First Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial 2008 Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. In November 2017, CARB released a Second Update to the Climate Change Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32.

Executive Order B-30-15 (2015). Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the 2013 Scoping Plan to reflect the 2030 target, and therefore, as discussed above, is moving forward with the 2017 Scoping Plan update. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197. In summer 2016, the Legislature passed, and the Governor signed, SB 32 and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million (ppm) CO_2e and reduce the likelihood of catastrophic impacts from climate change.

AB 197, the companion bill to SB 32, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197, meant to provide easier public access to air emissions data collected by CARB, was posted in December 2016.

4.8.2.2 Local Greenhouse Gas Thresholds

The CARB has not established a specific GHG threshold or recommended a method for setting a threshold for project-level analysis. However, as provided in the latest version of the CARB's Climate Change Scoping Plan (2017), absent conformity with an adequate geographically specific GHG reduction plan (there is no GHG reduction plan currently available in El Dorado County), the CARB states that lead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Climate Change Scoping Plan, the State's long-term GHG goals, and climate change science.

In addition, there is no currently adopted threshold of significance for GHG emissions in El Dorado County. When this is the case, the CARB recommends that lead agencies select a threshold of significance for GHG emissions related to compliance with California's climate change legislation (i.e., AB 32 and SB 32). In compliance with AB 32, SB 32, and the latest Climate Change Scoping Plan (CARB 2017), a quantitative GHG analysis should be performed to demonstrate that a project would promote sustainability and implement operational GHG emission reduction strategies in order to reduce the project's GHG emissions.

Various air districts within the Sacramento region have recently updated their thresholds for evaluating the significance of a project's GHG emissions. The El Dorado County AQMD recommends that GHG emissions thresholds from nearby air districts, such as the Placer County Air Pollution Control District (Placer County APCD), be utilized in the environmental review of projects in El Dorado County. The Placer County APCD thresholds were updated in 2016 with the justification for the thresholds provided in the *California Environmental Quality Act Thresholds of Significance Justification Report* (Placer County APCD 2016). The justification report notes that the thresholds developed by Placer County APCD are based on a review of the GHG significance thresholds adopted by other air districts; a review of land development projects in the County over a previous 13-year period (2003–2015); a consideration of the statewide GHG emission reduction goal by 2030; and the special geographic features of Placer County. Due to similarities between Placer and El Dorado Counties in their geographies and growth trends, and because Placer County APCD thresholds appropriately consider the State-targeted reduction of 40 percent below 1990 levels by 2030, the El Dorado County AQMD has determined that these thresholds are appropriate to use in order to evaluate the significance of GHG emissions of projects proposed in El Dorado County.

This analysis utilizes the recently updated GHG thresholds from the nearby Placer County APCD for the purposes of GHG emissions analysis. The Placer County APCD provides the following significance thresholds for evaluating a project's GHG impacts (Placer County APCD 2016):

- Bright-Line Threshold of 10,000 MT CO_2e/year for the construction and operational phases of land use projects and stationary source projects
- *De minimis* level for the operational phases of 1,100 MT CO_2e/year
- Efficiency matrix for the operational phase of land use development projects when emissions exceed the *de minimis* level

GHG emissions from projects that exceed the bright-line threshold of 10,000 MT CO_2e/year would be deemed to have a cumulatively considerable contribution to climate change. For a land use project, this level of emissions is equivalent to a project size of approximately 646 single-family dwelling units or a 323,955 sf commercial building.

The *de minimis* level for the operational phases of 1,100 MT CO_2e/year represents an emissions level that can be considered less than cumulatively considerable and be excluded from further impact analysis. This emissions level is equivalent to a project size of approximately 71 single-family units or a 35,635 sf commercial building.

Projects with GHG emissions that exceed the *de minimis* level of 1,100 MT CO_2e/year but are less than 10,000 MT CO_2e/year can still be found less than cumulatively considerable when the result of project-related efficiency analysis would meet one of the conditions in the efficiency matrix for the applicable land use setting and land use type provided. The efficiency matrix provides the following per capita thresholds:

- Urban Residential Projects..... 4.5 MT CO_2e/capita/year
- Rural Residential Projects ..... 5.5 MT CO_2e/capita/year
- Urban Non-Residential Projects..... 26.5 MT CO_2e/capita/year
- Rural Non-Residential Projects ..... 27.3 MT CO_2e/capita/year

4.8.3 Impact Analysis

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

The El Dorado County AQMD has not addressed emission thresholds for construction or operation; however, the El Dorado County AQMD encourages quantification and disclosure. Thus, construction and operational GHG emissions are quantified and discussed in this section.

Construction Activities. Construction activities (e.g., site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew) would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As identified above, the El Dorado County AQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that construction of the proposed project would generate approximately 532.14 MT CO_2e. When considered over the 30-year life of the project, the total amortized construction emissions for the proposed project would be 17.7 MT CO_2e/year. As identified above, the State emitted approximately 424 MMT CO_2e in 2017. Therefore, construction-related GHG emissions associated

with the proposed project would be a minimal fraction of GHG emissions in California. Therefore, construction of the proposed project would not generate GHG emissions that would have a significant impact on the environment, and construction-related impacts would be less than significant.

Operational Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks and buses), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions typically include project-generated vehicle trips to and from a project. The proposed project would result in only a slight increase in Corpsmembers and staff; therefore, the project would result in a slight increase in vehicle trips and would generate a slight increase in mobile source emissions. The proposed project would generate minimal area-source emissions associated with activities such as landscaping and maintenance on the project site. Energy source emissions are typically generated at off-site utility providers as a result of increased electricity demand generated by a project. However, as described in Chapter 2.0, Project Description, the proposed project will be designed as a ZNE facility and therefore would generate minimal energy source emissions. The proposed project would generate waste source emissions associated with energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, the proposed project would generate water source emissions associated with water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Operational emissions were estimated using CalEEMod, the results of which are presented in Table 4.8.A.

Table 4.8.A: Operational Greenhouse Gas Emissions

Emissions Source Category	Operational Emissions (MT/year)				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total
Amortized Construction	17.6	<0.01	0.0	17.6	8
Mobile	121.9	<0.0	0.0	122.0	61
Area	<0.1	0.0	0.0	<0.1	0
Energy	0.0	0.0	0.0	0.0	0
Waste	15.8	0.9	0.0	39.2	20
Water	13.0	0.3	0.0	22.2	11
Total Operational				**201.0**	**100**
***De Minimis* Level Threshold**				**1,100.0**	**--**
Exceedance?				**No**	**--**

Source: Compiled by LSA Associates, Inc. (2019).
CH_4 = methane
MT/year = metric tons per year
CO_2 = carbon dioxide
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent

The proposed project would generate approximately 201 MT CO_2e/year of emissions, as shown in Table 4.8.A. The proposed project would not exceed the *de minimis* level threshold of 1,100 MT CO_2e. The new buildings would be designed to be ZNE, and would meet or exceed the requirements for LEED "Silver" certification. Based on the emission estimates shown in Table 4.8.A, operation of the proposed project would not generate GHG emissions that would have a significant impact on the environment, and operational impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

The El Dorado County does not have an adopted Climate Action Plan or GHG Reduction Plan. Therefore, the following discussion evaluates the proposed project according to the goals of AB 32, the AB 32 Scoping Plan, EO B-30-15, SB 32, and AB 197.

AB 32 is aimed at reducing GHG emissions to 1990 levels by 2020. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The AB 32 Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., a cap-and-trade system), and an AB 32 implementation fee to fund the program.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. In November 2017, CARB released a Second Update to the Scoping Plan (CARB 2017) to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reduction target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. AB 197, the companion bill to SB 32, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 that is intended to provide easier public access to air emissions data collected by CARB was posted in December 2016.

As identified above, the AB 32 Scoping Plan contains GHG reduction measures that work towards reducing GHG emissions, consistent with the targets set by AB 32, EO B-30-15, and codified by SB 32 and AB 197. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, to pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and to pursue comparable investment in energy efficiency from all

retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be designed to be ZNE and would meet or exceed the requirements for LEED "Silver" certification. In addition, the proposed project would incorporate the following additional green features:

- CALGreen Tier 1 measures and efficiency 15 percent better than Title 24 requirements
- LID strategies
- Rain gardens and bioswales to treat and contain surface runoff water
- Walking paths pervious to rain for groundwater infiltration
- Native, drought-tolerant plants to landscape the site
- Electric vehicle charging stations to encourage alternative modes of transportation
- Strategically place windows and skylights in new buildings to capitalize on natural light and reduce the use of energy to light building interiors
- Lighting controls to regulate what artificial light is used, utilizing auto shut-offs to limit energy waste when buildings are unoccupied
- Operable windows and fans to provide flexible climate control during the summer and winter by regulating airflow through buildings
- Rooftop PV panels on new buildings

Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The proposed project would incorporate the following water conservation and efficiency measures: LID (bio swales) to infiltrate rainwater; high-efficiency irrigation for outdoor water use reduction; and low-water use fixtures for indoor water use reduction. In addition, the proposed project would meet or exceed the requirements for LEED "Silver" certification, which includes a variety of different measures, including reduction of wastewater and water use. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. In addition, as discussed above, the proposed project would result in only a slight increase in Corpsmembers and staff; therefore, the project would result in only a slight increase in vehicle trips and would not conflict with reduction targets for passenger vehicles. Therefore, the proposed project would not conflict with policies and regulations that have been adopted for the purpose of reducing GHG from transportation sources.

The proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32, the AB 32 Scoping Plan, EO B-30-15, SB 32, and AB 197, and would be consistent with applicable State plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☑	☐	☐
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?	☐	☐	☑	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☑	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☑	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☑	☐	☐

4.9.1 Environmental Setting

The CCC has been operating at the existing project site since the mid-1980s and the federal government transferred leasing rights on the property to DGS in 1998. Neither the CCC nor DGS have used hazardous materials on site, generated hazardous waste, or have observed or identified any environmental concerns on the project site. Therefore, an Environmental Site Assessment Phase 1 survey was not recommended and will not be conducted.

4.9.2 Regulatory Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 CCR Section 662601.10 as follows:

> *A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial*

present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

4.9.2.1 State and Federal

The State agencies overseeing regulatory controls on hazardous materials are the California Environmental Protection Agency (CalEPA) and the Office of Emergency Services. The Department of Toxic Substances Control (DTSC), a department within CalEPA, is the responsible authority for regulating hazardous materials and enforcement. Within the DTSC, the Enforcement and Emergency Response Program (EERP) monitors hazardous waste transfer, storage, treatment, and disposal.

Hazardous wastes are regulated by the federal government under the EPA and the Resource Conservation and Recovery Act (RCRA). The RCRA gives the EPA the authority to control hazardous waste from "cradle-to-grave," including generation, transportation, treatment, storage, and disposal.[1]

4.9.3 Impact Analysis

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

Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or strong sensitizer. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the transport, use, or disposal of hazardous materials is affected by the type of substance, quantity used or managed, and the nature of the activities and operations.

The proposed project consists of demolition of 11 existing buildings and construction of 11 new buildings to revitalize the CCC Greenwood Center. Construction of the proposed project will involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction will be limited and will be transported, handled, and disposed of in compliance with existing government regulations. Because existing buildings were developed on site in the mid-1980s and beyond, asbestos containing materials (ACM) and lead based paints (LBP) could be contained in the buildings and will have the potential to be released during demolition. Mitigation Measure HAZ-1 will be implemented to ensure that construction workers will not be exposed to ACM or LBP releases during demolition of the existing buildings. Therefore, with implementation of Mitigation Measure HAZ-1, impacts resulting in a significant hazard to the public and environment through the routine transport, use, or disposal of hazardous materials during construction of the proposed project would be less than significant.

Operation of the new on-site buildings will involve the use of small quantities of potentially hazardous materials (e.g., cleaning agents, fertilizers, or pesticides) that, when used correctly and in

[1] United States Environmental Protection Agency, Resource Conservation and Recovery Act (RCRA) and Federal Facilities. Website: https://www.epa.gov/enforcement/resource-conservation-and-recovery-act-rcra-and-federal-facilities (accessed October 2019).

compliance with existing laws and regulations, would not result in a significant hazard to visitors, Corpsmembers, or staff at or in the vicinity of the project site. Therefore, the potential for the proposed project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during project operations would be less than significant. No mitigation is required.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

HAZ-1 **Lead and Asbestos Reporting.** The California Department of General Services (DGS) shall ensure that lead and asbestos surveys are conducted on those structures planned for demolition. The lead and asbestos surveys shall be conducted by a licensed consultant. The results of the surveys will determine the recommendations for removal, containment, and off-site transportation and disposal, as appropriate.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction activities associated with the proposed project will include demolition of existing buildings, removal of existing septic tanks and leach fields, site preparation activities, building construction, paving, and landscaping. Additionally, construction of the proposed project will result in the disturbance of soils on the project site. During construction of the proposed project, although low, there is the potential to encounter hazardous materials from disturbed soils. Any hazardous materials encountered during project construction will be handled in accordance with all applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. Removal of the existing septic tanks will occur in compliance with existing laws and regulations for removal and disposal. The septic tanks will be removed intact, inlet and outlet piping will be plugged, and the tanks will be transported off site to the nearest landfill that accepts biowaste and associated materials. The proposed project will develop 11 new buildings on site to accommodate the Corpsmembers and staff working at and occupying the CCC Greenwood Center. Operation of the new buildings and landscaping maintenance will involve the use of small quantities of potentially hazardous materials (e.g., cleaning agents, fertilizers, or pesticides). The potential for releasing hazardous materials into the environment during project operation could also occur from vehicles entering, exiting, or parking at the project site. The potential for the release of hazardous materials during project operation is low and, even if an accident were to occur, it would not create a significant hazard to the public or the environment because the materials will be used in compliance with existing laws and regulations, and the quantities of the hazardous materials being used will be small. Therefore, impacts to the public or the environment associated with a reasonable foreseeable upset or accidental release of hazardous materials into the environment during operation of the proposed project would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

The nearest schools to the proposed project are located in Georgetown, 5 mi away. Potentially hazardous materials (e.g., dry construction materials, fuels, lubricants, and solvents) may be used during demolition of existing building and construction of the proposed project. Existing on-site buildings were developed in the mid-1980s and beyond. As such, ACM and LBP may have been used in the construction of the existing buildings. There is potential for the release of ACM and/or LBP during demolition, which may lead to exposure of these materials to construction workers; however, the distance to the nearest school (approximately 5 mi) precludes exposure to students and faculty members. Additionally, mitigation (i.e., Mitigation Measure HAZ-1) will be implemented to ensure that ACM and/or LBP exposure is reduced and construction debris containing such hazardous materials is properly disposed of during project construction.

Removal of the existing septic tanks will occur in compliance with existing laws and regulations for removal and disposal. The septic tanks will be removed intact, inlet and outlet piping will be plugged, and the tanks will be transported off site to the nearest landfill that accepts biowaste and associated materials. The potential for release of hazardous materials during project construction is low. Even if a release were to occur, it would not result in a significant hazard to the students or faculty at the nearest schools due to the small quantities of these materials that will be used during construction activities and the distance the project site is from the nearest schools. Furthermore, all hazardous materials will be used in compliance with existing laws and regulations. Therefore, construction of the proposed project would result in a less than significant impact associated with emitting or handling of hazardous emissions or materials, substances or waste within 0.25 mi of an existing or proposed school. No mitigation is required.

As discussed under Response 4.8(a), above, operation of the 11 new buildings on site and maintenance of landscaped areas will involve the use of small quantities of potentially hazardous materials (e.g., cleaning agents, fertilizers, or pesticides). The potential for releasing hazardous materials into the environment during project operation could also occur from vehicles entering, exiting, or parking at the project site. The potential for the release of hazardous materials during project operation is low. Even if a release were to occur, it would not result in a significant hazard to students or faculty at the closest schools in Georgetown due to the small quantities of these materials that will be used, the 5 mi distance between the project site and the nearest school in Georgetown, and because they will be used in compliance with existing laws and regulations. Therefore, operation of the proposed project would result in a less than significant impact associated with emitting or handling of hazardous emissions or materials, substances, or waste within 0.25 mi of an existing or proposed school. No mitigation is required.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

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

The project site is not included on any hazardous site list pursuant to GOV Section 65962.5; therefore, the proposed project would not result in a significant hazard to the public or the environment.[1] Therefore, the proposed project would not result in impacts related to hazardous materials sites. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest airport to the project site is Georgetown Airport, located at 6245 Aerodrome Way in Georgetown, 2.5 mi northeast of the project site. The project site is not located within the Airport Influence Boundary of the Georgetown Airport Land Use Compatibility Plan nor is the project site located within the noise contours delineated for the airport (El Dorado County ALUC 2012). As such, the project site will not be subject to a safety hazard or excessive noise for people residing or working at the project site. Therefore, impacts associated with safety hazards or noise for people working in a project area that is less than 2 mi from a public airport would be less than significant. No mitigation would be required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

[1] California Department of Toxic Substances Control (DTSC), EnviroStor Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=4411+Highway+193+Greenwood%2C+CA (accessed on September 5, 2019).

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

The El Dorado County Sheriff's Office of Emergency Services prepared the El Dorado County Local Hazard Mitigation Plan (LHMP),[1] which was adopted by the Federal Emergency Management Agency (FEMA) and the El Dorado County Board of Supervisors in March 2019. The purpose of the document is to reduce or eliminate long-term risks to people and property from hazards (e.g., severe weather, avalanche, dam failure, drought and water shortage, earthquakes, erosion, floods, debris flows, seiches, subsidence, and wildfire). The El Dorado County LHMP implements the following four goals to reduce such hazards:

- **Goal 1:** Minimize risk and vulnerability of El Dorado County to the impacts of natural hazards and protect lives and reduce damages and losses to property, economy, public health and safety, and the environment.

- **Goal 2:** Provide protection for critical facilities, infrastructure, utilities and services from hazard impacts.

- **Goal 3:** Improve public awareness, education, and preparedness for all hazards.

- **Goal 4:** Increase communities' capabilities to mitigate losses and to be prepared for, respond to, and recover from a disaster event.

The proposed project will be built on a site that is already developed with existing buildings and ancillary infrastructure. The proposed project may be susceptible to hazards from wildfires, landslides, or severe weather; however, the project will be designed to reduce susceptibility from such hazards. The buildings associated with the project will be designed to comply with CBC and Fire Code Standards, and defensible space consistent with CAL FIRE requirements will be implemented around on-site buildings to reduce exposure to wildfires. Design of the project will take into consideration surrounding topographical, soil, and geological conditions, which will reduce potential exposure to landslides. Overall, the proposed project will not include any features above and beyond those existing that will impair implementation of or physically interfere with the El Dorado County LHMP.

The project site is accessed via SR-193, a regional major two-lane (one lane in each direction) road stretching between the community of Cool and the City of Placerville. In the event of an emergency, SR-193 will be used by project site occupants to evacuate and travel to areas that do not pose a hazard. Implementation of the proposed project does not include work on SR-193 and will not require closure or detours of SR-193. As such, implementation of the project will not impair or physically interfere with an emergency evacuation plan. Impacts would be less than significant, and mitigation measures will not be required.

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[1] Personal communication. September 13, 2019. Email communication from Associate Planner Efren Sanchez, El Dorado County Planning and Building Department. (Due to its sensitive nature, the following document is not currently available on the County's Planning Services webpage: El Dorado County Sheriff's Office of Emergency Services. July 2018. El Dorado County Local Hazard Mitigation Plan.)

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

The proposed project is located primarily in a semi-rural area of El Dorado County, and is intermixed with wooded/forested land. According to the CAL FIRE Hazard Severity Zone Map for El Dorado County, the project site is located within a High Fire Severity Zone and a State Responsibility Area (SRA).[1,2] As such, implementation of the project could result in a direct significant risk of loss, injury, or death involving wildland fires.

In order to reduce potential building loss and human injury or death involving wildland fires, the proposed project will be required to implement defensible space standards per PRC Section 4291 and CAL FIRE Defensible Space. Some standards that may be potentially implemented include but are not limited to:

- To prevent the horizontal spread of wildfire, thin shrubs and trees so the crowns do not intersect and there is space between individual shrubs and trees.
- To prevent the vertical spread of wildfire, keep the lowest tree branches pruned and trimmed to maintain vertical separation from the top of shrubs and grasses to the lowest tree branches.
- Maintain a 100 ft defensible space around structures.
- Within 30 ft of a structure (Zone 1), the following should be done:
  - Remove all dead plants, grass, and weeds (vegetation).
  - Remove dead or dry leaves and pines needles from around the structure, roof, and rain gutters.
  - Trim trees regularly to keep branches a minimum of 10 ft from other trees.
  - Remove branches that hang over building roofs, and keep dead branches 10 ft away from chimney or stove pipes.
  - Remove or prune flammable plants and shrubs near windows.
  - Remove vegetation and items that could catch fire from around and under decks or awnings.
  - Create a separation between trees, shrubs, and items that could catch fire.

1 An SRA is defined as land on which the state has the legal responsibility of providing fire protection.
2 California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP). Website: https://frap.fire.ca.gov/ (accessed October 4, 2019).

- In 30 to 100 ft from a structure (Zone 2), the following should be done:
  - Cut or mow annual grass down to a maximum height of 4 inches.
  - Create horizontal spacing between shrubs and trees. On flat to mid-slope land (less than 20 percent), shrubs should be spaced horizontally twice the height of the shrub (if the shrubs are 3 ft tall then they should be spaced 6 ft apart). Tress should be spaced 10 ft horizontally.
  - Create vertical spacing between grass, shrubs, and trees. For example, if a shrub is 5 ft tall and next to a tree, there should be 15 ft of space between the top of the shrub and the lowest tree branch.
  - Remove fallen leaves, needles, twigs, bark, cones, and small branches; however, they may be permitted to a depth of 3 inches in Zone 2 around buildings.

New buildings on the project site will be constructed in compliance with the CBC in relation to fire protection, which will include, but not be limited to, fire resistant materials, installation of fire sprinkler systems, and installation of fire extinguishers. Furthermore, prior to project construction, the project proponent shall implement Mitigation Measure HAZ-2 to ensure site-specific standards are implemented as part of the project to reduce exposure to wildland fires.

The project site is located within PG&E's electricity delivery jurisdiction. Recently, October of 2019, PG&E shut off electricity to more than 800,000 customers in the northern California area due to extreme weather conditions that are conducive to starting and spreading wildfires. PG&E uses this technique during red-flag warnings and fire weather watches[1] to reduce the potential of starting wildfires due to potential equipment failure. The project site is in an area where power can be shut off by PG&E thus reducing potential for wildfire starting and spreading through the CCC Greenwood Campus. The occupants at the project site will more than likely be in possession of generators that will be used during PG&E power shutoffs to allow continued electricity supply to the CCC Campus.

With compliance of defensible space requirements, CBC standards, and implementation of Mitigation Measure HAZ-2, the proposed project will reduce the exposure of people and structures on site to significant loss, injury, or death involving wildland fires. Impacts would be less than significant with mitigation incorporated.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

HAZ-2 **Wildland Fire Safe Plan.** Prior to project construction, the project proponent shall prepare a site-specific Wildland Fire Safe Plan (WFSP), which shall be submitted to and approved by the California Department of Forestry and Fire Protection (CAL FIRE). The purpose of the WFSP is to assess, on a site-specific

[1] California Department of Forestry and Fire Protection, Red Flag Warning & Fire Weather Watches. Website: https://www.fire.ca.gov/programs/communications/red-flag-warnings-fire-weather-watches/ (accessed October 15, 2019). The National Weather Service issues Red Flag Warnings and Fire Weather Watches to alert fire departments of the onset, or possible onset, of critical weather and dry conditions that could lead to rapid or dramatic increases in wildfire activity.

level, wildfire hazards and risks, protect lives, property, and native vegetation. The WFSP builds on basic fire protection rules and provides additional fire hazard reduction measures customized to the topography and vegetation of developments on a site-specific basis. The WFSP will provide site-specific mitigation measures to be implemented that will greatly reduce the exposure of structures to potential loss from wildfire and provide defensible space for firefighters and project occupants as well as protect native vegetation on site. The WFSP shall also provide a section that models the potential for site-specific, post-fire debris flow potential to determine the susceptibility to the project site, its occupants, and buildings to damage from debris flows, flooding, or landslides caused by wildfires in close proximity to the site.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☑	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☑
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☑	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☑	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☑	☐	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☑
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☑	☐	☐

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

Surface Water. The project area is located within the Middle Fork American River Watershed, which covers approximately 312 square mi (sq mi) (approximately 200,000 ac) in northern El Dorado County and southern Placer County. The Rubicon River is the main tributary flowing into the Middle Fork American River Watershed, and receives flow upstream from the South Fork Rubicon River and Pilot Creek (El Dorado County 2004a).

For regulatory purposes, the Central Valley RWQCB uses the watershed classification system developed by the Department of Water Resources (DWR), which divides watershed into Hydrologic Units (HUs) that are divided unto Hydrological Areas (HA). As designated by the Central Valley RWQCB, the project area is located within the American River HU and Middle Fork American HA (Central Valley RWQCB 2018).

Groundwater. The project site is located within the western portion of unincorporated El Dorado County, where there are no designated groundwater basins (El Dorado County Water Agency 2018).

As discussed in Section 4.7, Geology and Soils, exploratory borings did not encounter groundwater within 50 ft bgs. However, perched groundwater[1] may be present on the project site during the winter and spring months after significant rainfall events (Wallace Kuhl & Associates 2019).

4.10.1.2 Flooding

The project site is not subject to flooding. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06017C0200E (FEMA 2008), the project site is not located within a special flood hazard area. The project site is located in Zone X, which comprises areas with minimal flood hazard that have been determined to be outside of the 0.2 percent annual chance flood (500-year flood).

4.10.1.3 Site Hydrology and On-site Drainage

As described in Section 4.4, Biological Resources, several drainage features were observed within the project site. The drainage features convey surface flows on and off site and drain to Greenwood Creek, which is located approximately 0.15 mi southeast of the project site. Greenwood Creek flows into the South Fork of the American River, which is located approximately 6 mi southeast of the project site.

The project site generally slopes from northeast to southwest. Existing stormwater flows are conveyed through the site area via a combination of both surface flows and underground storm drain piping that are directed into existing drainage ditches located along the northwest and southeast sides of the residential building areas. These existing drainage ditches generally flow in a southwest direction to a point where they appear to converge toward the southwesterly portion of the site, then continue to surface flow in a southwesterly direction off the project site and eventually drain into Greenwood Creek, which is to the west and south of the State-leased parcel.

4.10.2 Regulatory Setting

4.10.2.1 Federal Policies and Regulations

Clean Water Act. In 1972, the Federal Water Pollution Control Act (later referred to as the CWA) was amended to prohibit discharge of pollutants to waters of the United States from any point source unless it is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, further amendments to the Clean Water Act added Section 402(p) and established a framework for regulating municipal and industrial storm water discharges under the NPDES Program.

On November 16, 1990, the EPA finalized regulations establishing storm water permit requirements for specific industries. These regulations provide that storm water discharges to waters of the United States from construction projects with 5+ ac of soil disturbance be prohibited unless the discharge is in compliance with an NPDES Permit. Further regulations (titled the Phase II Rule), which became final on December 8, 1999, lowered the permitting threshold from 5 ac to 1 ac.

[1] Perched groundwater is an unconfined volume of groundwater that is separated from the underlying main body of groundwater.

4.10.2.2 State Policies and Regulations

Municipal Storm Water Permit. The Municipal Storm Water Permitting Program regulates storm water discharges from Municipal Separate Storm Sewer Systems (MS4s). The NPDES MS4 permits are issued in two phases by the SWRCB and RWQCBs. Phase I MS4 permits are issued by the RWQCBs to medium (i.e., serving between 100,000 and 250,000 people) and large (i.e., serving more than 250,000 people) municipalities. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The Phase II MS4 Permit is issued by the SWRCB and is applicable to smaller municipalities (i.e., populations of less than 100,000 people) and nontraditional small MS4s (e.g., military bases, public campuses, and prison and hospital complexes). The Phase II MS4 Permit (Waste Discharge Requirements [WDRs] for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems [MS4s] General Permit], Order No. 2013-0001-DWQ, NPDES No. CAS000004) covers Phase II permittees statewide, including the County of El Dorado, and became effective on July 1, 2013. The Phase I and Phase II MS4 Permits require the permittees to develop a storm water management program and individual dischargers to develop and implement a Storm Water Management Plan.

Construction General Permit. While EPA regulations allow two permitting options for storm water discharges (Individual Permits and General Permits), the California SWRCB has elected to adopt only one statewide permit that applies to the majority of storm water discharges associated with construction activities. The General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ (Construction General Permit), adopted by the SWRCB in September 2, 2009, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of 1 ac or greater. The Construction General Permit includes formal training requirements, online permitting/SWPPP documentation upload, requirements for preparation of a SWPPP and implementation/maintenance of BMPs, and Numeric Action Levels for pH and turbidity as well as monitoring based on project risk to sediment loss and threat to receiving waters (SWRCB 2009).

Limited Threat Discharge Permit. The Central Valley RWQCB has a general permit for discharges that pose a limited threat to water quality (General Waste Discharge Requirements National Pollutant Discharge Elimination System [NPDES] Permit for Limited Threat Discharges to Surface Waters, Order No. R5-2016-0076-01, NPDES No. CAG995002, as amended by order R5-2018-0002). Its provisions cover discharges of untreated wastewater streams that will not affect receiving water quality, including temporary groundwater dewatering operations. This permit specifies the discharge prohibitions, receiving water limitations, and monitoring and reporting program requirements for discharges. Permittees are required to monitor their discharges to ensure that water quality standards are not exceeded.

4.10.2.3 Regional Policies and Regulations

El Dorado County Local Agency Management Plan (LAMP). The SWRCB Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems (OWTS) and Local Agency Management Plan (LAMP) are the culmination of the actions required by AB 885. This legislation directed the SWRCB to develop regulations or standards for OWTS to be implemented statewide by qualified local agencies that issue OWTS permits, which in El Dorado

County, is the Community Development Agency, Environmental Management Division (CDAEMD). The SWRCB adopted the State OWTS Policy on June 19, 2012. The Policy was subsequently approved by the Office of Administrative Law on November, 13, 2012, and became effective on May 13, 2013. The State OWTS Policy allows local agencies to approve OWTS, based on a local ordinance, after submittal and approval of a LAMP by the applicable RWQCB. El Dorado County's LAMP went into effect on May 13, 2018 (El Dorado County 2018).

4.10.3 Impact Analysis

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

Pollutants of concern during construction include sediments, trash, petroleum products (oil and grease), metals, nutrients, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction, soil would be exposed and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. During construction, the total disturbed soil area would be approximately 12.15 ac. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters. Because construction of the proposed project would disturb greater than 1 ac of soil, the project is subject to the requirements of the SWRCB Construction General Permit. As such, the project would be required to comply with the requirements of the Construction General Permit as specified in Mitigation Measure WQ-1.

Compliance with the Construction General Permit would require preparation of a SWPPP and implementation of construction BMPs during construction activities. Construction BMPs would include, but would not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Examples of typical Construction BMPs included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices (e.g., gravel bags, inlet filters, fiber rolls, or silt fences) to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. Construction BMPs are recognized as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. Strict SWPPP compliance, coupled with the use of appropriate BMPs, would reduce potential water quality impacts during construction activities.

As discussed previously, groundwater was not encountered within 50 ft bgs during exploratory borings. However, the Geotechnical Engineering Report (Wallace Kuhl & Associates 2019) concluded that despite the fact that excavation would occur well above existing groundwater levels, shallow perched groundwater may be present during wet periods. Therefore, groundwater dewatering of perched groundwater may be required at some point over the course of the construction phase. In the event that perched groundwater is encountered during construction and groundwater

dewatering is necessary, disposal of dewatered groundwater can introduce total dissolved solids and other constituents to surface waters. As specified in Mitigation Measure WQ-2, any groundwater dewatering during excavation would be conducted in accordance with the RWQCB WDRs for discharges with limited threat to water quality (Limited Threat Discharge permit), which would require testing and treatment (as necessary) of groundwater encountered during groundwater dewatering prior to release.

Infiltration of stormwater can have the potential to affect groundwater quality in areas of shallow groundwater. Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Due to the depth to groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is not a direct path for pollutants to reach groundwater.

During operation, pollutants associated with the proposed development could include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/viruses), pesticides, oil and grease, toxic organic compounds, and trash and debris. According to the Phase II MS4 Permit, the proposed project is defined as a priority project because it replaces more than 1 ac of impervious surface. Because the proposed project would be developed on an existing CCC facility and would not change the use of the project site, the pollutants of concern in stormwater runoff from the project site would not change. LID BMPs, which would include vegetative swales, storm water planters, and a bioretention pond, would be implemented in compliance with the Phase II MS4 Permit requirements. The LID BMPs would target pollutants of concern in storm water runoff and reduce impacts to water quality during operation of the proposed project.

The proposed project also includes abandoning and replacing the existing septic tanks and leach fields on the project site. The septic system and leach fields will be designed and tested following the El Dorado County LAMP, which was reviewed and approved by the SWRCB to protect groundwater resources. Compliance with the LAMP includes obtaining an OWTS permit as issued by the El Dorado County Community Development Agency, Environmental Management Division, and requires coordination between the property owner and wastewater service provider to establish necessary inspection, maintenance, monitoring, and reporting services. With adherence to the LAMP, potential impacts to groundwater quality from the installation and operation of the new septic tanks and leach fields will be minimized, particularly given that groundwater was not encountered within 50 ft bgs. In addition, the septic system and leach fields would be replaced with systems that meet current and more stringent requirements to protect groundwater quality, which would further minimize potential impacts to groundwater quality. Compliance with the requirements of the Construction General Permit, Limited Threat Discharge Permit, and Phase II MS4 Permit and implementation of construction and operational BMPs, would ensure that the proposed project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. Therefore, construction and operational impacts related to waste discharge requirements, water quality standards, and degradation of surface or groundwater quality would be less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures:

WQ-1 **Construction General Permit.** Prior to the start of construction, the California Department of General Services (DGS) shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent (NOI) for coverage under the permit to the SWRCB. Ground-disturbing activities shall not be initiated until the Waste Discharge Identification Number (WDID) is received from the SWRCB. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. DGS shall submit a Notice of Termination (NOT) to the Central Valley Regional Water Quality Control Board (RWQCB) upon completion of construction and stabilization of the project site.

WQ-2 **Dewatering Permit.** If groundwater dewatering is required during construction, DGS shall ensure that groundwater dewatering activities comply with the requirements of the General Waste Discharge Requirements National Pollutant Discharge Elimination System (NPDES) Permit for Limited Threat Discharges to Surface Waters (Order No. R5-2016-0076-01, NPDES No. CAG995002, as amended by order R5-2018-0002) or subsequent permit. DGS shall submit an NOI for coverage under the permit to the Central Valley RWQCB prior to the start of groundwater dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of groundwater dewatering-related discharges. Groundwater dewatering activities shall not commence until the permit is received from the Central Valley RWQCB.

Significance Determination After Mitigation: Less than Significant with Mitigation Incorporated

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

The project site is not located within a designated groundwater basin and is not located on land designated for groundwater recharge. Furthermore, the project site receives its water supply from a reservoir and not a groundwater basin. Therefore, the proposed project would not substantially

decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of a groundwater basin.

As discussed in Response 4.10(a), shallow perched groundwater may be present at the project site during wet periods. Therefore, groundwater dewatering of perched groundwater may be required during construction. However, perched groundwater is not a source of groundwater supply or recharge because there is not a designated groundwater basin present at the project site or within the project area. Therefore, the temporary and localized construction dewatering of shallow, perched groundwater would not deplete groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management. No mitigation is required.

The proposed project would increase impervious surface area at the project site by 1.54 ac, which would decrease infiltration. However, this decrease in infiltration would be minimal and would be offset by implementation of the proposed LID BMPs, including vegetative swales, stormwater planters, and a bioretention pond, which would collect stormwater (including stormwater from impervious surfaces) and infiltrate stormwater on site. In addition, there are no designated groundwater basins that could be affected by a decrease in infiltration. Furthermore, the water supply for the proposed project is provided by a reservoir and not from groundwater. Therefore, the project would not deplete groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed in Response 4.10(a), the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented as part of the proposed project to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. By complying with the Construction General Permit and implementing the construction BMPs, as specified in Mitigation Measure WQ-1, construction impacts related to on- or off-site erosion or siltation would be less than significant.

The proposed stormwater drainage system will generally conform to the existing on-site drainage pattern. The site will continue to drain in a northeast-to-southwest direction with a ridge created in the vicinity of the new residential buildings that directs stormwater flows

toward the existing drainage ditches via a combination of surface flows and underground piping. The project would increase impervious surface areas by 1.54 ac, which would increase on-site storm water flows. However, the project includes on-site LID stormwater facilities, including two vegetated swales, three storm water planters, and a bioretention pond, to accommodate increased storm water flows. As noted above, the proposed project will increase the impervious surface area by 1.54 ac. Impervious surface area is not prone to on-site erosion or siltation because no loose soil would be included in these areas. The remaining portion of the site, although pervious, would be covered with existing vegetation or proposed landscaping, which would stabilize the soil and minimize on-site erosion and siltation.

As a result of the 1.54 ac increase in impervious surface area, the proposed project would increase runoff from the site during storm events, which can increase off-site erosion and siltation. As discussed in Response 4.10(a) above, LID BMPs (including vegetative swales, stormwater planters, and a bioretention pond) would be implemented in compliance with the Phase II MS4 Permit requirements. V-gutters in surface parking lots, stormwater inlets, and underground piping will convey stormwater to vegetative swales, storm water planters, and a bioretention pond before entering the existing drainage ditches on site. Once the stormwater enters the drainage ditches, flows will be conveyed off site. The proposed LID BMPs would control the rate of discharge from the project site so that it does not exceed existing conditions for the 2-year, 24-hour storm.

According to the Phase II MS4 Permit, projects that create or replace 1 ac or more of impervious surface are classified as hydromodification management projects. Hydromodification management projects are subject to specific hydromodification[1] requirements and must implement measures for site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification management. The proposed project would add 1.54 ac of impervious surface; therefore, it is subject to these requirements. Specifically, the Phase II MS4 Permit states that post-project runoff shall not exceed estimated pre-project flow rates for the 2-year, 24-hour storm. The pre-project stormwater runoff rate is 2.8 cubic feet per second (cfs). With implementation of the proposed LID measures including vegetative swales, stormwater planters, and a bioretention pond, the post-project stormwater runoff rate will be 2.8 cfs. As specified in Mitigation Measure WQ-3, a Final Drainage Report would be prepared, based on final design plans, that would detail the change in runoff resulting from the proposed project and the project's compliance with the hydromodification requirements set forth in the Phase II MS4 Permit. With implementation of Mitigation Measure WQ-3, impacts to downstream erosion and siltation would be less than significant.

For the reasons detailed above, compliance with the requirements set forth in the Phase II MS4 Permit and with implementation of Mitigation Measures WQ-1 and WQ-3, impacts related to the alteration of the existing drainage pattern in a manner that would result in substantial erosion or siltation would be reduced to less than significant.

[1] Hydromodification is defined as hydrologic changes resulting from increased runoff from increases in impervious surfaces. Hydromodification impacts can included changes in downstream erosion and sedimentation.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measure WQ-1.

WQ-3: **Final Drainage Report.** Prior to construction, DGS shall prepare a Final Drainage Report based on final design plans. The Final Drainage Report shall demonstrate that with implementation of the proposed LID BMPs, post-project runoff shall not exceed the estimated pre-project flow rate for the 2-year, 24-hour storm. The Final Drainage Report shall also demonstrate that the LID BMPs are appropriately sized to meet the MS4 Phase II Permit requirements.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Construction activities would alter the on-site drainage pattern, potentially compacting on-site soils, and increasing bare ground, thereby increasing the potential for flooding compared to existing conditions. As discussed in Response 4.10(a) above, the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented as part of the proposed project, as specified in Mitigation Measure WQ-1. In addition to reducing pollutants in stormwater, the construction BMPs would direct and control stormwater during construction activities. Proper management of stormwater during construction would reduce impacts associated with flooding on and off site.

Although the project would increase the amount of impervious surface at the project site by 1.54 ac, the proposed project would not alter the existing on-site drainage patterns. However, the increase in impervious surface area would increase storm water runoff compared to existing conditions. The proposed project would include the construction of on-site storm drain facilities, including vegetative swales, storm water planters, and a bioretention pond, to collect and infiltrate stormwater on site during storm events. The on-site storm drain facilities will be appropriately sized to prevent on-site and off-site flooding, and would be designed in accordance with the California Stormwater Quality Association California Stormwater BMP Handbook and Western El Dorado County Storm Water Management Plan. As specified in Mitigation Measure WQ-3, a Final Drainage Report would be prepared, based on final design plans, that would detail the project's compliance with the Phase II MS4 Permit. With implementation of Mitigation Measures WQ-1 and WQ-3, impacts related to alteration of the existing drainage pattern in a manner that would substantially increase surface runoff or result in flooding would be reduced to less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measures WQ-1 and WQ-3.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

As discussed in Response 4.10(a), and specified in Mitigation Measure WQ-1 above, the proposed project would include implementation of construction and operational BMPs to treat stormwater runoff. Implementation of BMPs would ensure that the project would not provide substantial additional sources of polluted runoff to the storm drain system. In addition, any dewatered groundwater disposed to receiving waters would meet the water quality requirements of the RWQCB's Limited Threat Discharge Permit as specified in Mitigation Measure WQ-2.

As discussed previously, the proposed project would increase the impervious surface area by 1.54 ac compared to existing conditions, which would increase stormwater runoff from the site. However, the proposed project would include the construction of on-site storm drain facilities, including a bioretention pond to collect and retain stormwater on site. The proposed on-site storm drain facilities would be appropriately sized so that runoff water would not exceed the capacity of existing or planned stormwater drainage systems. The Final Drainage Report, as discussed in Mitigation Measure WQ-3, would also demonstrate that the capacity of the existing storm drain system would not be exceeded.

Therefore, with implementation of Mitigation Measures WQ-1 through WQ-3, impacts related to the creation or contribution of runoff water that would provide substantial additional sources of polluted runoff or that would exceed the capacity of existing or planned stormwater drainage systems would be reduced to less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measures WQ-1 through WQ-3.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

iv. Impede or redirect flood flows?

The project site is not located within a FEMA-designated 100-year floodplain. According to FEMA FIRM No. 06017C0200E (FEMA 2008), the project site is located within Zone X, which comprises areas with minimal flood hazard that have been determined to be outside of the 0.2 percent annual chance flood (500-year flood). Because the proposed project would not place improvements and structures directly within a 100-year floodplain, the project would not impede or redirect flood flows. Therefore, no impact would occur related to impeding or redirecting of flood flows, and no mitigation would be required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

As discussed previously, the project is not located within a 100-year flood hazard area. The proposed project is not within a dam or levee inundation area. According to the California Department of Water Resources Division of Safety of Dams, the closest dam to the proposed project is the Auburn Lake Trails Dam, which is located approximately 2.5 mi northwest of the project site.[1] However, the Auburn Lake Trails Dam retains a relatively small waterbody and has no available inundation map. In addition, according to the Dam Failure Inundation Zone of the Chili Bar and Slab Creek Dams Map,[2] the closest dam inundation zone to the proposed project is the Chili Bar Dam, which is located approximately 10 mi southeast of the project site. The proposed project is located upstream of the Chili Bar Dam and is not located within the designated dam failure inundation zone (El Dorado County 2004b). Therefore, the project site is not subject to inundation from flooding, and there is no risk of release of pollutants due to inundation from flooding (El Dorado County 2004b).

Tsunamis occur due to subaqueous seismic activity and submarine landslides that generate long-period waves in the ocean that run up onshore and potentially cause tremendous damage and loss of life. Because of the project's separation from the Pacific Ocean, there is no risk of release of pollutants due to inundation from a tsunami.

Seiches are waves that develop in landlocked bodies of water due to distant or near-source earthquakes and from wind shear. Those waves can cause overtopping of impoundments and inundation to adjacent and downstream lands. The project site is not located below or adjacent to landlocked bodies of water. Therefore, the project site is not subject to inundation from seiche waves, and there is no risk of release of pollutants due to inundation from a seiche.

For the reasons listed above, the project site would not be at risk of pollutant inundation by flooding, tsunami, or seiche. No impacts would occur, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The project is within the jurisdiction of the Central Valley RWQCB. The Central Valley RWQCB adopted a Water Quality Control Plan (Basin Plan) (May 2018, with amendments), which designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As summarized below,

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1 California Department of Water Resources (DWR), Division of Safety of Dams. California Dam Breach Inundation Maps. Website: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2 (accessed October 14, 2019).

2 Ibid.

the proposed project would comply with the applicable NPDES permits and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff.

As discussed in Response 4.10(a), during construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters. As specified in Mitigation Measure WQ-1, the proposed project would be required to comply with the requirements set forth by the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs to control stormwater runoff and discharge of pollutants and to meet the requirements of the Basin Plan (Central Valley RWQCB 2018, with amendments).

As discussed in Response 4.10(a), groundwater dewatering of perched groundwater may be required during construction. In the event that perched groundwater is encountered during construction and groundwater dewatering is necessary, disposal of dewatered groundwater can introduce total dissolved solids and other constituents to surface waters. As specified in Mitigation Measure WQ-2, any groundwater dewatering during excavation would be conducted in accordance with the Limited Threat Discharge Permit, which would require testing and treatment (as necessary) of groundwater encountered during groundwater dewatering prior to release in order to protect surface water quality and meet the requirements of the Basin Plan (Central Valley RWQCB 2018, with amendments).

As discussed in Response 4.10(a), pollutants associated with the proposed development could include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/viruses), pesticides, oil and grease, toxic organic compounds, and trash and debris. LID BMPs, including vegetative swales, stormwater planters, and a bioretention pond, would be implemented as part of the proposed project and in compliance with the Phase II MS4 Permit requirements and would capture and treat stormwater runoff and reduce pollutants of concern in stormwater runoff. With implementation of the LID BMPs along with adherence to Mitigation Measures WQ-1 and WQ-2, the proposed project would not conflict with or obstruct the implementation of a water quality control plan, and no further mitigation is required.

The Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. SGMA requires governments and water agencies of high- and medium-priority basins to halt the overdraft of groundwater basins. SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. According to the West Slope Stormwater Resource Plan (El Dorado County Water Agency 2018), the project site is not located within any designated groundwater basins and therefore is not required to adopt a Groundwater Sustainability Plan. Because there is not an adopted Groundwater Sustainability Plan applicable to the project site, the proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan, and no mitigation is required.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measures WQ-1 and WQ-2.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☑
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑

4.11.1 Environmental Setting

The 12.15 ac project site is part of a much larger 69 ac State-leased parcel (APN 061-061-030) located at 4411 State Highway 193 in the community of Greenwood, El Dorado County, California. The project site is 1 mi northeast of the community of Greenwood and 5 mi west of the community of Georgetown. A portion of the 12.15 ac project site is developed with the existing CCC Greenwood Center. The remaining 56.85 ac of the State-leased parcel are occupied by San Martin Creek Road, the Georgetown Divide Recreation District Office, and undeveloped densely wooded and hilly terrain. Land uses in the vicinity of the State-leased parcel include single-family residential homes, associated access roads (e.g., Wild Lilac Lane, Sliger Mine Road, San Martin Mine Road, and San Martin Creek Road) and driveways on large, densely wooded lots to the north, west, and east of the project site. The Georgetown Divide Recreation District Office is located directly south of the project site along San Martin Creek Road and within the boundary of the State-leased parcel. SR-193 (Georgetown Road) is located to the south and west of the project site and provides access to the project site via San Martin Creek Road.

According to the El Dorado County General Plan, the parcel occupied by the project site is designated as Rural Residential (RR). Based on the County's zoning ordinance, the parcel occupied by the site has a zoning designation of Open Space (OS).

4.11.2 Regulatory Setting

The proposed project site is leased by the State of California. State-leased lands are under the jurisdiction of the State and are not controlled by local land use or zoning designations. However, as a matter of procedure, consistency with local designation is preferred.

4.11.3 Impact Analysis

a. Would the project physically divide an established community?

As discussed in the environmental setting discussion above, the project site is within a 69 ac State-leased parcel that is surrounded by parcels occupied by single-family residential homes, associated access roads (e.g., Wild Lilac Lane, Sliger Mine Road, San Martin Mine Road, and San Martin Creek Road), and driveways on large, densely wooded lots. The existing CCC Greenwood Center occupies the project site, and the remaining 56.85 ac of the parcel are partially developed with San Martin Creek Road and the Georgetown Divide Recreation District Office but are primarily densely wooded and undeveloped land. The proposed project will revitalize the existing CCC Greenwood Center by

replacing the existing campus with new energy efficient buildings and infrastructure consistent with the new CCC Campus Master Plan concept. Because the proposed project will revitalize an existing CCC campus that is located in a semi-rural area surrounded by similarly developed parcels, the proposed project will not physically divide an established community. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is currently designated as Rural Residential (RR) in the El Dorado County General Plan and zoned as Open Space (OS). The OS zoning designation permits a variety of uses such as grazing, a hiking and equestrian trail, a picnic area, and resource protection and restoration uses. Even though the proposed project is exempt from local land use policies (General Plan) and regulations (zoning), it will be consistent with the County's General Plan and Zoning Code and will be compatible with surrounding land uses. Therefore, the proposed project would have no impacts associated with conflicts with any local plans or policies adopted for avoiding or mitigating an environmental effect. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

4.12.1 Environmental Setting

According to the California DOC, mineral resources that are mapped through the DOC Mineral Resources and Mineral Hazards Mapping Program (MRMH Mapping Program) in compliance with the California Surface Mining and Reclamation Act of 1975 (SMARA) are non-fuel mineral resources.[1] Accordingly, the discussion of mineral resources in this section addresses non-fuel mineral resources. The MRMH Mapping Program has placed a special emphasis on construction aggregate because it is California's most important mineral commodity in terms of tonnage, value, and contribution to infrastructure, and the demand for this resource will continue to increase as California's population grows. Construction aggregate is also regionally and locally important, as it is both economically and environmentally beneficial for sand, gravel, and crushed stone resources to be mined in reasonable proximity to growing communities.

The project site is located in an area designated as MRZ-4, which is defined as areas where geologic information does not rule out either the presence or absence of mineral resources.[2] Areas designated as MRZ-3a[3] for talc and asbestos mining are located 1.5 mi west of the project site.

4.12.2 Regulatory Setting

4.12.2.1 State

The Surface Mining and Reclamation Act (SMARA). SMARA requirements state that cities and counties must adopt an ordinance(s) "which establishes procedures for the review and approval of reclamation plans and the issuance of a permit to conduct surface mining operations" (PRC Division 2, Chapter 9). SMARA addresses the extraction of minerals through surface mining and the reclamation of mined lands, and directs the State Geologist to classify mineral resources. The primary responsibility of the DOC MRMH Mapping Program is to, as mandated by SMARA, classify land throughout the State that contains regionally significant non-fuel mineral resources.

1 California Department of Conservation (DOC). Mineral Resources Program (MRP). Website: https://www.conservation.ca.gov/cgs/minerals/mineral-resource-mapping, Open File Report (OFR) 83-35 Plate 7 (accessed September 3, 2019).

2 Ibid.

3 Areas designated as MRZ-3a contain known mineral deposits that may qualify as mineral resources. These areas are considered to have a moderate potential for the discovery of economic mineral deposits.

Overall, the intent of this legislation is to ensure that the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives.

4.12.3 Impact Analysis

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The project site is located in an area designated as MRZ-4, which is defined as areas where geologic information does not rule out either the presence or absence of mineral resources. There are no records that mining for construction aggregate mineral resources or non-fuel mineral resources is currently occurring or has historically occurred on the project site. It should be noted that several private gold mining claims are located in close vicinity to the project site; however, these claims are not in current operation/production.[1] The proposed project would not result in impacts associated with the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The El Dorado County General Plan EIR (2003) identifies several areas in the western third of the county where important mineral resource deposits are concentrated. The County implements a Mineral Resource (MR) overlay area where MRZ-2 designated land is located. The project site is designated as MRZ-4; therefore, a County MR overlay is not applicable to the site. Several private gold mining claims are located in close vicinity to the project site; however, these claims are not in current operation/production. Because the proposed project is not designated within a County MR overlay and is designated as MRZ-4, the proposed project would not result in impacts associated with 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 mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

[1] United States Geological Survey (USGS). Mineral Resource Data System (MRDS), El Dorado County. Website: https://mrdata.usgs.gov/mrds (accessed September 3, 3019).

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☑	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑	☐

4.13.1 Environmental Setting

4.13.1.1 Existing Sensitive Land Uses in the Project Area

The project site is surrounded primarily by rural residences and vacant land. The closest residences are located approximately 585 ft north, 200 ft northeast, 520 ft south, and 1,095 ft west of the project site.

4.13.1.2 Existing Noise Environment

The existing noise environment includes traffic noise on SR-193 (Georgetown Road) and other local streets in the project vicinity. Noise from motor vehicles is generated by engine vibrations, the interaction between tires and the road, and exhaust systems.

4.13.2 Regulatory Setting

4.13.2.1 Applicable Noise Standards

The project site is owned by the State of California. State-owned lands are under the jurisdiction of the State and are not controlled by local noise standards. Though not required, this analysis presents an assessment of the potential impacts related to local noise standards as a point of reference and to show whether the proposed project would be in compliance with them.

County of El Dorado. The Public, Safety, and Noise Element of the County of El Dorado's General Plan establishes noise standards for non-transportation noise sources, as shown in Table 4.13.A. In addition, Policy 6.5.1.11 of the County's General Plan specifies that the maximum allowable noise exposure levels outlined in Table 4.13.B shall not apply to activities associated with actual construction of a project as long as such construction occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on weekends, and on federally recognized holidays. Further, the maximum allowable noise exposure limits outlined in Table 4.13.B shall not apply to public projects to alleviate traffic congestion and safety hazards.

Table 4.13.A: Noise Level Performance Standards for Noise Sensitive Land Uses Affected By Non-Transportation[1] Sources

Noise Level Descriptor	Daytime (7:00 AM to 7:00 PM)		Evening (7:00 PM to 10:00 PM)		Nighttime (10:00 PM to 7:00 AM)	
	Community/ Rural Centers	Rural Regions	Community/ Rural Centers	Rural Regions	Community/ Rural Centers	Rural Regions
Hourly (dBA L_{eq})	55	50	50	45	45	40
Maximum Level (dBA L_{max})	70	60	60	55	55	50

Source: Table 6-2, *2004 El Dorado County General Plan* (2004c, amended August 6, 2019).

Notes:

Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

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

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

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

dB = decibels
dBA = A-weighted decibels
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

Table 4.13.B: Maximum Allowable Noise Exposure for Non-Transportation Noise Sources In Rural Regions – Construction Noise

Land Use Designation	Time Period	Noise Level (dBA)	
		L_{eq}	L_{max}
All Residential (LDR)	7:00 AM to 7:00 PM	50	60
	7:00 PM to 10:00 PM	45	55
	10:00 PM to 7:00 AM	40	50
Commercial, Recreation, and Public Facilities (C, TR, PF)	7:00 AM to 7:00 PM	65	75
	7:00 PM to 7:00 AM	60	70
Rural Land, Natural Resources, Open Space, and Agricultural Lands (RR, NR, OS, AL)	7:00 AM to 7:00 PM	65	75
	7:00 PM to 7:00 AM	60	70

Source: Table 6-5, *2004 El Dorado County General Plan* (2004c, amended August 6, 2019).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

4.13.2.2 Applicable Vibration Standards

Federal Transit Administration (FTA). Vibration standards included in the FTA's *Transit Noise and Vibration Impact Assessment Manual* (2018) are used in this analysis for ground-borne vibration impacts on human annoyance. Table 4.13.C provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table 4.13.C: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Maximum L_V (VdB)[1]	Description of Use
Workshop	90	Distinctly feel-able vibration. Appropriate to workshops and non-sensitive areas.
Office	84	Feel-able vibration. Appropriate to offices and non-sensitive areas.
Residential Day	78	Feel-able vibration. Appropriate for computer equipment and low-power optical microscopes (up to 20X).
Residential Night and Operating Rooms	72	Vibration not feel-able, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100X) and other equipment of low sensitivity.

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] As measured in 1/3-octave bands of frequency over the frequency range 8 to 80 Hertz.
FTA = Federal Transit Administration
L_V = velocity in decibels
VdB = vibration velocity decibels

The criteria for environmental impacts from ground-borne vibration and noise are based on the maximum levels for a single event. Table 4.13.D lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). FTA guidelines show that a vibration level of up to 102 vibration velocity decibels (VdB) (equivalent to 0.5 inch per second [in/sec] in peak particle velocity [PPV]) (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry buildings, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 4.13.D: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_V (VdB)[1]
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) re 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

4.13.3 Impact Analysis

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

Short-Term Construction Noise Impacts. Two types of short-term noise impacts could occur during construction on the project site. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on the access road leading to the site. Although there would be a relatively high single-event noise exposure from passing trucks during project construction, which generate a noise level of 84 dBA L_{max} (maximum instantaneous noise level in A-weighted decibels) at a distance of 50 ft, the effect on longer-term (hourly or daily) ambient noise levels would be small. The building construction phase would generate the most daily trips out of all of the construction phases based on the CalEEMod run for air quality and GHG analysis for the proposed project. There would be up to 59 vehicles per hour or 118 vehicles per day project construction vehicle trips during the building construction phase. SR-193 (Georgetown Road) would be used to access the project site, which has an estimated existing hourly/daily traffic volume of 360/3,600 near the project site. Construction-related traffic would increase hourly traffic noise levels by up to 0.7 dBA and increase daily traffic noise levels by 0.1 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.13.E lists typical construction equipment noise levels recommended for noise impact assessments for typical construction equipment included in the FHWA *Highway Construction Noise Handbook* (2006), based on a distance of 50 ft between the equipment and a noise receptor.

Typical noise levels range up to 88 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front-end loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Project construction is expected to require the use of graders, bulldozers, and water trucks/pickup trucks. Noise associated with the use of construction equipment for the site preparation phase is estimated to be between 55 dBA L_{max} and 85 dBA L_{max} at a distance of 50 ft from the active construction area. As shown in Table 4.13.E, the maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 ft. Each bulldozer would generate approximately

Table 4.13.E: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (dBA L_{max}) at 50 Ft[2]
Compressor	40	80
Cranes	16	85
Dozers	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-End Loaders	40	80
Rollers	20	85
Grader	40	85
Tractor	40	84
Water Truck	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.
CA/T = Central Artery/Tunnel
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous sound level

85 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 ft from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 84 dBA L_{eq} (equivalent continuous sound level in A-weighted decibels) at a distance of 50 ft from the active construction area.

Table 4.13.F shows the construction noise levels at the closest residences surrounding the project site along with the reference noise level and their distance from the location of project construction to the residence. As shown in Table 4.13.F, the closest residence would be subject to short-term construction noise reaching up to 76 dBA L_{max} (72 dBA L_{eq}). All other residences are located farther away and would be subject lower short-term construction noise levels. Although construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would cease once project construction is completed. Policy 6.5.1.11 in the Public, Safety, and Noise Element of the County of El Dorado's General Plan states that the maximum allowable noise exposure levels outlined in Table 4.13.B shall not apply to activities associated with actual construction of a project as long as such construction occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on weekends, and on federally recognized holidays. Implementation of Mitigation Measure NOI-1 requires compliance with the County's allowable construction hours specified in Policy 6.5.1.11 in the Public, Safety, and Noise Element of the County's General Plan.

Table 4.13.F: Summary of Construction Noise Levels

Receptor	Direction	Reference Noise Level (dBA L_{max})	Reference Noise Level (dBA L_{eq})	Reference Distance (ft)	Actual Distance (ft)	Distance Attenuation (dBA)	Noise Level (dBA L_{max})	Noise Level (dBA L_{eq})
Residential	North	88	84	50	585	21	67	63
Residential	Northeast	88	84	50	200	12	76	72
Residential	South	88	84	50	520	20	68	64
Residential	West	88	84	50	1,095	27	61	57

Source: Compiled by LSA Associates, Inc. (2019).
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous sound level

Although construction noise is exempt from the ordinance standards, ambient noise levels would increase with the project; therefore, mitigation would be required. To further minimize construction-related noise and noise increases above the existing ambient noise level, implementation of Mitigation Measures NOI-2 though NOI-4 would be required. With implementation of Mitigation Measures NOI-1 through NOI-4, noise generated from construction-related activities would be less than significant.

Long Term Noise Impacts. Long-term noise impacts associated with the proposed project could result from traffic noise and stationary noise impacts:

- **Traffic Noise Impacts to Off-Site Receivers:** The average daily traffic (ADT) volume along SR-193 (Georgetown Road) is 3,600 based on Caltrans 2017 traffic volumes.[1] (Caltrans 2017). The proposed project would result in an ADT volume of 100. It is assumed that 30 percent (ADT volume of 30) of the project-related traffic volume would come from SR-193 (Georgetown Road) west of San Martin Creek and 70 percent (ADT volume of 70) of the project-related traffic volume would come from SR-193 (Georgetown Road) east of San Martin Creek. Based on the information above, the proposed project would increase traffic noise along SR-193 (Georgetown Road) by up to 0.1 dBA. This noise level increase is below 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, off-site traffic noise impacts would be less than significant. No mitigation measures are required.

- **Stationary Source Noise Impacts to Off-Site Receivers:** The proposed project would have heating, ventilation, and air conditioning (HVAC) units. The HVAC equipment could operate 24 hours per day. Based on previous measurements of standard HVAC equipment conducted by LSA, each individual HVAC unit would generate noise levels of 66.6 dBA L_{eq} at 5 ft.

[1] California Department of Transportation (Caltrans). Website: https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes/2017/route-180-197 (accessed on October 15, 2019).

Table 4.13.G shows the noise levels generated by HVAC equipment at the closest residences north and northeast of the project site. As shown in Table 4.13.G, noise levels generated by HVAC equipment would reach 39.8 dBA L_{eq}. This noise level would not exceed the City's daytime, evening, and nighttime standards of 50, 45, and 40 dBA L_{eq}, respectively. Therefore, off-site noise impacts from on-site HVAC equipment would be less than significant. No mitigation is required.

Table 4.13.G: Summary of HVAC Noise Levels

Land Use	Direction	Distance from HVAC Units (ft)[1]	Reference Noise Level (dBA L_{eq} at 5 ft)	Distance Attenuation (dBA)	Noise Level (dBA L_{eq})
Residential	North	200	66.6	32.0	34.6
	Northeast	110	66.6	26.8	39.8

Source: Compiled by LSA Associates, Inc. (2019).
[1] Distances are measured from the property line of the receiving land use to the closest source of HVAC noise.
dBA = A-weighted decibels
ft = foot/feet
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measures shall be implemented:

NOI-1 **Construction Hours.** The construction contractor shall limit construction activities to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federally recognized holidays.

NOI-2 **Mufflers.** During all project site excavation and grading, the California Department of General Services (DGS) shall ensure the project contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with the manufacturers' standards.

NOI-3 **Construction Staging.** The DGS shall ensure that during project construction, the construction contractor locates equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site.

NOI-4 **Stationary Equipment.** The DGS shall ensure that the construction contractor places all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Short-Term Construction Vibration Impacts. Construction of the proposed project would generate vibration levels because large bulldozers and loaded trucks would be used on the project site. As shown in Table 4.13.H, a large bulldozer and loaded trucks would generate a vibration level of 87 VdB (0.089 PPV [in/sec]) and 86 VdB (0.076 PPV [in/sec]) when measured at 25 ft based on the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

Table 4.13.H: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS VdB re 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

The greatest vibration levels are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest on- and off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings.

The formula for vibration transmission is provided below:

$$L_vdB\ (D) = L_vdB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

Table 4.13.I lists the projected vibration levels from various construction equipment expected to be used on the project site to the closest buildings in the project vicinity.

As shown in Table 4.13.I, the closest structures to the project construction boundary are on-site buildings (the CCC Administration Building and the Greenwood Educational Outreach Building) located northeast of the proposed project, which would experience vibration levels of up to 108 VdB (0.995 PPV [in/sec]). This vibration level has the potential to result in building damage because the vibration level would exceed the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]) and the building was observed to be constructed of non-engineered timber.

Table 4.13.I: Summary of Construction Vibration Levels

Land Use	Direction	Equipment/Activity	Reference Vibration Level (VdB at 25 ft)	Reference Vibration Level (PPV at 25 ft)	Distance (ft)	Maximum Vibration Level (VdB)	Maximum Vibration Level (PPV)
On-Site CCC Administration Building	Northeast	Large bulldozers	87	0.089	5	108	0.995
		Loaded trucks	86	0.076	5	107	0.850
On-Site Greenwood Educational Outreach Building	Northeast	Large bulldozers	87	0.089	5	108	0.995
		Loaded trucks	86	0.076	5	107	0.850
On-Site Georgetown Divide Recreation District Office Building	East	Large bulldozers	87	0.089	85	71	0.014
		Loaded trucks	86	0.076	85	70	0.012
Residential	North	Large bulldozers	87	0.089	585	46	0.001
		Loaded trucks	86	0.076	585	45	0.001
Residential	Northeast	Large bulldozers	87	0.089	200	60	0.004
		Loaded trucks	86	0.076	200	59	0.003
Residential	South	Large bulldozers	87	0.089	520	47	0.001
		Loaded trucks	86	0.076	520	46	0.001
Residential	West	Large bulldozers	87	0.089	1,095	38	0.000
		Loaded trucks	86	0.076	1,095	37	0.000

Source: Compiled by LSA Associates, Inc. (2019).
Note: The FTA-recommended building damage threshold is 94 VdB (0.2 PPV [in/sec]) for building structures constructed of non-engineered timber or masonry or 98 VdB (0.3 PPV [in/sec]) for building structures constructed of engineered concrete and masonry.
CCC = California Conservation Corps
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity
VdB = vibration velocity decibels

Other on-site and off-site building structures surrounding the project site would experience vibration levels of up to 71 VdB (0.014 PPV [in/sec]) or lower. This vibration level would not have the potential to result in building damage because the vibration level would not exceed the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]) for buildings constructed of non-engineered timber. In addition, this vibration level would not result in community annoyance because vibration levels would not exceed the FTA community annoyance threshold of 78 VdB for residences and indoor recreation (evaluated using the FTA community annoyance threshold for residences).

Implementation of Mitigation Measure NOI-5 would require the construction contractor to use light construction equipment (e.g., small rubber-tired bulldozer or pickup trucks) within 15 ft of the two building structures. Light construction equipment such as a small rubber-tired bulldozer would generate a vibration level of 58 VdB (0.003 PPV [in/sec]) at 25 ft. Vibration levels using light construction equipment at 2 ft from the closest building structure would generate a vibration level of 91 VdB (0.133 PPV [in/sec]). This vibration level would not exceed the FTA damage threshold of 94 VdB (0.2 PPV [in/sec]) for buildings constructed of non-engineered timber. Therefore, with the implementation of Mitigation Measure NOI-5, construction vibration impacts would be less than significant.

Long-Term Operational Vibration Impacts. The proposed project would not generate vibration. In addition, vibration levels generated from project-related traffic along SR-193 (Georgetown Road) are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Vibration generated from project-related traffic on the adjacent roadways would be less than significant, and no mitigation is required.

Therefore, with implementation of Mitigation Measure NOI-5, the proposed project would not result in generation of excessive ground-borne noise or vibration levels during construction or operation of the proposed project, and impacts would be less than significant with mitigation.

Significance Determination: Potentially Significant Impact

Mitigation Measures: The following mitigation measure shall be implemented:

NOI-5 **Construction Vibration.** The DGS shall ensure that the construction contractor uses light construction equipment (e.g., small rubber-tired bulldozers or pickup trucks) within 15 feet of the northern project construction boundary during construction activities.

Significance Determination After Mitigation: Less than Significant with Mitigation Incorporated

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airports to the project site are the Georgetown Airport, Placerville Airport, and Cameron Airpark Airport, which are located approximately 2.2 mi northeast, 14.7 mi southeast, and 16.2 mi southwest of the project site, respectively. Based on the El Dorado County Airport Land Use Compatibility Plan (El Dorado County ALUC 2012), the project site is outside the 55 dBA Community Noise Equivalent Level (CNEL) airport noise contours of the Georgetown, Placerville, and Cameron Airpark Airports. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft noise, and impacts would be less than significant. No mitigation measures are required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑	☐

4.14.1 Environmental Setting

The project site is located in an unincorporated portion of El Dorado County, California approximately 1 mi from the community of Greenwood and 5 mi from the community of Georgetown. U.S. Census data shows that the population of El Dorado County has increased by an estimated 5.3 percent (181,058 to 190,678) between 2010 and 2018.[1] The County had 88,159 housing units, and had an average household size of 2.05 in 2010. In 2018, the County had an estimated 91,105 housing units, and an estimated average household size of 2.09.[2]

4.14.2 Regulatory Setting

There are no federal, state, and/or local regulations pertaining to population and housing that are applicable to this project.

4.14.3 Impact Analysis

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Construction. Construction of the proposed project will provide short-term jobs over an approximately 20-month period. The construction jobs will primarily be temporary or seasonal. Due to the temporary or seasonal nature of the construction jobs, project-related local and regional construction workers will not be expected to relocate their household's place of residence as a consequence of working on the proposed project. It is expected that local and regional construction workers will be available to serve the proposed project's construction needs. Because the construction-related jobs are anticipated to be filled by the local and regional community,

1 United States Census Bureau, American Fact Finder. El Dorado County, California, Annual Estimates of Housing Units for the United States, Regions, Divisions, States, and Counties: April 1, 2010 to July 1, 2018. Website: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=PEP_2018_PEPANNHU&prodType=table (accessed September 4, 2019).

2 United States Census Bureau. El Dorado County, California, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2018. Website: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=PEP_2018_PEPANNRES&prodType=table (accessed September 4, 2019).

construction of the proposed project will not induce substantial population growth or demand for housing through increased construction employment, and impacts would be less than significant. No mitigation is required.

Operation. Implementation of the proposed project consists of the revitalization of the CCC Greenwood Center with the demolition of 11 existing on-site buildings (3 of which are canopies) and the development of 11 new buildings. The new development will include 6 Corpsmembers dormitory buildings and 1 Corpsmembers Orientation, Motivation, Education, and Training (COMET) dormitory, which will house on-site Corpsmembers and staff. Up until June 2018, the project site, at its occupational peak, housed 75 Corpsmembers and 14 staff. Once the proposed project is complete, the CCC Greenwood Center will house up to 100 permanent Corpsmembers and 20 staff members. Although there will be a slight increase in the population of Corpsmembers and staff on site, such an increase is nominal when compared to the existing estimated population within El Dorado County. Furthermore, housing for Corpsmembers will be provided on site. The proposed project will not result in demand for more housing outside of the project site to accommodate employees and Corpsmembers relocating from outside the region.

Additionally, the project is located in a semi-developed area of El Dorado County on a site that is already developed with the existing CCC Greenwood Center. While the proposed project will involve various utility improvement and repairs (on-site sewer and stormwater infrastructure improvements), and will include new water utility connections, the proposed project will otherwise tie into existing infrastructure and will not involve the construction or extension of existing infrastructure (e.g., roads) that will indirectly induce population growth.

Therefore, the proposed project will not induce substantial unplanned population growth either directly or indirectly, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

Implementation of the proposed project consists of the revitalization of the existing CCC Greenwood Center through the demolition of existing on-site buildings and development of new buildings. The CCC Greenwood Center houses approximately 75 Corpsmembers and supports 14 staff. The proposed project will be designed to house approximately 100 Corpsmembers and support up to 20 staff. Therefore, implementation of the proposed project will not displace substantial numbers of existing people or housing on the site since the proposed project will house and support approximately the same number of Corpsmembers and staff as the existing center. Therefore, implementation of the proposed project would result in a less than significant impact related to the displacement of substantial numbers of existing housing or people, thereby necessitating the construction of replacement housing elsewhere. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☑	☐
ii. Police protection?	☐	☐	☑	☐
iii. Schools?	☐	☐	☑	☐
iv. Parks?	☐	☐	☐	☑
v. Other public facilities?	☐	☐	☐	☑

4.15.1 Environmental Setting

4.15.1.1 Fire Services

The Garden Valley Fire Protection District (GVFPD) provides fire service to the project site. The GVFPD serves an area of 60 sq mi and a population of around 8,000 residents through three fire stations. The main fire station (Station 51) is located in Garden Valley, one volunteer station is located in Kelsey (Station 52), and one volunteer station is located in the community of Greenwood (Station 53). Station 53, located at 3813 State Highway 193 in Greenwood is the closest GVFPD station to the project site (1.5 mi from the project site); however, Station 53 is currently unstaffed and used mostly for storage. Therefore, Station 51 will provide primary fire protection service to the project site. The Operations Division of the GVFPD provides emergency and non-emergency services within their jurisdiction. As of 2002, the GVFPD maintains an 8-minute response time to 80 percent of the population living within community regions and a 15 to 45 minute response time to rural center or rural regions of its jurisdiction (El Dorado County 2003). The GVFPD partakes in mutual aid agreements with CAL FIRE, the United States Forest Service (USFS), and 12 other local fire protection districts serving El Dorado County to ensure that adequate manpower and equipment can be provided when a fire occurs (El Dorado County 2003).

4.15.1.2 Police Services

The El Dorado County Sheriff's Office (EDCSO) provides law enforcement services for the proposed project and surrounding area. The Patrol sub-unit of the Operations Division of EDCSO consists of 3 Lieutenants, 14 Sergeants, and 76 Deputy Sheriffs, and provides service in a 1,786 sq mi area. The EDCSO operates out of two offices and several substations; the main patrol headquarters is located in Placerville, with substations in South Lake Tahoe, El Dorado Hills, and Georgetown (EDCSO 2017). The Georgetown substation, located at 6101 Front Street in the community of Georgetown, is 5 mi east of the project site.

The California Highway Patrol (CHP) also provides patrol service on roads and responds to service calls on State-owned property in the project vicinity through the Placerville CHP Office. This office is located at 3031 LoHi Way in Placerville, 20 mi from the project site.

4.15.1.3 Schools

The project site is located within the Black Oak Mine Unified School District (BOMUSD). The BOMUSD consists of the following schools: American River Charter School (Grades K–12), Divide High School (Grades 9–12), Georgetown Elementary School (Grades K-6), Golden Sierra Junior Senior High School (Grades 7–12), Northside School (Grades K–6), and Otter Creek School (Grades K–5). In the 2018–2019 school year, the BOMUSD had an enrollment of 1,249 students.[1] The closest schools serving the project site are as follows:

- **American River Charter School**, 6620 Wentworth Springs Road, Georgetown (6 mi from the project site)
- **Divide High School,**[2] 6540 Wentworth Springs Road, Georgetown (6 mi from the project site)
- **Georgetown Elementary School**, 6530 Wentworth Springs Road, Georgetown (6 mi from the project site)

In the 2018–2019 school year, American River Charter School had an enrollment of 192 students,[3] Divide High School had an enrollment of 13 students,[4] and Georgetown Elementary School had an enrollment of 224 students.[5]

4.15.1.4 Parks

The Georgetown Divide Recreation District Office, located at 4401 State Highway 193, adjacent to the southern boundary of the project site, owns, operates, and maintains parks in the project area. Georgetown Park, located at 2889 Harkness Street in Georgetown, is the closest park to the project site (6 mi east of the project). Georgetown Park is a 0.7 ac park that has the following amenities:

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1 California Department of Education (CDE) Dataquest Enrollment Report 2018-2019. Enrollment by Ethnicity and Grade, Black Oak Mine Unified Report. Website: https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=0973783&agglevel=district&year=2018-19 (accessed September 4, 2019).

2 It should be noted that Divide High School was located adjacent to the project site at 4405 State Highway 193; however, a site visit that occurred on September 18, 2019, indicated that the school is no longer at this location.

3 California Department of Education (CDE). Enrollment by Grade, American River Charter Report. Website: https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=09737830121566&agglevel=school&year=2018-19 (accessed September 4, 2019).

4 California Department of Education (CDE). Enrollment by Grade, Divide High Report. Website: https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=09737830930099&agglevel=school&year=2018-19 (accessed September 4, 2019).

5 California Department of Education (CDE). Enrollment by Grade, Georgetown Elementary Report. Website: https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=09737836005490&agglevel=school&year=2018-19 (accessed September 4, 2019).

a gazebo with tables and benches, a grassy area, a playground with swings and climbing equipment, and barbeques.

4.15.1.5 Other Public Facilities (Libraries, Airports, Etc.)

The Georgetown Library Branch of the El Dorado County Library System is located at 6680 Orleans Street in Georgetown (6 mi east of the project site). Georgetown Airport, which is a public municipal facility, is located at 6245 Aerodrome Way in Georgetown (2.5 mi northeast of the project site).

4.15.2 Regulatory Setting

There are no federal, state, and/or local regulations pertaining to public resources that are applicable to this project.

4.15.3 Impact Analysis

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

i. Fire protection?

The closest fire station to the proposed project is GVFPD Fire Station 53, which is located at 3813 State Highway 193 in Greenwood. According to Chief Savacool with the GVFPD, Fire Station 53 is an unstaffed volunteer station that is primarily used for storage. The nearest staffed station (Station 51), is located at 4860 Marshall Road, Garden Valley, which is approximately 5.75 mi from the project site.[1] The proposed project will include the demolition of existing on-site buildings and the development of new buildings. The total size of the new buildings on site will be increased compared to existing conditions by approximately 23,118 sf. The increased building development on the project site will need to be protected by the GVFPD, specifically by Fire Station 51. Based on information that Chief Savacool provided in an email, the GVFPD will continue to provide fire and emergency medical services to the CCC Greenwood Center (project site) in perpetuity; however, the GVFPD is currently facing budget cuts/layoffs and services may be reduced (district-wide) at the time the project is operational.[2]

Construction of the proposed project will not result in any road closures that will interfere with the GVFPDs' ability to provide services to the surrounding area. Furthermore, construction activities will not increase the demand for fire protection services from the GVFPD. All construction activities will take place off SR-193 and will not represent an obstacle to these emergency vehicles as they travel the area around the project site. Construction activities will not occur on San Martin Creek Road; therefore, the project site will continue to be accessible to emergency vehicles from SR-193. Furthermore, the GVFPD has the staff and existing resources to address calls for service during construction of the proposed project.

1 Personal communication. September 28, 2019. Email communication from GVFPD Chief Clive Savacool.
2 Ibid.

Implementation of the proposed project will construct approximately 54,732 sf of new buildings, which is 23,118 sf more than currently exists on the project site. Due to the development density increase on the site, demand for fire protection services on the site will increase slightly over existing conditions. The new buildings on the project site will be designed to comply with all of GVFPD's access requirements, the 2019 California Fire Code, Title 24, Part 9 requirements, and CBC requirements. Additionally, design and landscaping of the project site will be developed to comply with CAL FIRE Defensible Space requirements. Based on implementation of these design requirements, the proposed project will not impair emergency response vehicles or increase response times, and will not substantially increase calls for service. Therefore, implementation of the proposed project will not require the provision of new or physically altered fire protection facilities. The proposed project would have a less than significant impact on fire protection services. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

ii. Police protection?

The proposed project consists of the revitalization of the CCC Greenwood Center through development of a new CCC Residential Center. The proposed project will increase the amount of building space on the site by 23,118 sf compared to the total square footage of buildings currently developed on the project site. Once completed, the CCC Greenwood Center will accommodate up to 100 Corpsmembers and 20 staff, which is an increase compared to the existing occupancy on site. As such, the proposed project will slightly increase the demand for law enforcement protection services compared to existing conditions.

The EDCSO will primarily provide law enforcement service to the project site through their Georgetown substation. Additionally, as a State facility, the CHP out of Placerville will be available to provide law enforcement service to the project site. Given the existing growth and development trends in El Dorado County and nearby communities (Greenwood and Georgetown), adding an additional 23,118 sf of development to an already developed site will not significantly increase the demand for additional law enforcement officers or facilities. Furthermore, the nominal occupancy increase of the site compared to existing conditions will not significantly increase the demand for additional law enforcement officers or facilities. Therefore, the proposed project would have a less than significant impact on law enforcement protection services, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

iii. Schools?

The proposed project will revitalize the existing CCC Greenwood Center through the development of a new CCC Residential Center. The proposed project will increase the occupancy of the site by approximately 30 people (75 Corpsmembers and 14 staff currently on site compared to 100 Corpsmembers and 20 staff once the project is complete). Corpsmember ages typically range between 18 to 25 years old. Corpsmembers are housed on site and typically do not have children of their own. Additional staff at the CCC Greenwood Center will be presumed to live locally; therefore, their children will already be accounted for in the BOMUSD jurisdiction. Implementation of the proposed project will not generate school-aged children, increase the demand on schools, and thereby generate the need for additional schools, and impacts on schools would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

iv. Parks?

The proposed project will revitalize the existing CCC Greenwood Center through the development of a new CCC Residential Center. The proposed project will increase the occupancy of the site by approximately 31 people (75 Corpsmembers and 14 staff currently on site compared to 100 Corpsmembers and 20 staff once the project is complete). The project will include the development of a new recreation and educational building that will provide a variety of activity rooms (a gaming room, a weight room, an activity area, etc.). Additionally, the proposed project will be designed with a Multipurpose Open Space area where Corpsmembers and staff can partake in outdoor activities (e.g., playing sports on the multi-purpose turf area, pedestrian walkways for walking or jogging, gathering spaces, etc.). Based on the amenities provided, the proposed project will not result in an increase in new park users. Implementation of the proposed project will not generate the need for additional parks or the expansion of existing park facilities. Therefore, the proposed project would have no impact on parks. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

v. Other public facilities?

The proposed project includes the development of a new recreation and educational building with a library room. Although there will be a nominal increase in occupants on the project site, the development of a library room in the new recreation and educational building will provide Corpsmembers and staff with library materials. As such, the proposed project will not generate new users of the Georgetown Library Branch of the El Dorado County Library System because a library facility will be included as part of the project. Corpsmembers and staff occupying the

project site will arrive and depart from the CCC Greenwood Center via automobiles. As such, implementation of the project will not increase the use of the nearby municipal Georgetown Airport. Implementation of the proposed project will not generate the need for additional libraries, airports, or other public facilities. Therefore, the proposed project would have no impact on other public facilities. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.16 RECREATION

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

4.16.1 Environmental Setting

As described in Section 4.15, Public Services, Georgetown Park is 6 mi to the east of the project site. Georgetown Park is a 0.7 ac park that includes a gazebo with tables and benches, a grassy area, a playground with swings and climbing equipment, and barbeques. The Georgetown Divide Recreation District Office, located at 4401 State Highway 193, adjacent to the southern boundary of the project site, owns, operates, and maintains parks in the project area.

4.16.2 Regulatory Setting

There are no Federal, state, and/or local regulations pertaining to recreation that are applicable to this project.

4.16.3 Impact Analysis

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?

As described in Section 4.15, Public Services, the proposed project is located approximately 6 mi from Georgetown Park, which is managed by the Georgetown Divide Recreation District. One of the objectives of the proposed project is to provide on-site recreational facilities for Corpsmembers and staff living and working at the CCC Greenwood Center. The proposed project will include the development of a new multipurpose building, recreational and education building, and multipurpose open space area that will encourage Corpsmembers and staff to partake in on-site recreational activities. The new multipurpose building will include a multi-use court, and the recreational and educational building will include a weight room, activity area, and gaming room for Corpsmembers and staff. A multipurpose open space area will be developed that will include a turf area where sporting activities can occur, gathering areas for Corpsmembers, a pedestrian walkway, and benches and tables. Although there will be a nominal increase in Corpsmembers and staff on site compared to existing conditions, because the proposed project will provide a variety of recreational spaces and activities on site, the proposed project will not increase the use of existing parks and recreational facilities in the area. Implementation of the proposed project will not contribute to substantial physical deterioration of existing parks or recreational facilities or cause deterioration to accelerate, thereby generating a need for additional neighborhood and regional

parks or recreational facilities. Therefore, the proposed project will not have a significant impact on recreation. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The proposed project will include the development of a new multipurpose building, recreational and education building, and multipurpose open space area so that Corpsmembers and staff can partake in on-site recreational activities. The new multipurpose building will include a multi-use court, and the recreational and educational building will include a weight room, an activity area, and a gaming room for Corpsmembers and staff. A multipurpose open space area will be developed that will include a turf area where sporting activities can occur, gathering areas for Corpsmembers, a pedestrian walkway, and benches and tables. Although there will be a nominal increase in Corpsmembers and staff on site compared to existing conditions, because the proposed project includes the development of recreational amenities on site, the proposed project will not increase the use of existing parks and recreational facilities off site. Therefore, the proposed project will not generate a significant increase in use or demand for recreational facilities, thereby requiring the construction or expansion of additional recreational facilities outside of those being constructed as part of the proposed project. Therefore, the proposed project would have a less than significant impact on recreation. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.17 TRANSPORTATION

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

This section describes the existing transportation and circulation conditions in the vicinity of the project site and addresses the potential impacts of the proposed project in terms of intersection levels of service, safety, pedestrian, bicycle, and transit facilities in the project area.

4.17.1 Environmental Setting

4.17.1.1 Existing Roadway Network

The project site is located at 4411 State Highway 193 in the community of Greenwood, California. The following describes key roadways in the vicinity of the project:

- **Georgetown Road (SR-193)** is an east-west, two-lane Caltrans facility with a striped center median. According to the El Dorado County General Plan Transportation and Circulation Element, Georgetown Road (SR-193) is classified as a Major Two-Lane Road. The posted speed limit is 30 mi per hour (mph). There are no sidewalks or bike lanes along this roadway in the project's vicinity.

- **San Martin Creek Road** is an undivided, north-south roadway that provides direct access to the project site via Georgetown Road (SR-193). According to the El Dorado County General Plan Transportation and Circulation Element, San Martin Creek Road is classified as a Local Road. Sidewalks are not provided on either side of the street. Parking is not permitted along this roadway.

- **Derrick Lane** is an undivided, north-south roadway that provides access to private residences south of Georgetown Road (SR-193). According to the El Dorado County General Plan Transportation and Circulation Element, Derrick Lane is classified as a Local Road. Sidewalks are not provided on either side of the street. Parking is not permitted along this roadway.

4.17.1.2 Traffic Impact Study Methodology

This assessment has been conducted in accordance with the County's *Transportation Impact Study Guidelines* (El Dorado County 2014) and is consistent with applicable provisions of CEQA.

To determine the peak-hour operations at the unsignalized study area intersection, an operational analysis was prepared based on the *Highway Capacity Manual* (HCM) (TRB 2017) methodology. The HCM methodology presents levels of service (LOS) in terms of total intersection delay and approach delay of the major and minor streets (in seconds per vehicle).

Synchro (Version 10) computer software was used in this analysis to determine the LOS at the study area intersection based on the HCM methodology. The following study area intersection was analyzed: San Martin Creek Road–Derrick Lane/Georgetown Road (SR-193).

4.17.1.3 Existing Baseline Traffic Operations

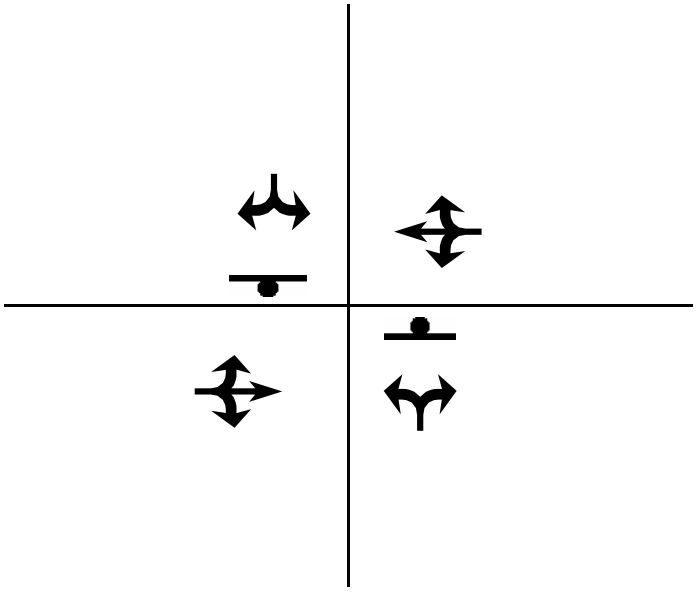
Existing peak-hour intersection turning-movement volumes were collected by an independent data collection company (Counts Unlimited, Inc.[1]) on a typical weekday (September 4, 2019) during peak commute hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). Figure 4.17-1 illustrates the existing intersection geometrics, and Figure 4.17-2 shows the existing volumes at the San Martin Creek Road–Derrick Lane/Georgetown Road (SR-193) intersection. The north and south legs of the intersection (San Martin Creek Road and Derrick Lane, respectively) are slightly offset; however, for the purposes of this analysis, they are illustrated as directly across from one another.

The existing CCC Greenwood Center facility (11 existing buildings comprising 34,591 sf) located at 4411 State Highway 193 in Greenwood, an unincorporated community in El Dorado County, is currently vacant. Corpsmembers have been temporarily relocated to other CCC centers. Prior to relocation, the CCC Greenwood Center served as a full-time residential center supporting a capacity of approximately 75 Corpsmembers and 14 staff members. Corpsmembers lived on site and worked off site.

It should be noted that the CCC Greenwood Center served as a seasonal "tent camp" for approximately 30 Corpsmembers from June 2018 to August 2019, and is currently serving as a swing facility for the Placer Center Group, which includes approximately 90 Corpsmembers and 20 staff members. However, for purposes of this analysis, the baseline conditions assume that the project site is currently vacant.

Table 4.17.A summarizes the LOS for the study area intersection in the existing baseline condition. As shown in Table 4.17.A, the San Martin Creek Road–Derrick Lane/Georgetown Road (SR-193) intersection currently operates at a satisfactory LOS in the existing condition.

[1] Personal communication. September 4, 2019. Email communication from Counts Unlimited, Inc. with collected count data attachment.



San Martin Creek Road-Derrick Lane/Georgetown Road

LSA

FIGURE 4.17-1

Legend

Stop Sign

California Conservation Corps
Greenwood Center Redevelopment Project
El Dorado County, California

Existing Intersection Geometrics

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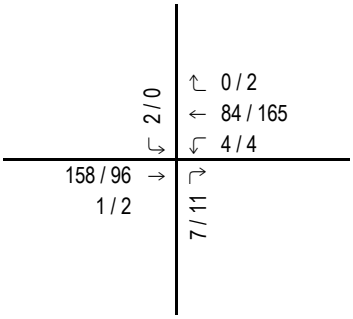
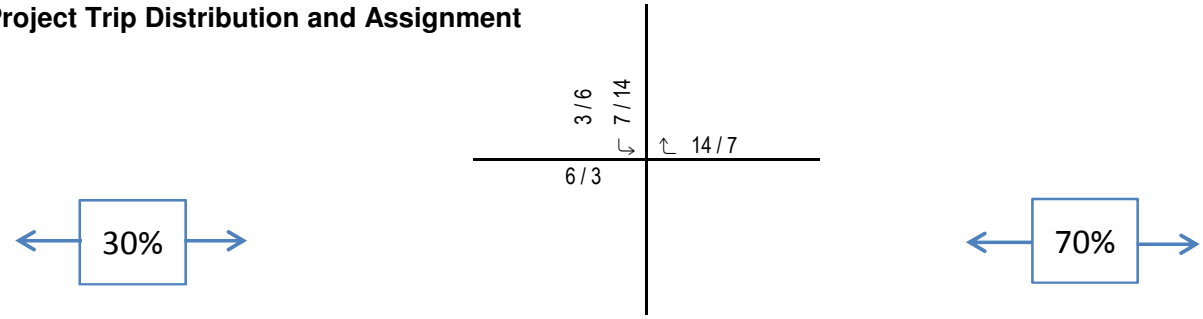
Existing Peak-Hour Traffic Volumes



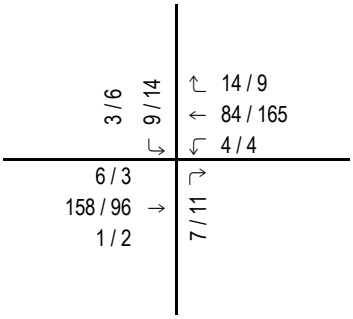
San Martin Creek Road-Derrick Lane/Georgetown Road (SR-193)

Project Trip Distribution and Assignment



San Martin Creek Road-Derrick Lane/Georgetown Road (SR-193)

Existing Plus Project Peak-Hour Traffic Volumes



San Martin Creek Road-Derrick Lane/Georgetown Road (SR-193)

LSA

Legend

XXX / YYY AM / PM Volume

##% Peak-Hour Inbound/Outbound Trip Distribution Percentage

FIGURE 4.17-2

California Conservation Corps
Greenwood Center Redevelopment Project
El Dorado County, California

Volume Development

P:\DGS1801.06\Traffic\xls\Figure 2 - Volume Development.xls (10/2/2019)

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Table 4.17.A: Existing Baseline Intersection Level of Service Summary

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
San Martin Creek Road–Derrick Lane/Georgetown Road (SR-193)	10.4	B	8.8	A

LOS = level of service
sec = seconds
SR-193 = State Route 193

4.17.2 Regulatory Setting

The following is a summary of State, regional, and County regulations that apply to transportation and circulation within the project study area.

4.17.2.1 State

Senate Bill 743. On September 27, 2013, Governor Jerry Brown signed SB 743 into law and codified a process that revises the approach to determining transportation impacts and mitigation measures within CEQA. SB 743 directs the Governor's Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions by replacing the current focus on automobile vehicle delay and LOS or other similar measures of vehicular capacity or traffic congestions in the transportation impact analysis with VMT. This change shifts the focus of the transportation impact analysis from measuring impacts to drivers, such as the amount of delay at an intersection, to measuring the impact of driving on the local, regional, and statewide circulation system and the environment. This shift in focus is expected to better align the transportation impact analysis with the statewide goals related to reducing GHG emissions, encouraging infill development, and promoting public health through active transportation. July 1, 2020, is the statewide implementation date.

4.17.2.2 Regional

Sacramento Council of Governments (SACOG). SACOG is an association of local governments in the six-county Sacramento region. Its members include the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba, and the 22 cities within those county boundaries. SACOG is largely responsible for providing transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. SACOG administers the region's long-range transportation plan and approves the distribution of affordable housing in the region, as well as assists in planning for transit, bicycle networks, clean air, and airport land uses.

El Dorado County Transportation Commission (EDCTC). The EDCTC comprises nine members, of which seven are elected officials representing local jurisdictions. Of the seven elected voting officials, three are Placerville City Council members and four are County supervisors. The two non-voting advisory members represent Caltrans District 3 and the City of South Lake Tahoe.

The EDCTC is responsible for coordinating regional transportation planning for the western slope of the County. Being the State-mandated Regional Transportation Planning Agency, EDCTC prepares the Regional Transportation Plan and Improvement Program for the western slope.

4.17.2.3 Local

County of El Dorado. Greenwood is an unincorporated community within El Dorado County. As such, the El Dorado County *Transportation Impact Study Guidelines*[1] is the guidance document for the countywide (inclusive of the Greenwood community) transportation system. These guidelines are intended to ensure that the traffic impacts of proposed development projects are addressed in a manner that is consistent with the policies set forth in the Transportation and Circulation Element of the *2004 El Dorado County General Plan* (El Dorado County 2004c, amended 2019).

The *Transportation Impact Study Guidelines*[2] classify each roadway with a facility type and identify an acceptable standard of LOS for its circulation network. LOS is expressed as a term for the circulation networks' resulting delay. The relationship of delay to LOS is demonstrated below in Table 4.17.B.

Table 4.17.B: El Dorado County LOS Classifications

Level of Service	Unsignalized Intersection Delay (sec)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: *Highway Capacity Manual*, 6th Edition (TRB 2017).
LOS = level of service
sec = seconds

The County requires LOS E as the minimum acceptable level within unincorporated areas in community regions and LOS D within rural centers and rural regions. These conditions indicate the County's thresholds for satisfactory intersection and roadway operations. Mitigation is required for locations where LOS is expected to drop below the acceptable level. In addition, mitigation is required under the following circumstances:

- The project adds a 2 percent increase in traffic during the a.m. and p.m. peak hours, or daily;
- The project adds 100 or more daily trips; or
- The project adds 10 or more trips during the a.m. or p.m. peak hour.

[1] El Dorado County Planning Services. *Transportation Impact Study Guidelines*. Website: https://www.edcgov.us/Government/planning/Pages/transportation_impact_study_guidelines.aspx (accessed December 10, 2019).
[2] Ibid.

4.17.3 Impact Analysis

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

Project Trip Generation, Distribution, and Assignment. The proposed project includes the demolition of a majority of the existing CCC Greenwood Center facility and the construction of an updated facility. Upon completion of the redevelopment of the existing Greenwood CCC facility, the project site will accommodate approximately 100 Corpsmembers and 20 staff members.

In order to assess the impact of the proposed project on the surrounding circulation system, LSA estimated the project trip generation, distribution, and assignment, as shown on Figure 4.17-2. Daily and peak-hour trips for the proposed project were generated using operational information provided by the DGS. As shown in Table 4.17.C, the proposed project would generate 100 ADT, 30 a.m. peak-hour trips (20 inbound and 10 outbound), and 30 p.m. peak-hour trips (10 inbound and 20 outbound).

Table 4.17.C: Project Trip Generation

Trip Type	No.	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Teachers/Staff[1]	20	60	20	0	20	0	20	20
Corpsmembers[2]	100	40	0	10	10	10	0	10
Total		**100**	**20**	**10**	**30**	**10**	**20**	**30**

Note: Trip generation is based on information from the California Department of General Services.

[1] 20 teachers/staff will commute. Commuters are assumed to arrive during the a.m. peak hour and depart during the p.m. peak hour. Approximately half of the teachers/staff could leave and return during non-peak hours.

[2] 100 Corpsmembers will be housed on site (no daily or peak-hour commute trips). However, 90 Corpsmembers and 6 staff are anticipated to work off site. Vans, pickup trucks, and other passenger vehicles will be utilized by the 96 Corpsmembers/staff for off-site work. An average vehicle occupancy of 5 persons has been assumed (e.g., 20 total daily vehicles). For purposes of this analysis, half of the outbound trips would occur during the a.m. peak hour, half of the inbound trips would occur during the p.m. peak hour, and the remaining inbound/outbound trips would occur during non-peak hours.

ADT = average daily traffic
Corps = California Conservation Corps

The existing plus project analysis was conducted based on the trips generated from the 100 Corpsmembers and 20 staff members added to the existing setting, as shown on Figure 4.17-2.

Table 4.17.D summarizes the LOS for the study area intersection in the existing plus project condition. As shown on Table 4.17.D, the San Martin Creek Road–Derrick Lane/Georgetown Road (SR-193) intersection is anticipated to operate at a satisfactory LOS with implementation of the project in the existing condition.

The project site is located in Greenwood, an unincorporated community in El Dorado County with nominal development within a 5 mi radius. The majority of land uses within the vicinity of the project site are rural residential dwellings units. Additionally, the closest larger community is Georgetown, approximately 5 mi away from the CCC Greenwood facility. As such, existing transit, pedestrian, and bicycle facilities are not provided within the vicinity of the project site.

Table 4.17.D: Existing Plus Project Intersection LOS Summary

Intersection	Existing Baseline				Existing Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
San Martin Creek Road–Derrick Lane/ Georgetown Road (SR-193)	10.4	B	8.8	A	10.2	B	10.4	B

LOS = level of service
sec = seconds
SR-193 = State Route 193

The proposed project does not preclude the Transportation and Circulation Element of the El Dorado County General Plan. Although the project would not create new off-site infrastructure for transit, pedestrians, or bicycles, it would provide new and/or rehabilitated on-site amenities such as parking, roadways, and pedestrian linkages. Therefore, the project does not conflict with programs, plans, or policies related to mobility in the County's General Plan.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

State CEQA Guidelines Section 15064.3, subdivision (b), states that for land use projects, transportation impacts are to be measured by evaluating the project's VMT, as outlined in the following:

> *Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*

Since the County does not provide defined thresholds for VMT (and has until June 1, 2020, to do so), the project cannot be analyzed or concluded at this point on the basis of VMT.

Furthermore, the CCC Greenwood facility Corpsmembers live and recreate on site during non-working hours. During working hours, they will travel to off-site worksites via multi-passenger pickup trucks and vans. As a result of extensive carpooling and nominal vehicle use, the project would generate a minimal increase in traffic and therefore would generate VMT consistent with the previous CCC facility and a low VMT profile.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

The project site is accessed via San Martin Creek Road on the north side of Georgetown Road (SR-193). The proposed project will continue to use this access. The project will repave the existing internal roadway network and lay down new concrete on the existing pedestrian facility, increasing the safety zone along these facilities. In addition, the project will upgrade the facility buildings to achieve a ZNE status and LEED "Silver" certification.

The proposed project will also provide five surface parking lots with a total of 111 parking spaces (including five Americans with Disabilities Act [ADA] parking spaces). The surface parking lots will be designed to provide ease of access to on-site buildings and meet all County parking stall design standards. As such, the project would not substantially increase hazards for vehicles due to a geometric design feature or incompatible uses, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project result in inadequate emergency access?

As a result of the redevelopment of the existing CCC Greenwood facility, the project site will continue to be accessed via San Martin Creek Road; therefore, emergency access would be provided from Georgetown Road (SR-193). Since the project will not change the existing configuration of the project site, emergency access to the site would not be affected. The proposed project will continue to provide adequate emergency vehicle access to the project site, and impacts associated with emergency access would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	☑
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 in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☑

4.18.1 Environmental Setting

The project site is located within the ancestral territory of the Nisenan (Southern Maidu) Indians.

4.18.2 Regulatory Setting

The proposed project is subject to compliance with AB 52. As required under CEQA, specifically PRC 21080.3.1 and the Chapter 532 Statutes of 2014 (i.e., AB 52), Native American consultation is required for any CEQA project that has a Notice of Preparation, a Notice of Negative Declaration, or a Notice of Mitigated Negative Declaration filed on or after July 1, 2015.

4.18.3 Impact Analysis

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

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

A records search of the project site was conducted on June 10, 2019, at the Northwest Information Center (NWIC). On June 10, 2019, a field survey of the project site was conducted. No cultural resources have been previously recorded in the project site. No cultural resources

were identified during the field survey. As such, there are no cultural resources within the project site that are listed or eligible for listing in the California Register or in a local register that would be impacted by the proposed project. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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 in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Native American consultation per AB 52 was conducted for the proposed project. The Native American Heritage Commission (NAHC) was contacted on September 9, 2019, to conduct a Sacred Lands File (SLF) search and provide a Native American Tribal Consultation List for the project site. The NAHC responded on September 24, 2019, stating that an SLF search was completed for the project site with negative results. The NAHC also recommended that eight Native American individuals representing the Miwok/Maidu, Miwok, and Maidu groups be contacted for information regarding cultural resources that could be affected by the proposed project.

The following Native American tribes, groups, and individuals were contacted via letter sent on September 27, 2019:

- Colfax-Todds Valley Consolidated Tribe, Pamela Cubbler, Treasurer
- Colfax-Todds Valley Consolidated Tribe, Clyde Proute, Chairman
- Ione Band of Miwok Indians, Sara Dutschke Setchwaelo, Chairperson
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Cosme A. Valdez, Chairperson
- Shingle Springs Band of Miwok Indians, Regina Cuellar, Chairperson
- Tsi Akim Maidu, Grayson Coney, Cultural Director
- Tsi Akim Maidu, Don Ryberg, Chairperson
- United Auburn Indian Community of Auburn Rancheria, Gene Whitehouse, Chairperson

Letters addressed to Mr. Coney and Chairperson Ryberg of the Tsi-Akim Maidu were unable to be delivered. The initial letters mailed to these two individuals were returned as undeliverable with a forwarding address. As such, the letters were sent via Certified Mail to the forwarding address on October 16, 2019. The letters were again returned as undeliverable on November 7, 2019. All other project notification letters were successfully delivered.

One response was received as a result of the project notification letters. In a letter dated November 5, 2019, Daniel Fonseca of the Shingle Springs Band of Miwok Indians stated that the tribe is not aware of any known cultural resources on the project site but requested continued consultation through updates as the project progresses. Mr. Fonseca also requested any and all completed record searches and surveys for the project, and asked to be updated if new information or human remains are found during progress of the project. A representative from the CCC forwarded the cultural resources technical memorandum for the project to the Tribe, as requested.

No additional responses were received as a result of the project notification letters.

The SLF failed to identify any sacred lands or tribal resources in or near the project site, and no sacred lands or tribal cultural resources were identified as a result of the Native American consultation process. As such, there would be no impact to tribal cultural resources as a result of the proposed project. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☑	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

4.19.1 Environmental Setting

4.19.1.1 Wastewater Service

El Dorado County does not provide public wastewater service to the project site. Wastewater is currently collected on the site through an existing infrastructure system and is conveyed to existing septic/leach fields.

4.19.1.2 Water Service

The Georgetown Divide Public Utility District (GDPUD) provides water service to the project site via an 8-inch water main within SR-193, which connects to an existing 4-inch water line that brings water to the project site.

The GDPUD is El Dorado County's second largest public water purveyor in terms of area served and amount of water delivered. The service area of GDPUD encompasses 75,000 ac and provides service to the communities of Georgetown, Garden Valley, Greenwood, Cool, Auburn Lake Trail, Pilot Hill, and Kelsey. The GDPUD water supply is obtained from the Stumpy Meadows Reservoir, which has an existing capacity of 20,000 acre-feet, and as of September 25, 2019, has 18,102 acre-feet of water stored. Per discussions with GDPUD staff[1], the CCC Greenwood Campus is currently demanding 250

[1] Personal communication. October 7, 2019. Telephone call with LSA's Chris Graham and GDPUD Steven Palmer.

gallons of water per person per day, which equates to 8,121,250 gallons of water per year, or 24.9 acre-feet of water per year.[1]

4.19.1.3 Solid Waste

The Union Mine Landfill is an active landfill in El Dorado County. However, this landfill only accepts processed sewage sludge wastes from septic tanks. Solid waste generated in El Dorado County (including the project site) is disposed of at the Lockwood Regional Landfill in Reno, Nevada. The Lockwood Regional Landfill imports 5,000 tons of solid waste per day, has a 302.5-million-cubic-yard capacity, and as of 2010, had a total solid waste volume of 32.8 million cubic yards.[2] In 2018, El Dorado County exported 7,093.10 tons of solid waste to the Lockwood Regional Landfill.[3] Waste Management, Inc., which owns the Lockwood Regional Landfill, has plans to expand the facility by 1,000 ac by 2025, which would increase the landfill's capacity by an additional 200 million tons of solid waste, thereby extending the life of the landfill by 200 years.

Based on a solid waste generation rate of 4.2 pounds per day per employee (El Dorado County 2003), the 70 Corpsmembers and 14 staff occupying the project site under existing conditions are generating 352.8 pounds of solid waste per day (or 0.1764 ton per day)

4.19.1.4 Electricity

Electricity is provided to the project site via above-ground power lines owned, operated, and maintained by Pacific Gas and Electric Company (PG&E). An overhead utility line runs along the east side of the project site (near the entrance road).

4.19.1.5 Natural Gas/Propane

PG&E supplies natural gas to the west slope of El Dorado County; however, distribution lines only extend from Sacramento County to the community of El Dorado Hills and the El Dorado Hills Business Park. All other areas in El Dorado County either use all electrical energy or use propane in place of natural gas. The proposed project currently uses propane tanks.

4.19.1.6 Telecommunications

SBC provides telephone service in El Dorado County and at the project site. AT&T/Comcast provides cable television and broadband internet service to the project site.

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1 The CCC Greenwood Campus is currently occupied by 75 Corpsmembers and 14 staff for a total of 89. As such, the water demand is based on the following calculation: 89*250*365 = 8,121,250 gallons per day or 24.9 acre-feet of water per year.

2 Nevada Division of Environmental Protection, Fact Sheet, Lockwood Regional Landfill. Website: https://ndep.nv.gov/uploads/land-waste-solid-fac-docs/lockwood-fact-sheet.pdf (accessed October 4, 2019).

3 California Department of Resources Recycling and Recovery (CalRecycle), Disposal Export by County 2018, El Dorado County. Website: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Statewide/ExportByCounty (accessed October 4, 2019).

4.19.2 Regulatory Setting

4.19.2.1 State Regulations

California Commercial Recycling Law (AB 341). AB 341, which took effect in 2012, requires all businesses generating 4 cubic yards or more of refuse each week to recycle. The bill was established to reduce GHG emissions and conserve landfill capacity.

California Department of Water Resources (DWR). The DWR has extensive authority to manage the State's water resources. The DWR conducts regional water planning management and oversees a variety of health- and safety-related measures, including the safety of dams.

The California Integrated Waste Management Act of 1989 (AB 939). AB 939 requires all cities and counties to develop a Source Reduction and Recycling Element for diverting 50 percent of their solid waste from landfills.

California Water Conservation Act of 2009. The California Water Conservation Act of 2009 requires the State to reduce urban per capita water consumption by 20 percent by December 31, 2020. This bill requires that all water suppliers increase their water use efficiency through the development of urban water use targets and an interim urban water use target.

State Water Resources Control Board (SWRCB). The SWRCB is responsible for statewide regulation of water resources. The SWRCB's mission is to "ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses." The SWRCB thus has joint authority over water allocation and water quality protection.

4.19.3 Impact Analysis

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

Water. During construction, water will be needed for dust control purposes during grading activities. The demand for water during construction will be nominal (compared to existing demand) and the temporary water demand will be adequately served by GDPUD. Construction activities on the project site will be temporary and would not result in a long-term change in the water demand from GDPUD. As such, the construction or expansion of GDPUD water facilities will not be required to adequately serve the proposed project during construction activities.

Water service to the project site is currently provided by the GDPUD through an 8-inch water main located within SR-193. A 4-inch lateral water line connects to the water main in SR-193 and provides water to an existing infrastructure system within the project site. The existing infrastructure system on site will be removed as part of the proposed project, and a new distribution system will be constructed. New underground water lines will serve the project site from the existing 4-inch lateral water line and will provide domestic water, irrigation and fire water. As noted above, water for the proposed project is from the Stumpy Meadows Reservoir and is provided by the GDPUD. Once operational, it is estimated that the proposed project will demand 33.6 acre-feet of water per year,

which is an approximately 8.7 percent increase over the existing demand of approximately 24.9 acre-feet per year.[1] GDPUD staff confirmed that GDPUD will continue to adequately supply water to the CCC Greenwood Campus once the project is completed and operational.[2] Construction and operation of the proposed project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant. No mitigation is required.

Wastewater. The amount of wastewater generated during construction will be nominal compared to existing conditions. The existing septic/leach field system will be used to treat wastewater during construction until such time when the septic/leach fields will be removed and replaced by a new septic system. Portable restrooms will also be provided on site during construction for wastewater disposal needs. Because construction will be temporary in nature and wastewater will be adequately disposed of during construction, the relocation or construction of new or expanded wastewater facilities due to project implementation will not be required.

The existing wastewater infrastructure system on the project site (including the existing septic/leach fields) will be removed. A new wastewater infrastructure system will be installed as part of the proposed project, including up to six septic/leach fields. All environmental effects related to the removal and installation of the wastewater infrastructure system has been accounted for and analyzed in this environmental document, and it has been determined that the proposed project does not result in any significant and unavoidable issues. Furthermore, the septic/leach field system will be tested and designed based on requirements of the El Dorado County Environmental Management Local Agency Management Plan (LAMP).

Construction and operation of the proposed project would not require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant. No mitigation is required.

Stormwater Drainage Facilities. The site drainage plan for the proposed project will generally conform to existing drainage patterns on the project site. The site will continue to drain in a northeast-to-southwest direction. V-gutters in surface parking lots, stormwater inlets, and underground piping will convey stormwater to LID vegetative swales and/or bioretention planters before entering the existing drainage ditches on site. Once the stormwater enters the drainage ditches, flows will be conveyed off site. The proposed project will implement Mitigation Measure WQ-1, which requires compliance with the Construction General Permit and the preparation of a SWPPP that includes implementation of construction BMPs during construction activities. Construction BMPs will include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters from the proposed

[1] Once the project is completed, the CCC Greenwood Campus will be occupied by 100 Corpsmembers and 20 staff, or 120 people. As such, the water demand is based on the following calculation: 120*250*365 = 10,950,000 gallons per day or 33.6 acre-feet of water per year.

[2] Personal communication. October 7, 2019. Telephone call with LSA's Chris Graham and GDPUD Steven Palmer.

stormwater drainage system. Examples of typical Construction BMPs included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices (e.g., gravel bags, inlet filters, fiber rolls, or silt fences) to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. Construction BMPs are recognized as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. Infiltration of stormwater can have the potential to affect groundwater quality in areas of shallow groundwater. Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Due to the depth to groundwater on the project site, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is no direct path for pollutants to reach groundwater.

During operation, the proposed project will comply with the Phase II MS4 Permit requirements (refer to Mitigation Measure WQ-3), including vegetative swales, stormwater planters, and a bioretention pond (LID BMPs). The LID BMPs will target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. According to the Phase II MS4 Permit, the project is classified as a hydromodification management project since it will create 1 ac or more of impervious surfaces. The proposed project will be subject to specific hydromodification requirements regarding the implementation of measures for site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification management. Specifically, the Phase II MS4 Permit states that post-project runoff shall not exceed estimated pre-project flow rates for the 2-year, 24-hour storm. The pre-project stormwater runoff rate is 2.8 cfs. With implementation of the proposed LID measures including vegetative swales, stormwater planters and a bioretention pond, the post-project stormwater runoff rate will be 2.8 cfs. As specified in Mitigation Measure WQ-3, a Final Drainage Report will be prepared, based on final design plans, that will detail the change in runoff resulting from the proposed project and the project's compliance with the hydromodification requirements set forth in the Phase II MS4 Permit.

Construction and operation of the proposed project will not require or result in the relocation or construction of expanded wastewater facilities aside from those already analyzed as part of the proposed project, the construction or relocation of which could cause significant environmental effects. The proposed project will implement Mitigation Measures WQ-1 and WQ-3 to reduce impacts related to water quality from storm water drainage facilities on site. With implementation of Mitigation Measures WQ-1 and WQ-3, impacts related to implementation of the on-site storm water drainage system would be less than significant.

Electricity. Construction of the proposed project will require the use of electricity; however, the electricity that will be used during construction will be nominal and will not exceed the supply PG&E currently provides at the site. Construction activities are temporary by nature; therefore, construction of the proposed project would not increase the long-term demand for electric power facilities. The relocation or construction of new or expanded PG&E facilities due to project implementation will not be required during project construction.

PG&E will continue to supply electricity to the project site; however, the proposed project will also install solar panels on the roofs of the new buildings. The solar panels will reduce the electricity demand from PG&E even with the small increase in Corpsmembers and staff occupancy on the project site. Therefore, construction and operation of the proposed project would not result in the need to relocate or construct new or expanded electric facilities, and impacts would be less than significant. No mitigation is required

Natural Gas/Propane. The existing CCC Greenwood Center currently uses propane and not natural gas. The proposed project does not include any utility improvements related to propane. Construction activities on the project site will not require the use of propane. As such, the supply of propane that exists on site will be adequate as construction on the project site occurs. Once operational, the proposed project would increase the number of Corpsmembers and staff living and working on site; however, there will be only a nominal increase in the demand for propane. The existing on-site infrastructure will be adequate to support the propane demands of the proposed project. Therefore, the project would not require or result in the relocation or construction of new or expanded propane facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

Telecommunications. Construction activities on the project site will not require the use of telecommunications systems. Telephone and cable/internet lines may need to be relocated during project construction; however, an increase in telecommunication services on the site during construction will not occur. The existing 11 buildings on the project site will be demolished and will be replaced by 11 buildings; as such, once the project is operational, the demand for on-site telecommunications will be the same as under existing conditions. SBC and AT&T/Comcast will continue to provide adequate telephone and cable/internet service at the project site. Implementation of the proposed project would not result in impacts related to the relocation or the construction of new or expanded telecommunications facilities. No mitigation would be required.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measures WQ-1 and WQ-3.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

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

As stated previously, the proposed project consists of demolishing 11 existing buildings and constructing 11 new buildings in their place. Site utility improvements, surface parking lot installation, and installation of new septic/leach fields will all occur as part of the proposed project. As discussed above in Response 4.19(a), GDPUD provides water to the project site. Once operational, the proposed project will result in an approximately 6 percent increase in water demand as compared to existing conditions. GDPUD has indicated they will continue to be able to adequately supply water to the project site (from the Stumpy Meadows Reservoir) once the site

becomes operational.[1] Therefore, the proposed project would have sufficient water supplies available to serve the proposed project during normal, dry, and multiple dry years, and impacts related to water supplies are less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The wastewater demands of the existing CCC Greenwood Center are currently served by an existing septic/leach field system. The proposed project will include the removal of the existing on-site septic/leach field system and the installation of a new one, including up to six new septic/leach fields. The wastewater system will be designed to accommodate the anticipated increase of approximately 25 Corpsmembers and 6 staff. The existing CCC Greenwood Center is not currently served by a wastewater treatment provider and neither would the proposed project. Therefore, impacts related to a wastewater treatment provider having adequate capacity to serve the proposed project's demands are not applicable, and impacts would less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The proposed project includes the demolition of 11 existing buildings on site and the construction of 11 new buildings in their place. Demolition debris from the existing buildings will need to be disposed of off site at the Lockwood Regional Landfill. A total of 126 tons of solid waste will be generated during project construction. Since the proposed project is pursuing LEED certification, a minimum of 75 percent of the construction waste must be diverted from the landfill. Therefore, the proposed project will add a maximum of 31.5 tons of waste to the landfill. Adding a *one-time* contribution of 31.5 tons of waste to the Lockwood Regional Landfill, which imports approximately 5,000 tons of solid waste *per day,* will be nominal. Once the project is operational, the proposed project would generate an estimated 504 pounds of solid waste per day (or 0.252 ton per day). Under existing conditions, the project site generated an estimated 0.1764 ton of solid waste per day that is already disposed of at Lockwood Regional Landfill. Adding 0.0756 ton per day of additional solid waste generated by the proposed project would comprise approximately 0.0051512 percent of

[1] Personal communication. October 7, 2019. Telephone call with LSA's Chris Graham and GDPUD Steven Palmer.

the maximum throughput of 5,000 tons per day at the Lockwood Regional Landfill. Based on the amount of solid waste generated during project construction and operation, it is anticipated that the Lockwood Regional Landfill will adequately serve the project for solid waste disposal needs. The proposed project would also comply with State and local standards in regards to solid waste. Therefore, solid waste generated by the proposed project would not exceed the capacity of the Lockwood Regional Landfill, and implementation of the proposed project would result in a less than significant impact with respect to the generation of solid waste and compliance with State and local standards. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

AB 939 changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 was passed in 2011, which established a 75 percent recycling goal by 2020. The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal and State law. In addition, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the Lockwood Regional Landfill, which is the landfill currently serving the project site. Therefore, the proposed project would result in a less than significant impact related to federal, State, and local statues and regulations related to solid wastes. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.20 WILDFIRE

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

4.20.1 Environmental Setting

The project site is located in a semi-rural area of El Dorado County and land surrounding the project site is semi-developed with large-lot, single-family residential units, local access roads and driveways, and dense woods. Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, and weather susceptible to risks associated with uncontrolled fires. Wildland fires can be started by lightning, improperly managed campfires, cigarettes, sparks from automobiles, and other ignition sources. The project site and surrounding land possess the conditions necessary to sustain a wildfire. According to the CAL FIRE Hazard Severity Zone Map for El Dorado County, the project site is located within a High Fire Severity Zone, and is located within an SRA (CAL FIRE 2007).

On September 3, 2019, an 85 ac wildfire, named the Country Fire, started 2.5 mi west of the project site. The Amador-El Dorado CAL FIRE Unit was the lead agency responding to the fire, and cooperating agencies included the EDCSO, CHP, USFS, Georgetown Fire Department, the Rescue Fire Protection District, the El Dorado Hills Fire Department, and the Garden Valley Fire Protection District. The fire was 100 percent contained within three days of its ignition date and resulted in the loss of four buildings; in addition, no human fatalities occurred.[1]

[1] California Department of Forestry and Fire Protection (CAL FIRE). Incident Page, Country Fire. Website: https://www.fire.ca.gov/incidents/2019/9/3/country-fire/#incident-news (accessed September 6, 2019).

4.20.2 Regulatory Setting

4.20.2.1 State Regulations

California Department of Forestry and Fire Protection (CAL FIRE). CAL FIRE publishes maps that predict the threat of fire for each county within the State. Local Responsibility Areas and State or Federal Responsibility Areas are classified as either Very High Fire Hazard Severity Zones (VHFHSZ) or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The 2012 Strategic Fire Plan for California was generated by CAL FIRE to provide guidelines and objectives in order to account for associated fire impacts.

California Fire Code. The 2019 California Fire Code Title 24, Part 9 includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Several fire safety requirements include: installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

4.20.3 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Please refer to the analysis/discussion under Response 4.9(f), Hazards and Hazardous Materials. The proposed project does not include any features that will substantially impair the El Dorado County Local Hazard Mitigation Plan or any emergency evacuation plans applicable to the project area. Impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site is located in a semi-rural portion of El Dorado County, within an SRA, and is categorized as a High Fire Hazard Severity Zone (HFHSZ), as defined by CAL FIRE and the Fire Hazard Severity Zone Map program. The project site, where most of the development will occur, is relatively flat; however, there are sloped areas around the proposed development that are covered in dense woodlands. The sloped terrain, occupied by woodlands, surrounding the project site will be the most susceptible to wildfires and/or the uncontrolled spread of wildfires. Due to the varying terrain of the western slope of the Sierra Nevada foothills, prevailing winds at the project site vary and can be influenced during wildfire conflagrations. Smoke from nearby wildfires could settle in the vicinity of the project site; however, due to varying winds, it is anticipated that smoke inundation at the site will only be temporary. If smoke were to settle over the site for a long period of time, occupants of the site will protect themselves through the use of N95 or P100 respirators, ensuring

that all building windows and doors are closed to preserve indoor air quality, and reducing activities that increase indoor air pollution.

The proposed project will implement defensible space standards per PRC Section 4291 and CAL FIRE Defensible Space as described in Section 4.9.f. of this environmental document. The proposed project will also implement current CBC standards with the goal of reducing the spread of fires if one was to occur on the project site. Finally, a Wildland Fire Safe Plan (WFSP) will be prepared as required by Mitigation Measure HAZ-2, which requires the implementation of site-specific measures to reduce the project site's susceptibility to fires. Based on implementation of such design features, the proposed project will not increase or exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire. In fact, given that the existing development was built before current defensible space standards were adopted, the proposed project will reduce the proposed project's susceptibility to wildfires over existing conditions. Impacts associated with exacerbating wildfire risks and the associated side effects, such as the concentration of air pollutants, would be less than significant with implementation of Mitigation Measure HAZ-2, and no additional mitigation will be required.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Implementation of Mitigation Measure HAZ-2.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The proposed project is located in an SRA and is on land classified as HFHSZ. The proposed project will require the installation of new water and sewer infrastructure as well as improvements to the internal circulation of the site. On-site electrical lines as well as other utilities will be underground, will be extended throughout the site, and will connect to existing off-site infrastructure. The design and implementation of utility improvements will be reviewed and approved by the State Fire Marshal to ensure the proposed project is compliant with all applicable design standards and regulations. The proposed project will not include infrastructure that will exacerbate fire risk or that will result in impacts to the environment above and beyond what is analyzed throughout this environmental document, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is relatively flat; however, some areas where the project footprint is located are sloped and covered in dense vegetation. The surrounding terrain is hilly and slopes toward the area where the project site is located. Beyond the project site, the hilly terrain slopes toward SR-193 and a natural canyon in a south-to-southwest direction.

The project site is located in a HFHSZ. If a fire were to occur to the north or northeast of the CCC Greenwood Center, a post-fire flood, landslide, or slope instability could expose people or structures to injury and damage. Typically, after wildfire spreads through an area and is extinguished, surveys are conducted to determine the stability of terrain surrounding developed areas to determine post-fire debris-flow hazards. The United States Geological Survey (USGS) currently conducts post-fire debris-flow hazard assessments for select fires in the Western United States.[1] Site-specific modeling (through the application of empirical equations[2]) can also be conducted to determine susceptibility to debris-flow hazards during post-fire events. Examples of measures to reduce the potential for post-fire debris flows may include, but not be limited to the following[3]:

- Treating wildfire burn areas to control storm water runoff prior to winter rains
- Restoring wildfire areas using BMPs, which includes planting native vegetation cover or encouraging the re-growth of native species as soon as possible to aid in control of stormwater runoff
- Removing dead, woody vegetation along watercourses following a catastrophic fire to reduce the potential flood hazard

Such measures will be implemented by the agency or jurisdiction responsible for the area burned by the wildland fire (e.g., El Dorado County, USFS, CAL FIRE).

As described in Mitigation Measure HAZ-2, a WFSP will be prepared for the project site that will include modeling using empirical formulas to determine the susceptibility of the project site to post-fire debris flows. Methods to reduce impacts to the site can then be implemented based on the modeling results to reduce injuries to people or structures on site due to post-fire instability, drainage changes, or landslides. Therefore, potentially significant impacts would be reduced to less than significant with mitigation.

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1 United States Geological Survey (USGS). Emergency Assessment of Post-Fire Debris-Flow Hazards. Website: https://landslides.usgs.gov/hazards/postfire_debrisflow/ (accessed September 10, 2019).

2 Two empirical equations (the likelihood model and the volume model) are combined to determine the debris flow hazard of a recently burned area. These equations can be obtained through the United States Geological Survey website (https://landslides.usgs.gov/hazards/postfire_debrisflow/background 2016.php).

3 State of California Governor's Office of Planning and Research, Fire Hazard Planning General Plan Technical Advice Series. Website: http://opr.ca.gov/docs/Final_6.26.15.pdf (accessed October 4, 2019).

Significance Determination: Potentially Significant Impact

Mitigation Measures: Implementation of Mitigation Measure HAZ-2.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

4.21.1 Impact Analysis

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As described in Section 4.4, Biological Resources, no State or federally listed plant or wildlife species were observed or are known to occur on the project site; however, the montane hardwood-conifer woodland and gabbro/serpentine meadow may provide suitable habitat for several special-status species. Montane hardwood-conifer woodland habitat within the project area has the potential to support northern goshawk and a variety of nesting and migratory bird species. Project implementation would result in the removal of several native trees. Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in “take”, which is prohibited under the MBTA and Section 3513 of the California Fish and Game Code. The California Fish and Game Code also prohibits take or destruction of bird nests or eggs. Mitigation Measure BIO-1 shall be implemented to reduce the potential for impacts to special-status wildlife species and migratory birds. With implementation of Mitigation Measure BIO-1, impacts would be less than significant.

Additionally, the gabbro/serpentine meadow within the project area has the potential to support a number of sensitive plant species endemic to gabbro/serpentine soils, including Jepson’s onion, Van Zuuk’s morning glory, Butte County fritillary, El Dorado bedstraw, Layne’s ragwort, and El Dorado County mule ears. These sensitive plant species have the potential to occur in the leach fields; however, none were observed in field surveys because the timing of the surveys (occurring in September 2019) was outside the normal blooming period for these species. Potential for these

species to occur in the planned leach fields cannot be precluded; as such, Mitigation Measure BIO-2 (which requires that a focused survey for special-status plant species be conducted) shall be implemented to reduce the potential for impacts to special-status plant species. With implementation of Mitigation Measure BIO-2, impacts would be less than significant.

As stated in Section 4.5, Cultural Resources, based on a records search and on-site field survey, no archaeological resources are within the project site. There have been 35 historic-period cultural resources recorded within 0.5 mi of the project site. As such, it is possible that the proposed project would impact previously unrecorded archaeological deposits that may be considered historical or unique archaeological resources per CEQA. In the event any previously unidentified archaeological resources are discovered during ground-disturbing activities, work in the area would cease and deposits would be treated in accordance with federal and State guidelines as specified in Mitigation Measure CULT-1. Implementation of Mitigation Measure CULT-1 would reduce the potential for impacts associated with the inadvertent discovery of unknown archaeological resources to a less than significant level.

No human remains or burial sites were identified during the field survey. A search of the SLF by the NAHC failed to indicate the presence of Native American cultural resources in the project site. No human burials have been previously recorded within 0.5 mi of the project site. However, there is a possibility that unanticipated human remains may be encountered during ground-disturbing project-related activities. The implementation of Mitigation Measure CULT-2 would reduce the potential for impacts to unknown buried human remains to a less than significant level.

Therefore, with implementation of the mitigation measures noted above, the potential for the proposed project 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 a major period of California history or prehistory would be less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measures BIO-1, BIO-2, CULT-1, and CULT-2.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Section 15065(a)(3) of the *State CEQA Guidelines* states that a project's cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonable foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonable foreseeable projects or programs that are not incorporated

into baseline or existing conditions. Section 15355 of the *State CEQA Guidelines* defines a cumulative impact as an impact that is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts.

The proposed project is located in a rural portion of El Dorado County. Due to the rural setting of the proposed project, the project itself only has localized impacts. The project would not generate regional impacts and therefore would not contribute to cumulative impacts in the project area of El Dorado County. As such, cumulative impacts associated with the proposed project would be less than significant. No additional mitigation to address cumulative impacts is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

This IS/MND evaluates the proposed project's potential impacts to aesthetics, air quality, agricultural and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. Based on the proposed project description and the environmental analysis provided for each of these issue areas, implementation of the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because all potentially significant impacts of the proposed project can be mitigated to less than significant levels.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No additional mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

5.0 LIST OF PREPARERS

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6.3 PERSONAL COMMUNICATIONS

Personal communication. September 4, 2019. Email communication from Counts Unlimited, Inc. with collected count data attachment.

Personal communication. September 13, 2019. Email communication from Associate Planner Efren Sanchez, El Dorado County Planning and Building Department. (Due to its sensitive nature, the following document is not currently available on the County's Planning Services webpage: El Dorado County Sheriff's Office of Emergency Services. July 2018. El Dorado County Local Hazard Mitigation Plan.)

Personal communication. September 26, 2019. Email communication from GVFPD Chief Clive Savacool.

Personal communication. September 2019. Email communication from Charles Krafka of Cunningham Engineering Corporation.

Personal communication. October 7, 2019. Telephone call with LSA's Chris Graham and GDPUD Steven Palmer.

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