

# **PUBLIC SAFETY FACILITY PROJECT**

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SCH # 2015062046

## **FINAL ENVIRONMENTAL IMPACT REPORT**

PREPARED FOR  
**EL DORADO COUNTY**



FEBRUARY 2016

PREPARED BY



1501 SPORTS DRIVE, SUITE A, SACRAMENTO, CA 95834

# **Public Safety Facility Project Final Environmental Impact Report**

SCH# 2015062046

## **Lead Agency:**

El Dorado County  
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February 2016

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## 1. INTRODUCTION AND LIST OF COMMENTERS

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# 1

## INTRODUCTION AND LIST OF COMMENTERS

### 1.1 INTRODUCTION

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This Final Environmental Impact Report (EIR) contains agency and resident comments received during the public review period for the Public Safety Facility Project Draft EIR. This document has been prepared by El Dorado County, as Lead Agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, Section 15132. This Introduction and List of Commenters chapter of the Final EIR discusses the background of the Draft EIR and purpose of the Final EIR, identifies the comment letters received on the Draft EIR, and provides an overview of the Final EIR's organization.

### 1.2 BACKGROUND

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The Draft EIR identifies the proposed project's potential impacts and the mitigation measures that are required. The following environmental analysis chapters are contained in the Public Safety Facility Project Draft EIR:

- Aesthetics;
- Air Quality and Greenhouse Gas Emissions;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Transportation and Circulation;
- Utilities; and
- Alternatives

In accordance with CEQA, El Dorado County used the following methods to solicit public input on the Draft EIR: a Notice of Preparation (NOP) for the Draft EIR was released for a 30-day review from June 16, 2015 to July 15, 2015. A public scoping meeting was held by the County on July 9, 2015 for the purpose of informing the public and receiving comments on the scope of the environmental analysis to be prepared for the proposed project. An amended NOP was subsequently circulated, starting on July 24, 2015 and ending August 24, 2015, to inform the public of an amendment to the project description to include an approximately 7-acre solar farm within the western portion of the project site.

A Notice of Availability (NOA) of the Draft EIR was published in the Mountain Democrat on December 11, 2015 and mailed to property owners within 1-mile radius of the project site. The Draft EIR was sent to the State Clearinghouse for distribution on December 14, 2015 for the 45-day public review period, which ended on January 28, 2016. The Draft EIR was also posted on the El Dorado County website, and printed copies of the document were made available for review at the El Dorado County Community Development Agency, Development Services Division, located at 2850 Fairlane Court, Building C, Placerville.

### **1.3 PURPOSE OF THE FINAL EIR**

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Under CEQA Guidelines, Section 15132, the Final EIR shall consist of:

1. The Draft EIR or a revision of the Draft.
2. Comments and recommendations received on the Draft EIR.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The responses to significant environmental points raised in the review process.
5. Any other information added by the Lead Agency.

As required by CEQA Guidelines, Section 15090(a)(1)-(3), a Lead Agency must make the following three determinations in certifying a Final EIR:

1. The Final EIR has been completed in compliance with CEQA.
2. The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
3. The Final EIR reflects the Lead Agency's independent judgment and analysis.

Under CEQA Guidelines, Section 15091, a public agency shall not approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects. Findings of Fact must be accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the records. The Findings of Fact have been prepared for this EIR and will be presented to the County Board of Supervisors for their review and consideration during the public hearing(s) for the project, at which time they will decide whether to certify the EIR for the Public Safety Facility Project.

In addition, pursuant to CEQA Guidelines, Section 15093(b), when a Lead Agency approves a project that would result in significant unavoidable impacts, the agency must state in writing the reasons supporting the action (Statement of Overriding Considerations). The Statement of Overriding Considerations shall be supported by substantial evidence. Here, the proposed project would result in a temporary significant and unavoidable impact related to construction noise; thus, a Statement of Overriding Considerations must be adopted if the project is approved. The Statement of Overriding Considerations has been prepared for this EIR and will be presented to the County Board of Supervisors for their review and consideration during the public hearing(s) for the

project, at which time they will decide whether to certify the EIR for the Public Safety Facility Project.

#### **1.4 LIST OF COMMENTERS**

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El Dorado County received seven comment letters during the public comment period on the Draft EIR for the proposed project. The comment letters were authored by the following agencies and residents:

##### **Agency**

Letter 1.....Jeffrey Morneau, California Department of Transportation  
Letter 2..... Stephanie Tadlock, Central Valley Regional Water Quality Control Board  
Letter 3.....Scott Morgan, Governor’s Office of Planning and Research

##### **Resident**

Letter 4..... Kim Morgan, Resident  
Letter 5..... Kathleen Wollman Murillo, Resident  
Letter 6..... Camille Preciado, Resident  
Letter 7.....Louis Tirapelle, Resident

#### **1.5 ORGANIZATION OF THE FINAL EIR**

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The Final EIR is organized into the following chapters:

##### **1. Introduction and List of Commenters**

Chapter 1 provides an introduction and overview of the document, describing the background and organization of the Final EIR. Chapter 1 also provides a list of commenters who submitted letters in response to the Draft EIR.

##### **2. Revisions to the Draft EIR Text**

Chapter 2 summarizes changes made to the Draft EIR text either in response to comment letters or other clarifications/amplifications of the analysis in the Draft EIR that do not change the intent of the analysis or effectiveness of mitigation measures.

##### **3. Responses to Comments**

Chapter 3 presents the comment letters received and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1

would have the following format: 1-1. The response to each comment will reference the comment number.

#### **4. Mitigation Monitoring and Reporting Program**

CEQA Guidelines, Section 15097, requires lead agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The intent of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure implementation of the mitigation measures identified within the EIR for the Public Safety Facility Project.

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## 2. REVISIONS TO THE DRAFT EIR TEXT

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## 2

## REVISIONS TO THE DRAFT EIR TEXT

### 2.1 INTRODUCTION

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The Revisions to the Draft EIR Text chapter presents minor corrections, additions, and revisions made to the Draft EIR as a result of public comments.

The below changes to the Draft EIR represent minor clarifications/amplifications of the analysis contained in the Draft EIR and do not constitute significant new information that, in accordance with CEQA Guidelines, Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

### 2.2 DESCRIPTION OF CHANGES

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New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

### 4.6 HAZARDS AND HAZARDOUS MATERIALS

Page 4.6-13, Impact 4.6-1, under the header entitled “Public Safety Facility Uses”, the following paragraph has been added for clarification purposes:

#### Automotive Bays

Vehicle maintenance for the Public Safety Facility will be located in the SWAT, Search and Rescue, and radio shop building. Maintenance would be carried out on both automobiles and boats. Although not yet designed, the building is anticipated to include two service bays. Automotive and boat maintenance could be expected to involve substances such as motor oil, radiator fluid, tires, etc. If the automotive and boat maintenance shop will store reportable quantities of hazardous materials (55 gallons) or generate hazardous waste, prior to commencing operations the operator(s) must comply with the following standard County Environmental Management Department requirements:

- Prepare, submit and implement a hazardous materials business plan and pay appropriate fees.
- Obtain a hazardous waste generator identification number from the California Department of Toxic Substances Control.
- Train all employees to properly handle hazardous materials and wastes.
- Implement proper hazardous materials and hazardous waste storage methods in accordance with the Uniform Fire Code and Uniform Building Code.

The above changes are for clarification purposes only and do not change the technical analysis prepared for the project. Accordingly, the revisions do not alter the conclusions of the Draft EIR.

## 4.9 NOISE

Page 4.9-22, Mitigation Measure 4.9-1, has been revised as follows:

- 4.9-1 *The following criteria shall be included in the grading plan submitted by the applicant for review and approval by the El Dorado County Community Development Agency prior to issuance of grading permits:*
- A. *Equipment shall be well maintained with effective exhaust mufflers and intake silencers where applicable. Mufflers shall meet the equipment manufacturer's specifications and be free of rust, holes, and exhaust leaks. Construction contractors should select the quietest equipment possible with included optional noise control measures where feasible.*
  - B. *Construction techniques and equipment that minimizes noise and vibration will be implemented into the construction plan.*
  - C. *Combine noisy operations to occur during the same period, when feasible. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.*
  - D. *Plan noisiest equipment and activities during daytime hours with the highest background sound levels.*
  - E. *To the extent feasible, place the loudest equipment and activities on the construction area as far as possible from noise-sensitive locations.*
  - F. *Contractors shall utilize existing site electrical power where possible to avoid operating diesel-powered generators.*
  - G. *Avoid excessive engine revving using lower engine speed where possible and turn off idling equipment. Do not use engine braking. Haul trucks should coast by residential properties under as low of engine speed as possible while avoiding heavy braking.*
  - H. *The contractor shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem to the satisfaction of the El Dorado County Community Development Agency. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*

*The above measures shall be utilized during construction, to the extent feasible, as determined by the El Dorado County Community Development Agency.*

The above changes are for clarification purposes only and do not change the technical analysis prepared for the project. Accordingly, the revisions do not alter the conclusions of the Draft EIR.

#### 4.10 TRANSPORTATION AND CIRCULATION

For clarification purposes, page 4.10-49 of Chapter 4.10, Transportation and Circulation, is hereby revised as follows:

Mitigation Measure(s)

Payment of the countywide TIM fees for the project would constitute the project’s fair share contribution toward these improvements. Mitigation Measures 4.10-7(a) through (c) are consistent with item (2) of County Policy TC-Xf, which states that for non-residential projects which trigger the County’s thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County’s 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts; and the resultant finding for this impact is *less than cumulatively considerable*. Implementation of the following mitigation measures would improve the LOS for the signalized intersections as shown in Tables 4.10-9A and 4.10-9B.

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>AM Peak Hour</u>		<u>AM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>18.9</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>17.5</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>13.9</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>30.2</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>22.8</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>14.1</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>14.9</u> <u>(16.5)</u>	<u>B</u> <u>(C)</u>	<u>12.9</u> <u>(18.6)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>17.5</u>	<u>C</u>	<u>23.2</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>10.9</u>	<u>A</u>	<u>9.5</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>D</u>	<u>45.1</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>C</u>	<u>20.2</u>	<u>C</u>	<u>25.2</u>
<u>Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)</u>					
<u>Source: KD Anderson &amp; Associates, Inc., 2015.</u>					

**Table 4.10-9B**  
**Mitigated PM Peak Hour Level of Service at Intersections**  
**Year 2025 and Year 2035 Plus Project Conditions**

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>PM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>B</u>	<u>16.4</u>	<u>B</u>	<u>18.3</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>C</u>	<u>25.1</u>	<u>C</u>	<u>26.9</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>12.4</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>D</u>	<u>35.8</u>	<u>E</u>	<u>63.3</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>C</u>	<u>29.1</u>	<u>D</u>	<u>33.4</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>15.7</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>11.6</u> <u>(20.2)</u>	<u>B</u> <u>(C)</u>	<u>12.7</u> <u>(23.5)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>13.4</u>	<u>B</u>	<u>12.9</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>14.4</u>	<u>B</u>	<u>14.6</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>D</u>	<u>37.2</u>	<u>C</u>	<u>21.0</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>E</u>	<u>46.4</u>
<u>Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)</u>					
<u>Source: KD Anderson &amp; Associates, Inc., 2015.</u>					

The above changes are for clarification purposes only and do not change the technical analysis prepared for the project. Accordingly, the revisions do not alter the conclusions of the Draft EIR.

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### 3. RESPONSES TO COMMENTS

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**3**

**RESPONSES TO COMMENTS**

This chapter contains written responses to each of the comment letters submitted regarding the Public Safety Facility Project Draft Environmental Impact Report (EIR).

# Letter 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

## DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO AREA OFFICE  
2379 GATEWAY OAKS DRIVE, STE 150 - MS 19  
SACRAMENTO, CA 95833  
PHONE (916) 274-0638  
FAX (916) 263-1796  
TTY 711



*Serious drought.  
Help save water!*

January 27, 2016

032015-ELD-0054

03-ELD-49/11.236

SCH# 2015062046

Mr. Bob Christensen  
County of El Dorado  
Facilities Division  
3000 Fairlane Court, Suite One  
Placerville, CA 95667

### Public Safety Facility Project – Draft Environmental Impact Report (DEIR)

Dear Mr. Christensen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this parcel map application for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the state's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

1-1

The proposed project includes the development of a multi-building Public Safety Facility on approximately 11-acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet. The project would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the site located north of Industrial Drive is not proposed for development as part of this project. The project site is located 0.6 miles from State Route (SR) 49/Missouri Flat Road at Industrial Drive/Merchandise Way in the Diamond Springs area. The following comments are based on the Draft Environmental Impact Report (DEIR).

1-2

#### **Traffic Operations**

- *Mitigation Measure 4.10-3(c), Pleasant Valley Road at SR 49 (page 2-34, Table 2-1):*  
"Installation of a traffic signal will maintain acceptable levels of service at the intersection

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

**Letter 1  
cont'd**

Mr. Bob Christensen /El Dorado County  
January 27, 2015  
Page 2

**1-2  
cont'd**

during the AM peak hour (LOS C – 20.2 seconds)." Due to the close proximity to Forni Road, a signal may not be the best solution at this intersection. A detailed simulated analysis of the intersection and its interaction with Forni Road is necessary before a signal is considered. Per Traffic Operations Policy Directive 13-02, all projects on state facilities need to identify effective intersection traffic control strategies and alternative treatments. A potential alternative at this intersection is a roundabout.

**1-3**

- *Mitigation Measure 4.10-3(d), Pleasant Valley Road/Forni Road:* "Installation of a two-way-left turn lane identified in the County's CIP will allow for the intersection to operate at LOS D (26.5 seconds) in the AM peak hour." We understand this project is no longer part of the County's Capital Improvement Program (CIP). Thus, alternative mitigation should be provided.

**1-4**

- *Study Area Intersections – Pleasant Valley Road (SR 49)/Forni Road (Appendix K, page 5):* The description of this intersection indicates that the spacing between Pleasant Valley Road/SR 49 south and SR 49/Forni Road is about 500 feet – the spacing between these two intersections is approximately 300 feet. The skew and the spacing between these intersections need to be addressed before a signal and a two-way left turn lane can provide operational efficiencies at this location.

**1-5**

- *2035 Plus Project Conditions – Mitigations, Pleasant Valley Road/ SR 49 (Appendix K, page 48):* "Signalization of the intersection will result in an LOS C condition in the AM peak hour (25.2 seconds)." A table with this information appears to be missing from the DEIR.

***Travel Forecasting and Modeling***

**1-6**

We agree that the project will have traffic impacts at several locations within the study area, as concluded in the DEIR Traffic Impact Analysis (TIA). However, the Missouri Flat Interchange was not listed in the TIA (Appendix K) as an impacted location that would require mitigation. Traffic studies for other projects within this study area, such as Piedmont Oak Estates, state that the Missouri Flat Interchange will operate at LOS E and F in the 2035 Plus Project Scenario without improvements to the interchange – a conclusion we agree with. The 2035 Plus Project Scenario LOS for the Missouri Flat Interchange without improvements to the interchange is reported as B and C in this TIS (Table 4.10-8), a conclusion we do not agree with. The 2035 LOS for the Missouri Flat Interchange should be recalculated to be consistent with the LOS of other recent traffic studies and the proposed project should mitigate its impact on the Missouri Flat Interchange by paying its fair share contribution to the future interchange reconstruction project.

Please provide our office with copies of any further actions regarding this project.

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

**Letter 1  
cont'd**

Mr. Bob Christensen /El Dorado County  
January 27, 2015  
Page 3

**1-7**

If you have any questions regarding these comments or require additional information, please contact Eileen Cunningham, Intergovernmental Review Coordinator, at (916) 274-0639 or [eileen.cunningham@dot.ca.gov](mailto:eileen.cunningham@dot.ca.gov).

Sincerely,



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JEFFREY MORNEAU, Branch Chief (Acting)  
Transportation Planning – South

c: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

**LETTER 1: JEFFREY MORNEAU, CALIFORNIA DEPARTMENT OF TRANSPORTATION**

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**Response to Comment 1-1**

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

**Response to Comment 1-2**

El Dorado County recognizes that additional analysis will need to be conducted prior to any improvements at the State Route (SR) 49 / Pleasant Valley Road intersection. The County monitors intersections through their Intersection Needs Prioritization process. The process will be used by the County to prepare an analysis following the California Department of Transportation (Caltrans) Traffic Operation Policy Directive 13-02 prior to design and implementation of improvements.

**Response to Comment 1-3**

The existing County Capital Improvement Program (CIP) identifies a two-way-left-turn lane (TWLTL) along Pleasant Valley Road, east of Forni Road. Page 46 of the Traffic Impact Analysis (TIA) for the El Dorado County Public Safety Facility (Appendix K of the Draft EIR) identifies the aforementioned improvement as part of Project GP 176; thus, Mitigation Measure 4.10-3(d) is valid.

**Response to Comment 1-4**

The County recognizes that the spacing between the SR 49 / Pleasant Valley Road intersection and the Pleasant Valley Road / Forni Road intersection is approximately 400 feet as measured from centerline to centerline. Improvements to the SR 49 / Pleasant Valley Road intersection will need to account for the close proximity of the Pleasant Valley Road / Forni Road intersection. The County's Intersection Needs Prioritization process will be used by the County to analyze both intersections following the California Department of Transportation (Caltrans) Traffic Operation Policy Directive 13-02 prior to design and implementation of improvements.

**Response to Comment 1-5**

As a result of the comment, page 4.10-49 of Chapter 4.10, Transportation and Circulation, is hereby revised as follows:

Mitigation Measure(s)

Payment of the countywide TIM fees for the project would constitute the project's fair share contribution toward these improvements. Mitigation Measures 4.10-7(a) through (c) are consistent with item (2) of County Policy TC-Xf, which states that for non-residential projects which trigger the County's thresholds for intersections already operating unacceptably, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure

the construction of the necessary road improvements are included in the County's 20-year CIP. Thus, payment of the TIM fees would be considered sufficient mitigation for these impacts; and the resultant finding for this impact is *less than cumulatively considerable*. Implementation of the following mitigation measures would improve the LOS for the signalized intersections as shown in Tables 4.10-9A and 4.10-9B.

**Table 4.10-9A**  
**Mitigated AM Peak Hour Level of Service at Intersections**  
**Year 2025 and Year 2035 Plus Project Conditions**

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>AM Peak Hour</u>		<u>AM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>18.9</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>17.5</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>13.9</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>30.2</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>22.8</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>B</u>	<u>14.1</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>14.9</u> <u>(16.5)</u>	<u>B</u> <u>(C)</u>	<u>12.9</u> <u>(18.6)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>17.5</u>	<u>C</u>	<u>23.2</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>10.9</u>	<u>A</u>	<u>9.5</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>D</u>	<u>45.1</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>C</u>	<u>20.2</u>	<u>C</u>	<u>25.2</u>

Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)

Source: KD Anderson & Associates, Inc., 2015.

**Table 4.10-9B**  
**Mitigated PM Peak Hour Level of Service at Intersections**  
**Year 2025 and Year 2035 Plus Project Conditions**

<u>Location</u>	<u>Control</u>	<u>Year 2025 + Project</u>		<u>Year 2035 + Project</u>	
		<u>PM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>LOS</u>	<u>Average Delay</u>	<u>LOS</u>	<u>Average Delay</u>
<u>1. Missouri Flat Rd. / WB US 50 ramps</u>	<u>Signal</u>	<u>B</u>	<u>16.4</u>	<u>B</u>	<u>18.3</u>
<u>2. Missouri Flat Rd. / EB US 50 ramps</u>	<u>Signal</u>	<u>C</u>	<u>25.1</u>	<u>C</u>	<u>26.9</u>
<u>3. Missouri Flat Rd. / Mother Lode Dr.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>12.4</u>
<u>4. Missouri Flat Rd. / Forni Rd.</u>	<u>Signal</u>	<u>D</u>	<u>35.8</u>	<u>E</u>	<u>63.3</u>
<u>5. Missouri Flat Rd. / Golden Center Dr.</u>	<u>Signal</u>	<u>C</u>	<u>29.1</u>	<u>D</u>	<u>33.4</u>
<u>6. Missouri Flat Rd. / Diamond Springs Pkwy.</u>	<u>Signal</u>	<u>B</u>	<u>12.7</u>	<u>B</u>	<u>15.7</u>
<u>7. Missouri Flat Rd. / China Garden Rd.</u>	<u>Signal</u> <u>(SSSC)</u>	<u>B</u> <u>(C)</u>	<u>11.6</u> <u>(20.2)</u>	<u>B</u> <u>(C)</u>	<u>12.7</u> <u>(23.5)</u>
<u>8. Missouri Flat Rd. / Industrial Dr.</u>	<u>Signal</u>	<u>B</u>	<u>13.4</u>	<u>B</u>	<u>12.9</u>
<u>9. Missouri Flat Rd. / Enterprise Dr.</u>	<u>Signal</u>	<u>B</u>	<u>14.4</u>	<u>B</u>	<u>14.6</u>
<u>10. Missouri Flat Rd. / Pleasant Valley Rd.</u>	<u>Signal</u>	<u>D</u>	<u>37.2</u>	<u>C</u>	<u>21.0</u>
<u>12. Pleasant Valley Rd. / SR 49</u>	<u>Signal</u>	<u>N/A</u>	<u>N/A</u>	<u>E</u>	<u>46.4</u>

Note: SSSC = side street stop control (worst movement shown in either AM or PM peak hour)

Source: KD Anderson & Associates, Inc., 2015.

Tables 4.10-9A and 4.10-9B above present the “Mitigated Plus Project” AM peak hour information and PM peak hour information, respectively, for the Year 2025 Plus Project and Year 2035 Plus Project conditions.

**Response to Comment 1-6**

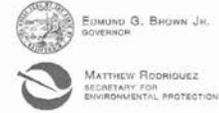
The County recognizes that differences in the projected volumes for the Missouri Flat Road interchange exist between the traffic study completed for the El Dorado County Public Safety Facility and previous studies, such as the Piedmont Oak Estates Project. Since the Piedmont Oak Estates traffic study has been completed, the land use input files have been updated as some land uses in the study area had been double counted. The El Dorado County Public Safety Facility TIA uses the latest update to the land use input file, prior to commencement of the study, for the travel demand model that corrected the double count. Therefore, the analysis in the Draft EIR is correct, as noted in the TIA. The proposed project will be required to pay the Traffic Impact Mitigation (TIM) fees.

In addition, the County has begun the analysis for the Missouri Flat Area Master Circulation and Financing Plan Phase II. The study will analyze the future scenarios for the study area with potential land uses that could exceed the current levels in the County's General Plan and will identify the infrastructure needed to accommodate the increase in growth. The future land use scenario includes the proposed project.

**Response to Comment 1-7**

Thank you.

**Letter 2**



**Central Valley Regional Water Quality Control Board**

20 January 2016

Bob Christensen  
County of El Dorado  
Facilities Division  
3000 Fairlane Court, Suite 1  
Placerville, CA 95667

CERTIFIED MAIL  
91 7199 9991 7035 8419 1859

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL  
IMPACT REPORT, PUBLIC SAFETY FACILITY PROJECT, SCH# 2015062046,  
EL DORADO COUNTY**

2-1

Pursuant to the State Clearinghouse's 14 December 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Public Safety Facility Project, located in El Dorado County.

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

**I. Regulatory Setting**

2-2

Basin Plan

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

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

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCSE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | [www.waterboards.ca.gov/centralvalley](http://www.waterboards.ca.gov/centralvalley)



**Letter 2  
cont'd**

Public Safety Facility Project  
El Dorado County

- 2 -

20 January 2016

**2-2  
cont'd**

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

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

**Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

**2-3**

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

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

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

**2-4**

**II. Permitting Requirements**

**Construction Storm Water General Permit**

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

**Letter 2  
cont'd**

Public Safety Facility Project  
El Dorado County

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2-4  
cont'd

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

2-5

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

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

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

2-6

**Industrial Storm Water General Permit**

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

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

2-7

**Clean Water Act Section 404 Permit**

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

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

**Letter 2  
cont'd**

Public Safety Facility Project  
El Dorado County

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20 January 2016

**2-7  
cont'd**

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

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

**2-8**

**Clean Water Act Section 401 Permit – Water Quality Certification**

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

**2-9**

**Waste Discharge Requirements – Discharges to Waters of the State**

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

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

**2-10**

**Dewatering Permit**

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

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

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

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

**Letter 2  
cont'd**

Public Safety Facility Project  
El Dorado County

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**2-10  
cont'd**

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

**Regulatory Compliance for Commercially Irrigated Agriculture**

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

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

**2-11**

**2-12**

**Low or Limited Threat General NPDES Permit**

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

**Letter 2  
cont'd**

Public Safety Facility Project  
El Dorado County

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20 January 2016

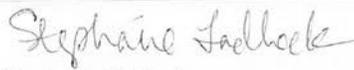
**2-12  
cont'd**

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

**2-13**

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



Stephanie Tadlock  
Environmental Scientist

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

**LETTER 2:   STEPHANIE TADLOCK, CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD**

---

**Response to Comment 2-1**

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

**Response to Comment 2-2**

The comment provides background regarding the responsibilities of the Central Valley Regional Water Quality Control Board (RWQCB). The information further elaborates on regulatory setting information provided in Chapter 4.7, Hydrology and Water Quality, of the Draft EIR. The project site is located within the Water Quality Control Plan (Basin Plan) area for the Sacramento River and San Joaquin River Basins.

**Response to Comment 2-3**

Project impacts to groundwater and surface water quality are addressed in Chapter 4.7, Hydrology and Water Quality, of the Draft EIR. Impacts related to water quality during construction were determined to be less-than-significant. In addition, impacts related to water quality during operation were determined to be less-than-significant with mitigation which would ensure the project sponsor would fully comply with the requirements of the Phase II General Permit, as implemented by El Dorado County through the Storm Water Management Plan (SWMP), Grading, Erosion and Sediment Control Ordinance (Chapter 15.14 of the County’s Zoning Ordinance), Stormwater Quality Ordinance (Chapter 110.14 of the County’s Zoning Ordinance), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3.

**Response to Comment 2-4**

As discussed in Chapter 4.7, Hydrology and Water Quality, and as required by Mitigation Measure 4.7-2 on page 4.7-22 of the Draft EIR, the County is required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. To do so, the County must prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP), which would incorporate Best Management Practices (BMPs) in order to prevent or reduce to the greatest extent feasible adverse impacts to water quality from erosion and sedimentation. Mitigation Measure 4.7-2 of the Draft EIR requires the County to fully comply with the requirements of the Phase II General Permit, as implemented by El Dorado County through the SWMP, Grading, Erosion and Sediment Control Ordinance (Chapter 15.14 of the County’s Zoning Ordinance), Stormwater Quality Ordinance (Chapter 110.14 of the County’s Zoning Ordinance), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3. Responsibilities include implementation of BMPs that comply with the General Construction Stormwater Permit from the Central Valley RWQCB.

### **Response to Comment 2-5**

As discussed on page 4.7-3 of the Hydrology and Water Quality chapter of the Draft EIR, El Dorado County is a co-permittee to the West Slope Phase II National Pollutant Discharge Elimination System (NPDES) Small Municipal Separate Storm Sewer System (MS4) Permit. The latest permit was adopted on February 5, 2013 (NPDES Permit No. CAG616001, WDR Order No. R6T-2011-101A1). The County requires new development projects to integrate stormwater quality treatment controls into project designs to ensure that pollutants in site runoff are reduced to the maximum extent practicable.

As noted on page 4.7-22, the project is required to implement low impact development (LID) measures, as applicable. In accordance with County and permit requirements, the storm drainage system for the proposed project would incorporate water quality treatment. For a description of the proposed drainage system, please refer to the discussion in the Draft EIR beginning on page 4.7-18 of Chapter 4.7, as well as the Preliminary Drainage Report (Appendix I of the Draft EIR).

### **Response to Comment 2-6**

Any storm water discharges resulting from future industrial uses on the project site would comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

### **Response to Comment 2-7**

Page 4.3-14 of Chapter 4.3, Biological Resources, of the Draft EIR provides background information on the Clean Water Act (CWA), including requirements concerning water discharge. Fieldwork for the *Wetland & Biological Resources Assessment* was conducted by Barnett Environmental Consulting on April 1, April 16, and May 20, 2015 and the report was included as Appendix E to the Draft EIR. As discussed on page 4.3-26 of the Biological Resources chapter of the Draft EIR, based on the assessment, Barnett Environmental Consulting determined that wetlands do not occur within the study area beyond the 1,045-foot long (0.10-acre) drainage along the site's western boundary, the 102-foot long (0.009-acre) ditch in the site's southwestern corner, and the 750-foot long (0.07-acre) ditch along the site's southern boundary. However, none of these "other waters of the U.S." would be removed or permanently affected by the proposed project. Therefore, mitigation or involvement of federal or State resource agencies (e.g., CWA permitting) would not be required.

As a result of the above determinations, the proposed project would not impact a federally-protected wetland, as defined by Section 404 of the CWA.

### **Response to Comment 2-8**

Please refer to Response to Comment 2-7.

**Response to Comment 2-9**

Please refer to Response to Comment 2-7.

**Response to Comment 2-10**

Dewatering is not anticipated to be required as a result of construction of the proposed project. However, should groundwater be encountered during construction and dewatering become necessary, the County would be required to seek the proper NPDES permit for dewatering activities.

**Response to Comment 2-11**

Comment noted. The project would not include commercially-irrigated agriculture.

**Response to Comment 2-12**

Please refer to Response to Comment 2-10.

**Response to Comment 2-13**

Thank you.

Letter 3



EDMUND G. BROWN JR.  
GOVERNOR

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



KEN ALEX  
DIRECTOR

January 28, 2016

Bob Christensen  
El Dorado County  
3000 Fairlane Court, Suite One  
Placerville, CA 95667



Subject: Public Safety Facility Project  
SCH#: 2015062046

Dear Bob Christensen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 27, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

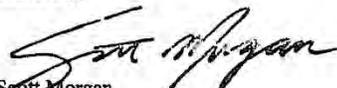
Please note that Section 21104(c) of the California Public Resources Code states that:

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

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

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

Sincerely,

  
Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

3-1

## Letter 3 cont'd

### Document Details Report State Clearinghouse Data Base

**SCH#** 2015062046  
**Project Title** Public Safety Facility Project  
**Lead Agency** El Dorado County

**Type** EIR Draft EIR  
**Description** The proposed project would include development of a multi-building Public Safety Facility on approx. 11 acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approx. 106,331 sf. The other major project component consists of an approx. 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings.

**Lead Agency Contact**

**Name** Bob Christensen  
**Agency** El Dorado County  
**Phone** 530-621-5890 **Fax**  
**email**  
**Address** 3000 Fairlane Court, Suite One  
**City** Placerville **State** CA **Zip** 95667

**Project Location**

**County** El Dorado  
**City** Diamond Springs  
**Region**  
**Lat / Long** 38° 41' 54.7" N / 120° 49' 48.7" W  
**Cross Streets** Industrial Drive and Merchandise Way  
**Parcel No.** 329-240-55, 329-391-10  
**Township** 10N **Range** 10E **Section** 24 **Base** MDBM

**Proximity to:**

**Highways** SR-49  
**Airports**  
**Railways** Sac-Placer Joint  
**Waterways**  
**Schools** Various  
**Land Use** The 30.34 acre project site has historically been used for industrial operations and is currently vacant. The project site is designated Industrial according to the El Dorado County General Plan. The site zoned as Industrial as well.

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues

**Reviewing Agencies** Regional Water Quality Control Board, Region 1; Department of Fish and Wildlife, Region 2; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

**Date Received** 12/14/2015 **Start of Review** 12/14/2015 **End of Review** 01/27/2016

Letter 3  
cont'd



EDMUND G. BROWN JR.  
GOVERNOR

MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

20 January 2016

Bob Christensen  
County of El Dorado  
Facilities Division  
3000 Fairlane Court, Suite 1  
Placerville, CA 95667

Governor's Office of Planning & Research

JAN 25 2016

STATE CLEARINGHOUSE

CERTIFIED MAIL

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**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL  
IMPACT REPORT, PUBLIC SAFETY FACILITY PROJECT, SCH# 2015062046,  
EL DORADO COUNTY**

Pursuant to the State Clearinghouse's 14 December 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Public Safety Facility Project, located in El Dorado County.

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

**i. Regulatory Setting**

**Basin Plan**

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

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

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | [www.waterboards.ca.gov/centralvalley](http://www.waterboards.ca.gov/centralvalley)

## Letter 3 cont'd

Public Safety Facility Project  
El Dorado County

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20 January 2016

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

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

### Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

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

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

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

## II. Permitting Requirements

### Construction Storm Water General Permit

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

**Letter 3  
cont'd**

Public Safety Facility Project  
El Dorado County

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20 January 2016

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

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

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml).

**Industrial Storm Water General Permit**

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

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

**Clean Water Act Section 404 Permit**

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

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

**Letter 3  
cont'd**

Public Safety Facility Project  
El Dorado County

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

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

**Clean Water Act Section 401 Permit – Water Quality Certification**

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

**Waste Discharge Requirements – Discharges to Waters of the State**

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

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

**Dewatering Permit**

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

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

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

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

**Letter 3  
cont'd**

Public Safety Facility Project  
El Dorado County

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20 January 2016

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-014E\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-014E_res.pdf)

**Regulatory Compliance for Commercially Irrigated Agriculture**

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

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

**Low or Limited Threat General NPDES Permit**

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

**Letter 3  
cont'd**

Public Safety Facility Project  
El Dorado County

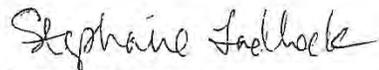
- 6 -

20 January 2016

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

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



Stephanie Tadlock  
Environmental Scientist

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

Letter 3  
cont'd

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 3 – SACRAMENTO AREA OFFICE  
2379 GATEWAY OAKS DRIVE, STE 150 - MS 19  
SACRAMENTO, CA 95833  
PHONE (916) 274-0638  
FAX (916) 263-1796  
TTY 711



Serious drought.  
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Clear 1/27/16  
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JAN 27 2016

STATE CLEARINGHOUSE

January 27, 2016

032015-ELD-0054  
03-ELD-49/11.236  
SCH# 2015062046

Mr. Bob Christensen  
County of El Dorado  
Facilities Division  
3000 Fairlane Court, Suite One  
Placerville, CA 95667

**Public Safety Facility Project – Draft Environmental Impact Report (DEIR)**

Dear Mr. Christensen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this parcel map application for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the state's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed project includes the development of a multi-building Public Safety Facility on approximately 11-acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet. The project would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the site located north of Industrial Drive is not proposed for development as part of this project. The project site is located 0.6 miles from State Route (SR) 49/Missouri Flat Road at Industrial Drive/Merchandise Way in the Diamond Springs area. The following comments are based on the Draft Environmental Impact Report (DEIR).

**Traffic Operations**

- *Mitigation Measure 4.10-3(c), Pleasant Valley Road at SR 49 (page 2-34, Table 2-1):*  
"Installation of a traffic signal will maintain acceptable levels of service at the intersection

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

## Letter 3 cont'd

Mr. Bob Christensen /El Dorado County  
January 27, 2015  
Page 2

during the AM peak hour (LOS C – 20.2 seconds)." Due to the close proximity to Forni Road, a signal may not be the best solution at this intersection. A detailed simulated analysis of the intersection and its interaction with Forni Road is necessary before a signal is considered. Per Traffic Operations Policy Directive 13-02, all projects on state facilities need to identify effective intersection traffic control strategies and alternative treatments. A potential alternative at this intersection is a roundabout.

- *Mitigation Measure 4.10-3(d), Pleasant Valley Road/Forni Road:* "Installation of a two-way-left turn lane identified in the County's CIP will allow for the intersection to operate at LOS D (26.5 seconds) in the AM peak hour." We understand this project is no longer part of the County's Capital Improvement Program (CIP). Thus, alternative mitigation should be provided.
- *Study Area Intersections – Pleasant Valley Road (SR 49)/Forni Road (Appendix K, page 5):* The description of this intersection indicates that the spacing between Pleasant Valley Road/SR 49 south and SR 49/Forni Road is about 500 feet – the spacing between these two intersections is approximately 300 feet. The skew and the spacing between these intersections need to be addressed before a signal and a two-way left turn lane can provide operational efficiencies at this location.
- *2035 Plus Project Conditions – Mitigations, Pleasant Valley Road/ SR 49 (Appendix K, page 48):* "Signalization of the intersection will result in an LOS C condition in the AM peak hour (25.2 seconds)." A table with this information appears to be missing from the DEIR.

### *Travel Forecasting and Modeling*

We agree that the project will have traffic impacts at several locations within the study area, as concluded in the DEIR Traffic Impact Analysis (TIA). However, the Missouri Flat Interchange was not listed in the TIA (Appendix K) as an impacted location that would require mitigation. Traffic studies for other projects within this study area, such as Piedmont Oak Estates, state that the Missouri Flat Interchange will operate at LOS E and F in the 2035 Plus Project Scenario without improvements to the interchange – a conclusion we agree with. The 2035 Plus Project Scenario LOS for the Missouri Flat Interchange without improvements to the interchange is reported as B and C in this TIS (Table 4.10-8), a conclusion we do not agree with. The 2035 LOS for the Missouri Flat Interchange should be recalculated to be consistent with the LOS of other recent traffic studies and the proposed project should mitigate its impact on the Missouri Flat Interchange by paying its fair share contribution to the future interchange reconstruction project.

Please provide our office with copies of any further actions regarding this project.

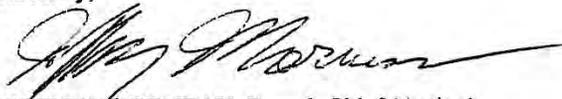
*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

**Letter 3  
cont'd**

Mr. Bob Christensen /El Dorado County  
January 27, 2015  
Page 3

If you have any questions regarding these comments or require additional information, please contact Eileen Cunningham, Intergovernmental Review Coordinator, at (916) 274-0639 or [eileen.cunningham@dot.ca.gov](mailto:eileen.cunningham@dot.ca.gov).

Sincerely,



JEFFREY MORNEAU, Branch Chief (Acting)  
Transportation Planning – South

c: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

**LETTER 3: SCOTT MORGAN, GOVERNOR’S OFFICE OF PLANNING AND RESEARCH**

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**Response to Comment 3-1**

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment acknowledges that the County has complied with the State Clearinghouse review requirements, pursuant to CEQA. The attached Central Valley Regional Water Quality Control Board letter is included as Letter 2 of this Final EIR. Please see Responses to Comments 2-1 through 2-13. In addition, the attached California Department of Transportation letter is included as Letter 1 of this Final EIR. Please see Responses to Comments 1-1 through 1-7.

**Letter 4**

Bob,

**4-1**

Please share my following concerns to the EIR Public Safety Facility Project Draft:

**4-2**

1) Traffic patterns in and around the Park West Business Park lack the infra-structure and type of traffic controls for the proposed increased traffic onto Merchandise and Enterprise. Specifically the private maintained section along frontage where the Western Sign company currently maintains the road there are no lines on the road and traffic often drives on the wrong side of the road when avoiding "double parked" extra long truck and trailer delivery trucks. These trucks should not be allowed in the light industrial park as they pass through the residential section and there is not adequate turning radius from Missouri Flat road onto Enterprise which requires these trucks to drive on the wrong side of the road creating a hazard for the increased emergency vehicle traffic and placing our Sheriff's department staff at risk for collision with the large trucks/trailers and there are not shoulders or other driving area to avoid collision. These oversized trucks offer park along Merchandise and Enterprise again causing cars to drive on the wrong side of the road.

**4-3**

2) Speed for traffic not currently posted in the Park West area and many delivery trucks and cars travel thru this area in excess speeds of 45 mph or greater.

**4-4**

3) Employees from Marshall Hospital and from our company take their breaks walking on Merchandise and there are no walkways for pedestrians in the park nor access to the future walk path along the old railway for safe foot traffic nor are there crosswalks.

**4-5**

I am happy to see the facility in our area but these are concerns that are known to those of us who have been here and may have been overlooked. It seems there are low cost solutions to these concerns and I merely request the addition of these considerations with remedies.

I am concerned for the safety of my employees as a business owner and for our community members as an Occupational Therapist aware of potential environmental risk factors to prevent injury.  
Please share with our county board meeting as I am unable to attend the meetings with my obligations to patient care during business hours. Please feel free to call my clinic on M, T, or Th at 530-621-1149.

Thank you,  
Dr. Kim Morgan, OTD  
Arm and Hand Rehab  
6692 Merchandise Wy, suite C  
Diamond Springs, CA 95619

**LETTER 4     KIM MORGAN, RESIDENT**

---

**Response to Comment 4-1**

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

**Response to Comment 4-2**

As noted on page 3-11 of Chapter 3, Project Description, of the Draft EIR, primary vehicle access and public parking to the project would be provided from Industrial Drive to the north of the facility. A second gated access and secured parking would be provided from Merchandise Way to the south. The gated access and secured parking would be available only to Public Safety Facility staff. Therefore, the future Public Safety Facility staff would use Enterprise Drive and Merchandise Way to access the site from the south, while members of the public would use Missouri Flat Road and Industrial Drive to access the site from the north. The commenter expresses concerns regarding preexisting safety considerations, such as lack of striping on Enterprise Drive, and difficulty for through traffic when large semi-trucks are parked along Enterprise Drive. To the extent that preexisting traffic safety issues sometimes occur along Enterprise Drive as a result of large trucks, these issues are a preexisting condition, and not the responsibility of this project. Should any large trucks be illegally parked, or found to conduct illegal traffic movements, these violations are reportable to the Sheriff's Department. Otherwise, with respect to project traffic, it is the responsibility of the deputies and other Sheriff personnel to exercise caution when using Enterprise Drive to enter and exit the second secured project access point.

The commenter's concerns regarding the privately-maintained section of Enterprise Drive and trucks parking along Merchandise Way and Enterprise Drive have been forwarded to the decision-makers for their consideration.

**Response to Comment 4-3**

The posted speed limit on Enterprise Drive from Missouri Flat Road to Forni Road is 30 miles per hour (mph). Posted speed limit signs exist at the approximate locations of 6119 and 6190 Enterprise Drive. The comment does not address the adequacy of the Draft EIR.

**Response to Comment 4-4**

As noted on page 3-11 of Chapter 3, Project Description, the project includes a bicycle/pedestrian path which would connect the El Dorado Trail along the Sacramento-Placerville Transportation Corridor west of the site to the industrial area south of the site along Merchandise Way. The path would meander around the proposed on-site detention basin and through the oak trees within the southwestern corner of the overall property.

**Response to Comment 4-5**

Thank you. The commenter's concerns have been forwarded to the decision-makers for their consideration.

Letter 5

January 18, 2016

County of El Dorado  
Chief Administrative Office - Facilities  
3000 Fairlane Court, Suite One  
Placerville, CA 95667

SUBJECT: Notice of Availability of the  
Public Facility Project Draft EIR

Dear Mr. Bob Christenson,

5-1

I am a retired Realtor who worked at Century 21 Coloma Realty for many years. One of the most important factors in selling OR buying real estate is: LOCATION, LOCATION, LOCATION. Having said that and after carefully reviewing the proposed location of the Public Safety Facility Project, SCH# 2015062046, I have come to the conclusion that the purchase and the development of the property located at the end of Industrial Drive in the Diamond Springs area would not be acceptable.

5-2

First of all, I took a good look at the property and noticed that a fairly large portion of the land was under water. It would take a "mountain of rocks and field of dirt" to correct the topography of the land in order to build any kind of structure. Not only that, the UPS Company houses a huge fleet of trucks across the street from the proposed property. Personally I do enjoy a good 'round of "Demolition Derby," but the traffic jam of police vehicles and UPS Vans trying to get out on the road every day would be insane, to say the least.

5-3

Secondly, due to the nature of police activity, vehicles must be able to get in and out in a hurry, so "safety" is a huge issue. Frankly, it would not be at all possible to accomplish the relatively simple task of getting on or off Missouri Flat Road without getting into a car accident every single day. Not only that, the noise of the sirens and the chronic air pollution from the added vehicles would make our lives, along with the small businesses - grim at best.

5-4

5-5

Thirdly, during our twenty years in Diamond Springs we have witnessed a MASSIVE increase in the traffic on Missouri Flat Road. On any given day, if one tries to patronize any one of the many businesses along this corridor, it is virtually impossible to get IN or OUT! If you don't believe me, you

**Letter 5  
cont'd**

5-5  
cont'd

might want to ask any one of the delivery drivers how hard it is to maneuver an eighteen wheeler in Diamond Springs, California.

5-6

Finely, my husband and I have lived a quiet and comfortable life at the Westwood Mobilehome Community mobilehome park for twenty years. We have seventy plus other homes here, with a large majority of people who are retired. Most of us have worked hard all of our lives and we deserve to have a good quality of life, at the end of our lives. A neighbor once said, "Living here is like heaven's waiting room." Sadly, the proposed project is less than two miles from our home; Bye bye heaven -- hello hell on wheels!

5-7

In conclusion, I highly applaud all of our fine officers in uniform for keeping the peace here in El Dorado County. Thank you kindly for giving me the opportunity to voice my concerns regarding our growing and remarkable community. Having raised my children here, I am truly honored to call Diamond Springs my home. I do wish the growing sheriffs department the best of luck in finding a new and permanent location.

Sincerely,



Kathleen Wollman Murillo  
350 Pleasant Valley Road #33  
Diamond Springs, California 95619

**LETTER 5: KATHLEEN WOLLMAN MURILLO, RESIDENT**

---

**Response to Comment 5-1**

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment is an introductory statement that does not address the adequacy of the Draft EIR.

**Response to Comment 5-2**

As discussed on page 4.3-26 of Chapter 4.3, Biological Resources, of the Draft EIR, Barnett Environmental Consulting determined that wetlands do not occur within the study area with the exception of the 1,045-foot long (0.10-acre) drainage along the site's western boundary, the 102-foot long (0.009-acre) ditch in the site's southwestern corner, and the 750-foot long (0.07-acre) ditch along the site's southern boundary. However, none of these "other waters of the U.S." would be removed or permanently affected by the proposed project. While water may pond on other areas of the project site after storm events, this water dries up and does not remain on-site for extended periods.

In terms of site topography, as noted on page 3-14 of Chapter 3, Project Description, of the Draft EIR, the proposed design of the Public Safety Facility involves splitting the elevation difference between Industrial Drive and Merchandise Way, as necessary, to maintain a balanced site. Figure 4.1-7 on page 4.1-15 of Chapter 4.1, Aesthetics, depicts the proposed project site cross-section and shows the elevation difference. Any over/under material requirements are intended to be managed using the remaining site acreage either as a borrow source or stockpile area. As a result, soil off-haul or import would not be necessary during site grading.

**Response to Comment 5-3**

Impacts related to traffic were analyzed in Chapter 4.10, Transportation and Circulation, of the Draft EIR. As noted on page 4.10-41 of Chapter 4.10, the project would be required to construct a traffic signal at the intersection of Missouri Flat Road / Industrial Drive to ensure public safety access is maintained at this intersection, particularly during times when patrol vehicles from the project are responding to emergency calls. Emergency personnel leaving the project site could include deputies, SWAT Teams, and other personnel. In order to exit the site, emergency personnel and equipment would be required to find gaps in traffic on Missouri Flat Road, a heavily-travelled arterial roadway. The installation of a traffic signal at this intersection would help facilitate egress movements from the project site in a safe manner.

**Response to Comment 5-4**

Impacts related to noise were analyzed in Chapter 4.9, Noise, of the Draft EIR. As noted on page 4.9-27 of Chapter 4.9, emergency vehicle sirens would be tested briefly during each shift change for patrol personnel to ensure that they are working properly, which would typically involve turning on the vehicle long enough to hear a momentary "chirp" of the siren. Shift changes would occur at 6:00 AM and 6:00 PM, with some cover shifts arriving at different times during the day. Additional use of sirens at the site would be limited to Code 3 calls received by patrol personnel

at the facility. Although the majority of the Code 3 calls would be responded to by the units already in the field, Code 3 responses from the proposed project site would occasionally be necessary. In such an event, the responding patrol officer would turn on his or her siren and then exit the facility onto public roads.

Although siren use at the proposed project site would generate noise, noise from sirens on emergency vehicles is exempt from local noise regulations. According to Section 9.16.020 of the County's Zoning Ordinance, the Noise Ordinance provisions shall not apply to: "A. Any peace officer while carrying out his or her duties as a peace officer". Because the use of sirens at the project site would be minimal and siren noise is exempt from local noise regulations, siren noise would not be considered a substantial permanent increase in ambient noise levels in the project vicinity.

In addition, impacts related to air quality were analyzed in Chapter 4.2, Air Quality and Greenhouse Gas Emissions, of the Draft EIR. As noted on pages 4.2-37 through 4.2-40 of Chapter 4.2, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant. All impacts related to air quality and greenhouse gas emissions were determined to be less than significant.

#### **Response to Comment 5-5**

Please refer to Response to Comment 5-3 regarding impacts to the Missouri Flat Road / Industrial Drive intersection. In addition, as noted on page 4.10-35 of Chapter 4.10, Transportation and Circulation, of the Draft EIR, all intersections, except the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections, will operate within acceptable El Dorado County LOS thresholds in the Existing Plus Project condition. To reduce the impacts to the aforementioned intersections, Mitigation Measures 4.10-2(a) and 4.10-2(b) require the County to pay the countywide traffic impact mitigation (TIM) fees consistent with the County's Capital Improvement Program (CIP). Payment of the TIM fees would be used towards the installation traffic signals at the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections. With implementation of the aforementioned mitigation measures, impacts to the Missouri Flat Road / China Garden Road and Missouri Flat Road / Enterprise Drive intersections would be less than significant.

#### **Response to Comment 5-6**

The commenter does not provide specific concerns in order to provide a detailed response. It should be noted, however, that impacts related to nearby sensitive receptors, including residential uses, were analyzed in Chapter 4.1, Aesthetics, Chapter 4.2, Air Quality and Greenhouse Gas Emissions, and Chapter 4.9, Noise. The commenter's concerns have been forwarded to the decision-makers for their consideration.

#### **Response to Comment 5-7**

Thank you. The commenter's concerns have been forwarded to the decision-makers for their consideration.

Letter 6



NOTICE OF AVAILABILITY

OF THE PUBLIC SAFETY FACILITY PROJECT  
DRAFT ENVIRONMENTAL IMPACT REPORT

SCH #2015062046

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**DATE:** December 11, 2015

**TO:** Responsible Agencies and Interested Parties

**FROM:** County of El Dorado  
Chief Administrative Office – Facilities  
3000 Fairlane Court, Suite 1  
Placerville, CA 95667  
Contact: Bob Christenson, Contract Project Manager  
Email: bob.christenson@edcgov.us

**SUBJECT:** Notice of Availability of the Public Safety Facility Project Draft EIR

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**NOTICE IS HEREBY GIVEN** that El Dorado County, as Lead Agency, has completed a Draft Environmental Impact Report (Draft EIR) for the Public Safety Facility Project.

**PROJECT LOCATION:** The project site is located in the Diamond Springs area of unincorporated El Dorado County, California, approximately 5.5 miles northeast of Shingle Springs, and approximately three miles southwest of the City of Placerville. Access to the project site is provided from Industrial Drive via Missouri Flat Road. The site is identified as Assessor's Parcel Numbers 329-240-55 (proposed Public Safety Facility) and 329-391-10 (proposed secondary, secured site access).

**PROJECT DESCRIPTION:** The proposed project would include development of a multi-building Public Safety Facility on approximately 11 acres of the 30.34-acre site for the El Dorado County Sheriff's Office, with a maximum development potential totaling approximately 106,331 square feet. The proposed Public Safety Facility would centralize and consolidate the Sheriff's Office functions currently operating out of seven different facilities. The other major project component consists of an approximately 7-acre solar farm facility, which would be located immediately west of the Public Safety Facility buildings. The 6.16-acre portion of the 30.34-acre site located north of Industrial Drive is not proposed for development as part of this project.

**HAZARDOUS WASTE SITES:** The proposed project is not located on any hazardous waste sites lists enumerated under Section 65965.5 of the Government Code.

**SIGNIFICANT ANTICIPATED ENVIRONMENTAL EFFECTS:** The Draft EIR provides an evaluation of the potential environmental impacts of the proposed project. The Draft EIR has identified a significant and unavoidable environmental impact related to a substantial temporary or periodic increase in ambient noise levels in the project vicinity as a result of project construction activities. All other identified project-level and cumulative impacts were found to be less-than-significant or could be reduced to a less-than-significant level with implementation of mitigation measures.

**Letter 6  
cont'd**

**DOCUMENT AVAILABILITY:** Copies of the Draft EIR are available for review Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., at the El Dorado County, Community Development Agency Development Services, 2850 Fairlane Court, Building C, Placerville, CA 95667, except on specified holidays. The Draft EIR is also available online at:

<https://www.edcgov.us/Planning/>  
[https://www.edcgov.us/Government/Facilities/Facilities\\_main\\_info.aspx](https://www.edcgov.us/Government/Facilities/Facilities_main_info.aspx)

**PUBLIC REVIEW TIMELINE:** The 45-day public review period for the Draft EIR begins December 14, 2015 and ends January 28, 2016. The County must receive all written comments within this time period. Written comments may be submitted to the attention of Bob Christenson, El Dorado County Facilities at the following:

County of El Dorado  
Chief Administrative Office - Facilities  
3000 Fairlane Court, Suite One  
Placerville, California 95667

Email: [bob.christenson@edcgov.us](mailto:bob.christenson@edcgov.us)

**QUESTIONS:** If you have any questions about this project, please contact Bob Christenson, El Dorado County Facilities, at [bob.christenson@edcgov.us](mailto:bob.christenson@edcgov.us), or the main Facilities line at (530) 621-5890.

6-1

I believe these 2 projects  
would be good esp. Solar gardening!  
Sincerely  
Camille  
Preciado

**LETTER 6: CAMILLE PRECIADO, RESIDENT**

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**Response to Comment 6-1**

Thank you for submitting comments on the Public Safety Facility Draft EIR. The commenter's support for the project has been forwarded to the decision-makers for their consideration.

## Letter 7

On Fri, Dec 18, 2015 at 10:10 AM, louis tirapelle <[tpelle@att.net](mailto:tpelle@att.net)> wrote:

Hello Bob Christenson. In case you don't already have one, I thought you might like to see a 1950's aerial photo of the CalDor Lumber Mill site.

7-1 For reference the larger structure shown in the center-right of the photo is the current structural beam producer and was at that time the "Box Factory." In the center-left is the "Saw Mill and Power House" from which the four smoke stacks rise. The Power House burned sawdust and other log/lumber debris associated with the production facility, to produce the steam power which was used in the mill operation. Below the Mill and the Box Factory is the log pond. To the right of the log pond and in the upper far left are stacks of drying lumber. I suspect the upper far left is the site of the new safety facility. At the bottom is the "Big Shed" which stored finished lumber. At the top is the "Bray Reservoir" a water storage reservoir/lake owned by EID. Below the Bray Reservoir and to the right are the "Round House" which housed the several CalDor locomotives and repair shops. Currently, it is the intersection of Missouri Flat Road and China Garden Road. And, to the upper left of the Round House you can see the old road which is now Missouri Flat Road nearing the current Walmart facility.

When the mill reopened in 1935, it provided employment for over one hundred locals as an alternate to gold mining which was still going on in the area. My father and brothers were part of the opening crew. By the time of WWII my father was the millwright, one brother was a sawyer and a third brother returned from the military to train for and later became the saw filer. In 1938 my oldest sister became the bookkeeper. And, upon graduation from El Dorado County Hi, I work for two seasons as a "relief man" and in other utility assignments. Fortunately, the Korean Conflict took me out of the mill and later to college and into management of a major electronics firm in the Los Angeles area.

7-2 I am anxious to see the new Public Safety Facility Project completed. It is such a great improvement over the ill-fated attempt by the county supervisors to use that prime property for the relocation of the El Dorado Disposal Transfer Station (the DUMP).

Regards, Louis Tirapelle

**Letter 7  
cont'd**



*Caldor Diamond Springs, in the snow - 1950's.*

**LETTER 7: LOUIS TIRAPELLE, RESIDENT**

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**Response to Comment 7-1**

Thank you for submitting comments on the Public Safety Facility Draft EIR. The comment includes a 1950's photograph of the Caldor Lumber Mill previously located on the project site. As discussed in Chapter 4.4, Cultural Resources, of the Draft EIR, historical resources are not located on-site. The commenter's knowledge of the history of the immediate environs has been forwarded to the decision-makers for informational purposes.

**Response to Comment 7-2**

The commenter's support for the project has been forwarded to the decision-makers for their consideration.

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## 4. MITIGATION MONITORING AND REPORTING PROGRAM

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# 4

## MITIGATION MONITORING AND REPORTING PROGRAM

### 4.1 INTRODUCTION

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Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Public Safety Facility Project. The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

### 4.2 COMPLIANCE CHECKLIST

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The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Public Safety Facility Project prepared by El Dorado County. The MMRP is intended to be used by County staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR that was prepared for the proposed project.

Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by El Dorado County. The table attached to this report identifies the mitigation measure, the

monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The County will be responsible for monitoring compliance.

### **4.3 MITIGATION MONITORING AND REPORTING PROGRAM**

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The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
<b>4.1 Aesthetics</b>					
4.1-2	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	<p>4.1-2 <i>Prior to the issuance of a building permit, the project applicant shall submit a lighting plan to the El Dorado County Community Development Agency for review and approval. The project applicant shall implement the approved lighting plan. The lighting plan shall comply with the El Dorado County Ordinance Code for lighting, including, but not limited to, the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Lighting plans shall contain, at a minimum, the location and height of all light fixtures, the manufacturer's name and style of light fixture, and specifications for each type of fixture.</i></li> <li>• <i>All outdoor lighting shall be hooded or screened as to direct the source of light downward and focus onto the property from which it originates and shall not negatively impact adjacent properties or directly reflect upon any adjacent residential property.</i></li> <li>• <i>Parking lot and other security lighting shall be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways, excluding lights used for illumination of public roads.</i></li> </ul>	El Dorado County Community Development Agency	Prior to the issuance of a building permit	

MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> <li>• Upward lighting shall be minimized to the greatest extent possible.</li> <li>• External lights used to illuminate a sign or the side of a building or wall shall be shielded to prevent the light from shining off of the surface intended to be illuminated.</li> </ul>			
4.3 Biological Resources					
4.3-2	Have a substantial adverse effect, either directly or through habitat modifications, on any wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.	4.3-2 <i>Prior to issuance of a grading permit for development, a pre-construction nesting bird survey shall be conducted on-site within 14 days prior to site clearing if site clearing associated with the project would commence between March 1<sup>st</sup> and August 15<sup>th</sup> (“the nesting season in northern California”). If disturbance associated with the project would occur outside of the nesting season, no surveys shall be required. The written results of the pre-construction survey shall be submitted to the County Development Services Division. If migratory birds are identified as nesting on the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. If raptors are identified as nesting on the project site, a non-disturbance buffer of 500 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be</i>	El Dorado County Development Services Division	Prior to issuance of a grading permit for development if site clearing is to occur between March 1 <sup>st</sup> and August 15 <sup>th</sup>	

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
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		<i>demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be postponed until a qualified ornithologist has determined that the young have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.</i>			
4.3-5	Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	<p>4.3-5(a) <i>Prior to the issuance of a grading permit, the applicant shall submit an Oak Woodland Habitat Mitigation Plan for review and approval by the County Development Services Division. The Oak Woodland Habitat Mitigation Plan shall provide on-site mitigation for the canopy impacted by the proposed project, based on the County's formula of 200 one-gallon oak trees per acre of impact. In compliance with the County's requirement, 15 one-gallon oak trees shall be planted as part of the project's landscaping as mitigation for the loss of 0.07-acre of impacted oak canopy.</i></p> <p>4.3-5(b) <i>Prior to Grading Plan approval, the plans shall include a list of tree protection methods, for review and approval by the County Community Development Agency. The list of tree protection methods shall be implemented during construction of the project. The list of tree protection methods shall include, but not necessarily limited to, the following:</i></p>	<p>El Dorado County Development Services Division</p> <p>El Dorado County Community Development Agency</p>	<p>Prior to the issuance of a grading permit</p> <p>Prior to Grading Plan approval</p>	

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<ul style="list-style-type: none"> <li>• <i>The applicant shall hire an International Society of Arboriculture (ISA) certified arborist to be present on-site during all grading, construction, and tree removal activities. The arborist shall evaluate all proposed improvements that may affect each native tree to be preserved, make recommendations on these proposed improvements, and oversee construction of these improvements during site development to ensure that the appropriate trees are removed or preserved in compliance with the tree removal permit and approved Improvement Plans.</i></li> <li>• <i>The applicant shall install a four-foot tall, brightly colored (yellow or orange), synthetic mesh material fence around all oak trees to be preserved that are greater than six inches DBH (or 10 inches DBH aggregate for multi-trunked trees). The fencing shall delineate an area that is at least the radius of which is equal to the largest radius of the protected tree's drip line plus one foot. The fence shall be installed prior to any site preparation or construction equipment being</i></li> </ul>			

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
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		<p><i>moved onsite or any site preparation or construction activities taking place. Development of this site, including grading, shall not be allowed until this condition is satisfied. Any encroachment within the areas listed above, including within driplines of trees to be saved, must first be approved by a designated representative of the Community Development Agency. Grading, clearing, or storage of equipment or machinery may not occur until a representative of the Community Development Agency has inspected and approved all temporary construction fencing. Trees shall be preserved where feasible. This may include the use of retaining walls, planter islands, or other techniques commonly associated with tree preservation. The Grading/Improvement Plans shall indicate the location of the fencing and include a note describing the fencing requirements consistent with this mitigation measure.</i></p> <ul style="list-style-type: none"> <li>• <i>The project applicant shall implement the following guidelines before and during grading and construction for</i></li> </ul>			

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<p><i>protection of all oak trees to be preserved:</i></p> <ul style="list-style-type: none"> <li>○ <i>Plans and specifications shall clearly state protection procedures for oak trees on the project site. The specifications shall also include a provision for remedies if oak trees are damaged;</i></li> <li>○ <i>Before construction commences, those oak trees within 25 feet of construction sites shall be pruned and the soil aerated and fertilized;</i></li> <li>○ <i>Vehicles, construction equipment, mobile offices, or materials shall not be parked, stored, or operated within the driplines of oak trees to be preserved;</i></li> <li>○ <i>Cuts and fills around trees shall be avoided where feasible.</i></li> <li>○ <i>Soil surface removal greater than one foot shall not occur within the driplines of oak trees to be preserved. Cuts shall not occur within five feet</i></li> </ul>			

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<p style="text-align: center;"><i>of their trunks;</i></p> <ul style="list-style-type: none"> <li>○ <i>Earthen fill greater than one foot deep shall not be placed within the driplines of oak trees to be preserved, and fill shall not be placed within five feet of their trunks;</i></li> <li>○ <i>Underground utility line trenching shall not be placed within the driplines of oak trees to be preserved where feasible without first obtaining approval from a designated representative of the Community Development Agency. If it is necessary to install underground utilities within the driplines of oak trees, boring or drilling rather than trenching shall be used;</i></li> <li>○ <i>Paving shall not be placed in the vicinity of oak trees to be preserved (at a minimum, within the dripline of any oak tree) without first obtaining approval from a designated representative of the Community Development Agency; and</i></li> <li>○ <i>Irrigation lines or sprinklers</i></li> </ul>			



<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<p><i>with the NAHC (PRC 5097.98) must be complied with. If any human remains are discovered or recognized in any location other than a dedicated cemetery, work shall stop in that area and within 100 feet of the find until:</i></p> <ul style="list-style-type: none"> <li>• <i>The County coroner has been informed and has determined that investigation of the cause of death is not required; and</i></li> <li>• <i>If the remains are of Native American origin, the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98;</i></li> </ul> <p style="text-align: center;"><i>Or</i></p> <ul style="list-style-type: none"> <li>• <i>The NAHC was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the Commission.</i></li> </ul>	<p>Division Native American Heritage Commission County Coroner</p>	<p>discovered during project construction</p>	

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<i>These recommendations shall be included on the project grading plans prior to their approval.</i>			
<b>4.5 Geology and Soils</b>					
4.5-2	Substantial erosion or the loss of topsoil.	<p>4.5-2 <i>Prior to issuance of a grading permit, the project applicant shall submit, for the review and approval by the El Dorado County Resource Conservation District, an erosion and sediment control plan that will utilize standard construction practices to limit the erosion effects during construction of the proposed project. The general requirements of the erosion and sediment control plan shall comply with the general requirements defined in the County Design and Improvement Standards Manual. The requirements include:</i></p> <ol style="list-style-type: none"> <li>1. <i>Erosion and sediment control plans shall be designed to prevent increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion and shall be consistent with all local, state, and federal rules and regulations.</i></li> <li>2. <i>Plans shall be designed with long-term erosion and sediment control as a primary consideration. Every</i></li> </ol>	El Dorado County Resource Conservation District	Prior to issuance of a grading permit	

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<p><i>feasible effort shall be made to ensure that site stabilization is permanent.</i></p> <p>3. <i>Plans shall indicate the timing of each erosion control measure proposed relative to the stage of construction.</i></p> <p>4. <i>Short-term and long-term erosion control measures must be included in all plans. Implementation of short-term measures, however, may not be necessary based on the timing of completion of grading operations.</i></p> <p>5. <i>Runoff shall not be discharged from the site in quantities or at velocities substantially above those which occurred before grading except into drainage facilities found by the Director to be adequate to convey the estimated increase in runoff.</i></p> <p><i>Measures to comply with the above requirements could include, but are not limited to:</i></p> <ul style="list-style-type: none"> <li>• <i>Hydro-seeding;</i></li> <li>• <i>Placement of erosion control measures within drainageways and ahead of drop inlets;</i></li> <li>• <i>The temporary lining (during construction activities) of drop inlets with “filter fabric” (a specific type of</i></li> </ul>			

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<p><i>geotextile fabric);</i></p> <ul style="list-style-type: none"> <li>• <i>The placement of straw wattles along slope contours;</i></li> <li>• <i>Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);</i></li> <li>• <i>The use of silt fences; and</i></li> <li>• <i>The use of sediment basins and dust palliatives.</i></li> </ul>			
4.5-3	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; or, be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code.	<p>4.5-3 <i>Prior to the approval of improvement plans, the plans shall be designed to incorporate the recommendations of the Geotechnical Engineering Investigation prepared for the proposed Public Safety Facility Project by Youngdahl Consulting Group, Inc. Recommendations are set forth in Section 4 of the Geotechnical Report and provide engineering practices for the undocumented fill encountered on-site to ensure that these soils do not result in adverse impacts to structures. Engineering practices include but are not limited to removal and recompaction of moisture-sensitive soils,</i></p> <p><i>All building plans shall be reviewed and approved by the Building Department prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly</i></p>	El Dorado County Building Department	Prior to the approval of improvement plans	

<b>MITIGATION MONITORING AND REPORTING PROGRAM PUBLIC SAFETY FACILITY PROJECT</b>					
<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
		<i>incorporated and utilized in the design.</i>			
<b>4.6 Hazards and Hazardous Materials</b>					
4.6-2	Creation of a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.	4.6-2 <i>If indicators of potential hazardous materials releases or disposal areas (e.g soil staining, odors, debris fill material, etc.) are encountered at the project site during construction activities, the impacted area(s) shall be isolated from surrounding, non-impacted areas. A qualified environmental professional shall obtain samples of the identified areas for analysis of contaminants of concern in comparison with applicable regulatory screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the contaminant concentrations exceed the applicable regulatory screening levels, construction safety measures for excavation, storage, and disposal of the contaminated materials shall be incorporated in the project grading plans for impacted areas. All contaminated materials shall be sent off-site to a licensed landfill facility to the satisfaction of the El Dorado County Environmental Management Division.</i>	El Dorado County Environmental Management Division	If indicators of potential hazardous materials releases or disposal areas (e.g soil staining, odors, debris fill material, etc.) are encountered at the project site during construction activities	
<b>4.7 Hydrology and Water Quality</b>					
4.7-2	Violate any water quality standards or	4.7-2 <i>The project sponsor shall fully comply with the requirements of the Phase II General</i>	El Dorado County	Prior to the approval of	

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	waste discharge requirements, create or contribute substantial additional sources of polluted runoff, or otherwise substantially degrade water quality during operation of the project.	<p><i>Permit, as implemented by El Dorado County through the SWMP, Grading, Erosion and Sediment Control Ordinance (Chapter 15.14), Stormwater Quality Ordinance (Chapter 110.14), Design and Improvement Standards Manual, Drainage Manual, and General Plan Goal 7.3. Responsibilities include, but are not limited to, designing BMPs into project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff associated with development of the project site. The BMPs shall include Low Impact Development (LID) measures, such as minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source, to the maximum extent practicable. It should be noted that because the project site is characterized by shallow bedrock and low permeability soils, some LID measures, such as those that rely on infiltration, are not likely to be feasible at the project site. All post-construction BMPs shall be included on the improvement plans prior to their approval by the County.</i></p> <p><i>Funding for the maintenance of all BMPs for</i></p>	Development Services Division	improvement plans	

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		<i>the life of the proposed project shall be specified. The project sponsor shall establish a stormwater system operation and maintenance plan that specifies a regular inspection schedule of stormwater treatment facilities. The plan and subsequent reports documenting the inspections and remedial actions shall be submitted to the County for review and approval.</i>			
4.7-4	Substantially alter the existing drainage pattern of the site or area, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.	<p>4.7-4 <i>In conjunction with submittal of improvement plans for the proposed project, a design-level drainage report shall be submitted to the El Dorado County Planning Services Department for review and approval. The drainage report shall identify specific storm drainage design features to control the 100-year, 24-day increased runoff from the project site to ensure that the rate of runoff leaving the developed site does not exceed predevelopment levels, or the design capacity of the nearby stormwater facilities. This may be achieved through: on-site conveyance and detention facilities, off-site detention or retention facilities, channel modification, or equally effective measures to control the rate and volume of runoff.</i></p> <p><i>Design-level recommendations provided in the drainage report shall be included in the improvements plans prior to their approval</i></p>	El Dorado County Planning Services Department	In conjunction with submittal of improvement plans for the proposed project	

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		<i>by the El Dorado County Planning Services Department.</i>			
<b>4.9 Noise</b>					
4.9-1	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without project.	<p><i>4.9-1 The following criteria shall be included in the grading plan submitted by the applicant for review and approval by the El Dorado County Community Development Agency prior to issuance of grading permits:</i></p> <ul style="list-style-type: none"> <li><i>A. Equipment shall be well maintained with effective exhaust mufflers and intake silencers where applicable. Mufflers shall meet the equipment manufacturer's specifications and be free of rust, holes, and exhaust leaks. Construction contractors should select the quietest equipment possible with included optional noise control measures where feasible.</i></li> <li><i>B. Construction techniques and equipment that minimizes noise and vibration will be implemented into the construction plan.</i></li> <li><i>C. Combine noisy operations to occur during the same period, when feasible. The total noise level produced will not be significantly greater than the level produced if the operations were performed separately.</i></li> </ul>	El Dorado County Community Development Agency	Prior to issuance of a grading permit, the following criteria shall be included in the grading plan	

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		<p><i>D. Plan noisiest equipment and activities during daytime hours with the highest background sound levels.</i></p> <p><i>E. To the extent feasible, place the loudest equipment and activities on the construction area as far as possible from noise-sensitive locations.</i></p> <p><i>F. Contractors shall utilize existing site electrical power where possible to avoid operating diesel-powered generators.</i></p> <p><i>G. Avoid excessive engine revving using lower engine speed where possible and turn off idling equipment. Do not use engine braking. Haul trucks should coast by residential properties under as low of engine speed as possible while avoiding heavy braking.</i></p> <p><i>H. The contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem to</i></p>			

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		<p><i>the satisfaction of the El Dorado County Community Development Agency. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.</i></p> <p><i>The above measures shall be utilized during construction, to the extent feasible, as determined by the El Dorado County Community Development Agency.</i></p>			
4.9-4	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project related to operation.	<p>4.9-4 <i>In conjunction with the submittal of building plans for the Public Safety Facility Project, at which time engineering details will be available for the proposed project, including outdoor equipment specifications and building pad locations, the applicant shall submit a design-level acoustical analysis to the Community Development Agency. The acoustical analysis shall calculate the exterior noise levels at nearby residential property lines, resulting from the project's stationary noise sources, including the indoor firing range and associated outdoor equipment, backup generator, rooftop HVAC equipment, and any other outdoor stationary project equipment. If the predicted noise levels at the receiving residential property lines do not exceed the standards specified in Table 6-2 of the El Dorado County General</i></p>	El Dorado County Community Development Agency	In conjunction with the submittal of building plans	

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		<p><i>Plan, then no further mitigation is required. If predicted noise levels exceed the noise standards in Table 6-2 at nearby residential property lines, then the acoustical report shall include recommendations to ensure that the noise levels are reduced to levels at or below those shown in Table 6-2. Possible noise attenuation measures, which could be used to achieve the County's noise standards at nearby residential property lines, include but are not limited to:</i></p> <ul style="list-style-type: none"> <li>• <i><u>Building and Equipment Orientation:</u> use building placement as a means to shield residential areas from on-site equipment noise sources. Orient exterior doors associated with the indoor range away from residential areas.</i></li> <li>• <i><u>Building Materials:</u></i>  <i><u>Indoor Firing Range:</u> possible measures for the indoor firing range include using increased sound ratings for the building shell, and/or sound absorption material on indoor firing range room surfaces, and/or moveable interior partitions.</i></li> </ul>			

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		<p><u>Rooftop Mechanical Equipment:</u> possible measures include use of solid parapets at least partially blocking the line of sight to rooftop equipment.</p> <p><u>Indoor Firing Range (outdoor equipment):</u> concrete block walls (or similar solid construction equaling the weight per square foot of concrete block) shall surround the outdoor mechanical equipment yard housing the indoor shooting range equipment (fans, pumps, filtration, etc.), at a height sufficient to block the line of sight to the nearest residential receptor.</p> <p><u>Backup Generator:</u> engine generator and enclosure should be specified to meet 80 dBA or less at a distance of 23 feet from the unit.</p> <p>All noise attenuation measures recommended in the design-level acoustical study shall be incorporated into the project construction drawings for review and approval by the</p>			

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		<i>Community Development Agency.</i>			
<b>4.10 Transportation and Circulation</b>					
4.10-1	Traffic related to construction activities.	<p><i>4.10-1 Prior to the beginning of construction, the contractor shall prepare a construction traffic management plan to the satisfaction of the County Traffic Engineer. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Description of trucks including: number and size of trucks per day (e.g., 85 trucks per day), coordination of expected arrival/departure times, designation of truck circulation patterns.</i></li> <li>• <i>Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.</i></li> <li>• <i>Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</i></li> </ul>	El Dorado County Traffic Engineer	Prior to the beginning of construction	

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		<ul style="list-style-type: none"> <li>• <i>Description of driveway access plan including: provisions for maintained access to surrounding businesses, provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</i></li> </ul>			
4.10-2	Study intersections under Existing Plus Project Conditions.	<p><i>4.10-2(a) <u>Missouri Flat Road / China Garden Road.</u> Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.</i></p> <p><i>Installation of a traffic signal at the Missouri Flat Road / China Garden Road intersection will improve the LOS at the intersection to LOS B with a delay of 16.1 seconds. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable operations in both peak hours.</i></p> <p><i>Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	

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		<p><i>proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.</i></p> <p><i>4.10-2(b) <u>Missouri Flat Road / Enterprise Drive.</u> Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.</i></p> <p><i>Signalization of this intersection will result in an LOS A condition in the a.m. peak hour (8.5 seconds) and LOS B condition in the p.m. peak hour (18.4 seconds).</i></p> <p><i>Therefore, appropriate mitigation would include payment of traffic impact mitigation fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	
4.10-3	Year 2025 Plus Project Condition impacts to the following four	<i>4.10-3(a) <u>Missouri Flat Road / China Garden Road.</u> Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the</i>	El Dorado County Community	Prior to issuance of any building permits	

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	intersections: Missouri Flat Road / China Garden Road; Missouri Flat Road / Enterprise Drive; Pleasant Valley Road at SR 49; and Pleasant Valley Road / Forni Road.	<p><i>project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2025 condition.</i></p> <p><i>4.10-3(b) Missouri Flat Road / Enterprise Drive. Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2025 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2025 condition.</i></p> <p><i>4.10-3(c) Pleasant Valley Road at SR 49. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees</i></p>	<p>Development Agency</p> <p>El Dorado County Community Development Agency</p> <p>El Dorado County Community</p>	<p>Prior to issuance of any building permits</p> <p>Prior to issuance of any building permits</p>	

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		<p><i>for the project consistent with the County's CIP program.</i></p> <p><i>Installation of a traffic signal will maintain acceptable levels of service at the intersection during the AM peak hour (LOS C – 20.2 seconds). Therefore, appropriate mitigation would include payment of TIM fees to satisfy the project's fair share obligation towards this improvement if it is included in the 20-Year CIP, or construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the 20-Year CIP or constructed by others, as determined by CDA.</i></p>	Development Agency		
		<p><i>4.10-3(d)Pleasant Valley Road / Forni Road. Prior to issuance of any building permits, the project applicant shall pay the countywide TIM fees for the project consistent with the County's CIP program.</i></p> <p><i>Installation of a two-way-left-turn lane identified in the County's CIP will allow the intersection to operate at LOS D (26.5 seconds) in the AM peak hour. The project is programmed for construction between Fiscal Year 2025/26 and 2034/35 and is therefore</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	

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		<i>consistent with General Plan Policy TC-Xf.</i>			
4.10-4	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.	<p><i>4.10-4 The project applicant shall fund and construct the traffic signal at the Missouri Flat Road / Industrial Drive intersection. The traffic signal improvement shall be shown on the project improvement plans prior to their approval by the El Dorado County Community Development Agency. Installation of a new traffic signal would improve the operating conditions to LOS B (17.5 seconds) in the AM peak hour and LOS B (13.4 seconds) in the PM peak hour.</i></p>	El Dorado County Community Development Agency	Prior to the approval of improvement plans	
4.10-7	Study intersections LOS under Year 2035 Plus Project Conditions.	<p><i>4.10-7(a) <u>Missouri Flat Road / China Garden Road.</u> Implement Mitigation Measure 4.10-2(a) regarding payment of TIM fees for the project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition are already identified in Mitigation Measure 4.10-2(a). Signalization will improve the LOS at this intersection to LOS B during both peak hours in the Year 2035 condition. Alternatively, restricting the eastbound and westbound approaches to right-turns only would result in acceptable LOS C operations in both peak hours in the Year 2035 condition.</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	
		<p><i>4.10-7(b) <u>Missouri Flat Road / Enterprise Drive.</u></i></p>	El Dorado	Prior to issuance	

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		<p><i>Implement Mitigation Measure 4.10-2(b) regarding payment of TIM fees for the project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-2(b). Signalization will improve the LOS at this intersection to LOS A during the AM peak hour and LOS B during the PM peak hour in the Year 2035 condition.</i></p>	County Community Development Agency	of any building permits	
		<p><i>4.10-7(c) <u>Pleasant Valley Road at SR 49.</u> Implement Mitigation Measure 4.10-3(c) regarding payment of TIM fees for the project.</i></p> <p><i>The CIP improvements needed to mitigate this intersection impact in the Year 2035 condition, are already identified in Mitigation Measure 4.10-3(c). Signalization will improve the LOS at this intersection to LOS C during the AM peak hour.</i></p>	El Dorado County Community Development Agency	Prior to issuance of any building permits	