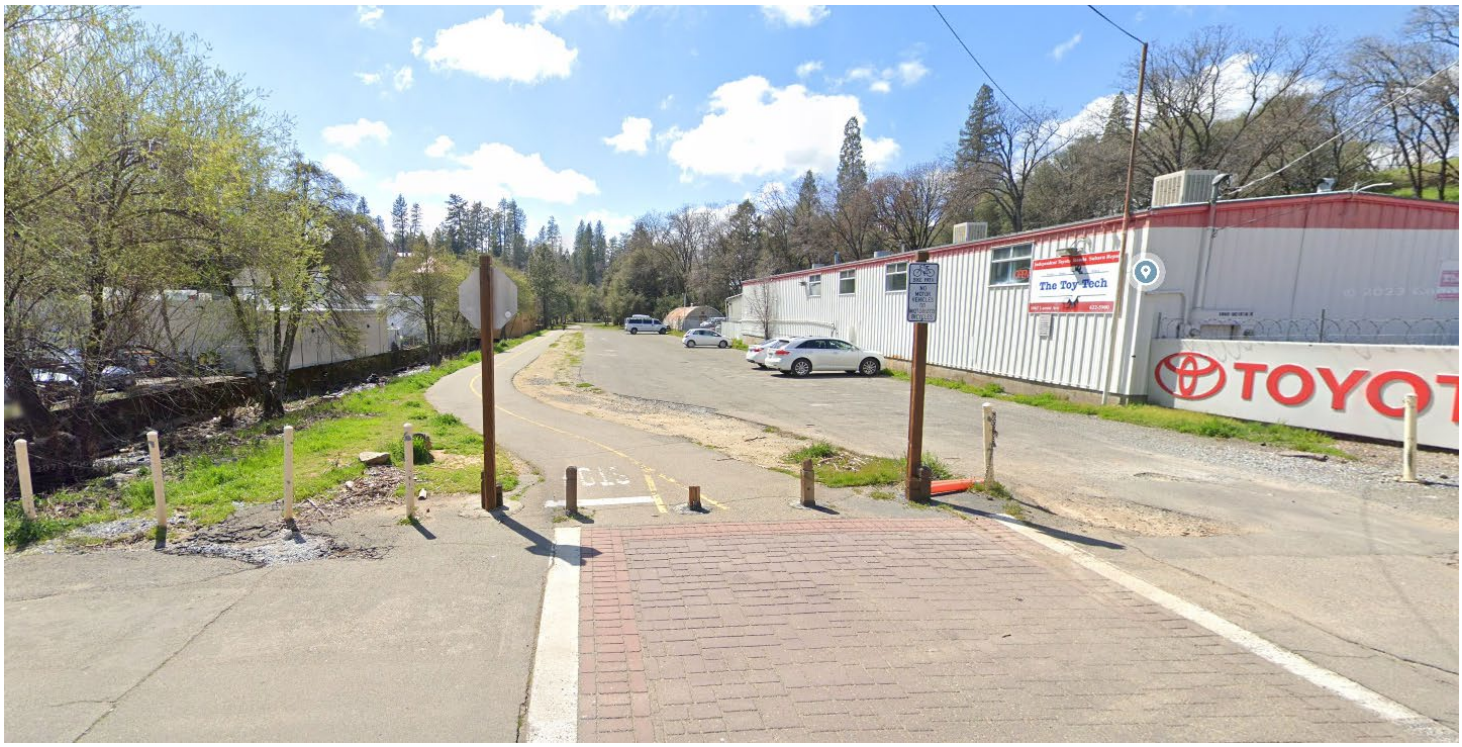


**STATE CLEARINGHOUSE NUMBER:**

# Sewer Line Relocation – Clay Street to Locust Avenue Project

## Draft Initial Study with (Proposed) Mitigated Negative Declaration

**NOVEMBER 2024**

Dewberry

**SUBMITTED BY**
Dewberry Engineers Inc.
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**SUBMITTED TO**
City of Placerville
A. Cory Schiestel, PE
3101 Center Street
Placerville, CA 95667
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# Table of Contents

# Table of Tables

# Appendices

# Initial Study

**Project Title:** Sewer Line Relocation – Clay Street to Locust Avenue Project

**Lead Agency Name and Address:**
City of Placerville
3101 Center Street
Placerville, CA 95667

**Contact Person and Phone Number:**
A. Cory Schiestel, PE
530.642.5250

**Project Location:**
City of Placerville, El Dorado County, CA
Placerville 7.5-Minute Quadrangle,
Township 10N, Range 10E, Section 12

**Project Sponsor's Name and Address:**
A. Cory Schiestel, PE
City of Placerville Engineering Department
3101 Center Street
Placerville, CA 95667

**General Plan Designation(s):** The City of Placerville General Plan land use designations are Commercial and Central Business District.

**Zoning Classification(s):** The City of Placerville zoning classifications within the project area are Commercial and Central Business District.

# 1. Introduction

The City of Placerville (City) proposes to relocate a 16-inch sanitary sewer trunk line (Trunk) from its current alignment within Hangtown Creek between Locust Avenue and Clay Street to El Dorado Trail (proposed project). The proposed project is located within the central portion of the City, El Dorado County, California. The proposed project intends to reduce stormwater inflow, to minimize potential sewer overflows, to improve access for maintenance, and to increase resiliency during wet weather.

The City is the lead agency under the California Environmental Quality Act (CEQA).

## 1.1 Circulation Information

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) was submitted to the State Clearinghouse on November 20 2024 for a 34-day public review period, in order to accommodate November holidays, ending on December 23, 2024. During the public review period, the Draft IS/MND will be available for review at the City of Placerville (3101 Center Street Placerville, CA 95667) during business hours (8:00 a.m. to 5:00 p.m.).

Comments can be submitted via email to Cory Schiestel at cschiestel@cityofplacerville.org, subject line: Sewer Line Replacement – Clay Street to Locust Avenue. Comments can be sent by U.S. mail to City of Placerville, Attention: Cory Schiestel, 3101 Center Street, Placerville, CA 95667. Comments will be accepted by the City until 5:00 p.m. on December 23, 2024.

## 1.2 Summary of Findings

This Draft IS/MND prepared for the proposed project assesses the potential effects on the environment and the significance of those effects. Based on the results of this Draft IS/MND, the proposed project would not have any significant impacts on the environment once mitigation measures are implemented. This conclusion is supported by the following findings (refer to Section 4 for details):

- The proposed project would not impact Aesthetics, Agriculture and Forestry Resources, Energy, Mineral Resources, and Population and Housing.
- The proposed project would have a less-than-significant impact on Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire.
- Once mitigation measures are implemented, the proposed project would have a less-than-significant impact on Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources.

- No substantial evidence exists that the proposed project would have a significant negative or adverse effect on the environment.

The proposed project would comply with standard conditions, best management practices (BMPs), standard construction measures required by the City contractor project specifications, and other applicable laws, regulations, and policies, as described in Section 4 of this Draft IS/MND, as part of the proposed project to avoid or minimize potential environmental impacts. In addition, the proposed project would implement mitigation measures, as described in Section 4 of this Draft IS/MND, which would reduce the potentially significant environmental impacts of the proposed project to less than significant levels.

# 2. Project Description

## 2.1 Project Location

The Sewer Line Relocation – Clay Street to Locust Avenue Project (proposed project) is located in the City of Placerville (City) in El Dorado County. The proposed project is located between Clay Street and Locust Avenue, within Hangtown Creek and the El Dorado Trail (Appendix A Figures 2-1 and 2-2). No construction is anticipated in Main Street or on private properties between Main Street and Hangtown Creek.

## 2.2 Existing Conditions

The primary 16-inch sanitary sewer trunk line (Trunk) serving the City is routed within Main Street, Locust Avenue, and Hangtown Creek to Clay Street (Appendix A Figure 2-3). Within Hangtown Creek, the Trunk and multiple manholes are exposed and subject to significant stormwater inflow during rainfall events. Sewer laterals for various commercial businesses are routed along a flood protection wall to multiple connection points to the Trunk in Hangtown Creek.

The City General Plan land use designations and zoning classifications are the same within the project area to the east of the Ivy House parking lot is designated/classified as Commercial and to the west of the Ivy House parking lot is designated/classified as Central Business District.

## 2.3 Project Objectives

The proposed project objectives include:

- Reducing significant stormwater inflow to the City wastewater collection system and the potential for water quality issues at the City wastewater treatment plant due to excessive flows.
- Minimizing potential sewer overflows during significant rainfall events.
- Improving maintenance access (i.e., safer access) to the Trunk.
- Improving resiliency during wet weather.
- Restoring Hangtown Creek.

## 2.4 Proposed Project

The City would relocate a 16-inch sanitary sewer trunk line (Trunk) from a current alignment within Hangtown Creek between Locust Avenue and Clay Street to reduce stormwater inflow, to minimize potential sewer overflows, to improve access for maintenance, and to increase resiliency during wet weather. The Trunk would be intercepted in Locust Avenue between Main Street and the El Dorado Trail and then routed within the El Dorado Trail to a connection to the existing 24-inch Trunk east of

Clay Street. Rerouting the Trunk to the El Dorado Trail would require a bore and jack crossing of Hangtown Creek at Locust Avenue. The relocation of the Trunk would trigger replacement of the sewer laterals serving commercial properties along Main Street with new connections to the Trunk in the El Dorado Trail (Appendix A Figure 2-3). The proposed project also includes the rerouting of an existing 4-inch sanitary sewer along Locust Avenue, north of the El Dorado Trail. Following completion of the Trunk relocation, the existing 16-inch pipeline and manholes would be removed from Hangtown Creek, and the creek bottom would be restored. Work within Hangtown Creek would necessitate construction of a temporary cofferdam and rerouting of creek flows around the construction area (Appendix A Figure 2-3). No blasting activities would be required for excavation related to the proposed Trunk and lateral alignments.

### 2.4.1 Alignment

The realigned Trunk would be located in the El Dorado Trail to facilitate future safer access by City personnel. The sewer would be sited in the trail to allow for future excavation/replacement with minimal construction impacts.

### 2.4.2 Utility Relocation

Other than the relocation of sanitary sewers, no other utility relocation, either wet or dry, is anticipated.

### 2.4.3 Right-of-Way Acquisitions

Construction work would be within the public right of way. No right of way acquisition is anticipated. If it is determined that any work would be within property limits, such as on the creek wall, a temporary construction easement or permit to enter and construct would be obtained accordingly.

### 2.4.4 Road and Trail Closures

Construction work would be within the public right of way requiring lane closures on Locust Avenue; however, Locust Avenue would remain open throughout construction. The segment of El Dorado Trail between Clay Street and Locust Avenue would be closed to pedestrian and bicycle traffic for the duration of project construction, up to 12 months.

### 2.4.5 Construction Activities

Table 2-1 provides a description of the type of equipment likely to be used during the construction of the proposed project.

Table 2-1. Construction Equipment

| EQUIPMENT | CONSTRUCTION PURPOSE |
|---|---|
| Air Compressor | Finishing work |
| Backhoe | Trenching |
| Bore/Jack Machines | Bore/jack Trunk |
| Compaction Equipment | Earthwork |
| Concrete Truck and Pump | Concrete placement |
| Crane | Large diameter piping installation/trench box placement |
| Dump Truck | Fill material delivery/excess material transport offsite |
| Excavator | Soil manipulation and trench excavation |
| Flatbed truck | Material handling and delivery |
| Front-End Loader | Material unloading/transport |
| Generators | Power Hand Tools |
| Hoe ram | Demolition |
| Hydraulic Hammer | Demolition, asphalt concrete removal |
| Jack Hammer | Demolition, asphalt concrete removal |
| Paver | Asphalt concrete construction |
| Roller / Compactor | Earthwork and asphalt concrete construction |
| Rubber -tired boom truck | Lifting |
| Water Truck | Earthwork construction + dust control |

### 2.4.6 Construction Schedule and Timing

Construction will take approximately 12 months and is anticipated to start in September 2025. Construction would be phased as follows:

- Phase 1 – Trunk is intercepted and constructed in El Dorado Trail. This phase is anticipated to take approximately six months.
- Phase 2 – Cofferdam constructed, and Hangtown Creek diverted around construction site. This phase is anticipated to take approximately one month.
- Phase 3 – Commercial laterals rerouted to Trunk in El Dorado Trail. This phase is anticipated to take approximately two months.
- Phase 4 – Existing Trunk removed or abandoned in place from Hangtown Creek, and creek bottom restored. Cofferdam(s) removed and creek flows restored. This phase is anticipated to take approximately three months.

## 2.5 Permits and Approvals Needed

The following permits, reviews, and approvals are required for proposed project construction.

Table 2-2. Permits and Approvals Needed

| AGENCY | PERMIT/APPROVAL | STATUS |
|---|---|---|
| U.S. Army Corps of Engineers | Section 404 Nationwide Permit | Application follows approval of CEQA IS/MND |
| Central Valley Regional Water Quality Control Board (RWQCB) | Section 401 Water Quality Certification | Application follows approval of CEQA IS/MND |
| Central Valley RWQCB | State Waste Discharge Requirements | Notice of Intent filed upon contract aware |
| Central Valley RWQCB | National Pollutant Discharge Elimination System (NPDES) Permit – Construction General Permit | Notice of Intent filed upon contract award |
| California Department of Fish and Wildlife (CDFW) | Section 1602 Streambed Alteration Agreement | Application follows approval of CEQA IS/MND |
| City of Placerville | Approval of CEQA IS/MND and the project | Follows approval of technical studies and public circulation of CEQA IS/MND |
| Occupational Safety and Health Administration (OSHA) | Tunnel Classification Permit | Prior to Construction |

# 3. Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

## 3.1 Determination:

On the basis of this initial study:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

| NAME (PRINT) | DATE |
|---|---|
| | |
| **SIGNATURE** | **FOR** |
| | |

# 4. Evaluation of Environmental Impacts

This section of the IS/MND evaluates the potential effects on the physical environment from the implementation of the proposed project. This analysis has been prepared to determine whether any of the conditions in CEQA Guidelines Section 15162 would occur as a result of the proposed project.

The proposed project would result in negligible physical effects and would not cause significant impacts to the following resources. These resources are not discussed further in this IS/MND.

- **Aesthetics:** According to the City General Plan, no designated scenic resources or scenic vistas are located in the vicinity of the proposed project. No National Scenic Byways, or All-American Roads are located within viewable distance of the project site (FHWA, 2024). United States Route 50 (US 50), is officially designated as a State Scenic Highway, located north of the project site; however, the project site is not viewable from US 50, as it is elevated above Clay Street, Locust Street, El Dorado Trail, and Hangtown Creek (Caltrans, 2024). The proposed project would relocate an existing sewer Trunk and laterals and not change the physical arrangement of the area. The proposed project would not create a new source of light or glare. Upon completion of construction activities, visual characteristics and quality of the proposed project would be similar to existing conditions, as the components of the proposed project would be underground. For these reasons, no impact would occur to aesthetic resources with implementation of the proposed project.
- **Agriculture and Forestry Resources:** The land surrounding the proposed project does not contain land use designations or zone classifications for agricultural for either the City or the County (City of Placerville, 2016; City of Placerville, 2018; El Dorado County). The California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) identifies only Urban and Built-Up Land within and adjacent to the project site (CDOC, 2020). There are no lands operating under Williamson Act contracts within or adjacent to the project area (CDOC, 2022). The City General Plan and the County General Plan do not identify commercially significant timberlands within or adjacent to the proposed project boundaries. Therefore, the proposed project would have no impact regarding agriculture and forestry resources.
- **Energy:** Construction equipment utilizing energy sources such as fuel and electricity would be demanded and consumed for up to 12 months. The amount of overall energy used during project construction activities would be temporary and adequate supply of energy is available. Once the proposed project is operational, energy use would be similar to existing energy use because the proposed project would relocate existing facilities and would not involve expansion of the sewer system. For these reasons, no impact would occur to energy resources with implementation of the proposed project.

- **Mineral Resources:** The closest mineral resource area (MRA), MRA-2A, is located approximately 0.5 miles southwest of the southwestern end of the proposed project. The project site is not adjacent to a designated MRA nor is it adjacent to a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan. While the City is historically known for minerals and mining, there are no known current mineral resources, mineral extraction areas, mineral extraction facilities, or mineral recovery sites within, or adjacent to, the project site. Therefore, the proposed project would have no impact to mineral resources.
- **Population and Housing:** The proposed project would not change the land use patterns surrounding the project site. Instead, it is intended to relocate the Trunk and laterals to minimize potential sewer overflows, to improve access for maintenance, and to increase resiliency during wet weather. The proposed project would not increase the capacity of the City's sewer system nor would it increase the capacity of roadways, thus, the proposed project would not indirectly affect the population of the City. The proposed project would not displace people or housing units as a result of the Trunk relocation. Therefore, the proposed project would have no impact on population and housing.

### 4.0.1 References

California Department of Transportation (Caltrans). 2024. California State Scenic Highway System. Online: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Date Accessed: September 12, 2024.

Federal Highway Administration (FHWA). 2024. National Scenic Byways and All-American Roads: California. Online: https://fhwaapps.fhwa.dot.gov/bywaysp/States/Show/CA. Date Accessed: September 12, 2024.

## 4.1 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

| Issues | Determination |
|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | Less Than Significant Impact |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | Less Than Significant Impact |
| c) Expose sensitive receptors to substantial pollutant concentrations? | Less Than Significant Impact |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | Less Than Significant Impact |

### 4.1.1 Standard Conditions

1. Develop a dust control plan that documents sprinkling, soil binding/hydroseeding, temporary paving, speed limits, and expedited revegetation of disturbed slopes to minimize impacts to surrounding uses. The following will be included in the dust control plan.
    - Spread a soil binder or hydroseed on unpaved roads used for construction purposes and all project construction parking/staging areas.
    - Wash trucks as they leave the project site as necessary to control fugitive dust from vehicles/equipment.
    - Keep construction areas including staging areas clean and orderly.
    - Use track-out reduction measures (i.e., gravel pads) at project site access points to minimize dust and mud deposits on roads affected by construction traffic.
    - Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (Particulate Matter [PM]) during transportation.
    - Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease the generation of PM.
    - On site construction vehicle speeds on unpaved roads will be limited to 15 miles per hour or less and provide temporary traffic control as needed.

2. Apply water or dust palliative to the project site and equipment to control fugitive dust emissions. Fugitive emissions must meet a “no visible dust” criterion either at the point of emission or at the right-of-way line as required by El Dorado County Air Quality Management District (EDCAQMD).
3. Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations (CCR) Title 17, Section 93114.
4. The construction contractor will comply with the requirements of all applicable State and local regulations pertaining to air quality emissions, including, but not limited to EDCAQMD Rules 202, 205, 207, 215, 223-1, 223-2, 224, and 233.
5. Locate construction equipment and material storage/staging areas at least 500 feet from sensitive receptors.
6. Establish environmentally sensitive areas or an equivalent at least 500 feet away from sensitive air emissions receptors within which construction activities (i.e., extended idling, material storage, and equipment maintenance) would be prohibited.
7. Route and schedule construction traffic to avoid peak travel times to reduce congestion and related air quality impacts caused by idling vehicles along congested roads.
8. Install mulch, plant vegetation, or revegetate construction areas after grading to reduce windblown particulates in the surrounding area. Be aware that certain methods of mulch placement (i.e., straw) may themselves cause dust and visible emission issues and may need to use controls (i.e., dampened straw).

## 4.1.2 Methods

### 4.1.2.1 Modeling

The California Emission Estimator Model (CalEEMod) Version 2022.1.1.26 was used to model estimated air quality emissions generated by construction of the proposed project (Appendix B). Project specific inputs used in the CalEEMod included:

- 12-month construction period of the project split into four phases
  - Phase 1: Trunk Installation (six months)
  - Phase 2: Cofferdam Constructed (one month)
  - Phase 3: Laterals Rerouted (two months)
  - Phase 4: Trunk Removal/Abandonment and Cofferdam Removal (three months)
- Specific construction equipment for each of the four construction phases.
- 0.19-mile linear project
- 4.75-acre project site
- Daily maximum area disturbed would be 0.02 acre.
- All on-road equipment would meet California Air Resources Board (CARB) Tier 4 requirements for all off-road equipment.

### 4.1.3 Setting

California is currently divided into 15 air basins, which are generally defined along political boundary lines and include both the source and receptor areas. The proposed project lies within the Mountain Counties Air Basin (MCAB). The MCAB encompasses El Dorado (western portion), Plumas, Sierra, Nevada, Placer (middle portion), Amador, Calaveras, Tuolumne, and Mariposa counties. The basin lies along the northern portion of the Sierra Nevada mountain range, close to, or contiguous with, the Nevada border, and covers an area of roughly 11,000 square miles. Elevations range from over 10,000 feet at the crest of the Sierra Nevada down to several hundred feet above mean sea level at the El Dorado/Sacramento County boundary.

The project site and surrounding area is under the jurisdiction of the El Dorado County Air Quality Management District (EDCAQMD). Air quality districts are public health agencies whose mission is to improve the health and quality of life for residents through effective air quality management strategies. The EDCAQMD prepares regional strategies to attain and maintain air quality conditions through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues.

Existing air quality conditions in the project area can be characterized according to the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for the various pollutants and data collected in the region. The federal Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (USEPA) to set NAAQS for major pollutants that could be detrimental to the environment and human health. The CAAQS are the California equivalent of the NAAQS. An air basin is in “attainment” compliance when the levels of the pollutant in that air basin are below NAAQS and CAAQS thresholds. Tables 4.1-1 and 4.1-2 provide information on the NAAQS and CAAQS, respectively.

Table 4.1-1. NAAQS

| POLLUTANT | | STANDARD TYPE | AVERAGING TIME | CONCENTRATION THRESHOLD | FORM |
|---|---|---|---|---|---|
| Carbon monoxide (CO) | | Primary | 8 hours | 9 ppm | Not to be exceeded more than once per year |
| | | | 1 hour | 35 ppm | |
| Lead (Pb) | | Primary and secondary | Rolling 3-month average | 0.15 µg/m$^3$ | Not to be exceeded |
| Nitrogen dioxide ($NO_2$) | | Primary | 1 hour | 100 ppb | 98th percentile of 1-hour daily maximum concentrations, averaged over 3 years |
| | | Primary and secondary | 1 year | 53 ppb | Annual mean |
| Ozone ($O_2$) | | Primary and secondary | 8 hours | 0.070 ppm | Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years |
| Particulate matter (PM) | $PM_{2.5}$ | Primary | 1 year | 12.0 µg/m$^3$ | Annual mean, averaged over 3 years |
| | | Secondary | 1 year | 15.0 µg/m$^3$ | Annual mean, averaged over 3 years |
| | | Primary and secondary | 24 hours | 35 µg/m$^3$ | 98th percentile, averaged over 3 years |
| | $PM_{10}$ | Primary and secondary | 24 hours | 150 µg/m$^3$ | Not to be exceeded more than once per year on average over 3 years |
| Sulfur dioxide ($SO_2$) | | Primary | 1 hour | 75 ppb | 99th percentile of 1 hour daily maximum concentrations, averaged over 3 years |
| | | Secondary | 3 hours | 0.5 ppm | Not to be exceeded more than once per year |

Source: USEPA, 2024

Notes: ppm = parts per million; ppb = parts per billion; ug/m$^3$ = micrograms per cubic meter

(1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m$^3$ as a calendar quarter average) also remain in effect.

(2) The level of the annual $NO_2$ standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.

(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) $O_3$ standards are not revoked and remain in effect for designated areas. Additionally, some areas may have certain continuing implementation obligations under the prior revoked 1-hour (1979) and 8-hour (1997) $O_3$ standards.

(4) The previous $SO_2$ standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2)any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous $SO_2$ standards or is not meeting the requirements of a SIP call under the previous $SO_2$ standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its SIP to demonstrate attainment of the required NAAQS.

Table 4.1-2. CAAQS

| POLLUTANT | | AVERAGING TIME | CONCENTRATION THRESHOLD |
|---|---|---|---|
| Carbon monoxide (CO) | | 8 hours | 0.09 ppm |
| | | 1 hour | 0.070 ppm |
| Lead (Pb) | | 1.5 | 0.15 µg/$m^3$ |
| Nitrogen dioxide ($NO_2$) | | 1 hour | 0.18 ppm |
| | | Annual arithmetic mean | 0.030 ppm |
| Ozone ($O_2$) | | 8 hours | 0.09 ppm |
| | | 1 hour | 0.070 ppm |
| Particulate matter (PM) | $PM_{2.5}$ | Annual arithmetic mean | 12.0 µg/$m^3$ |
| | $PM_{10}$ | 24 hours | 50 µg/$m^3$ |
| | | Annual arithmetic mean | 20 µg/$m^3$ |
| Sulfur dioxide ($SO_2$) | | 1 hour | 0.25 ppm |
| | | 24 hours | 0.04 ppm |
| Visibility reducing particles | | 9 hours | Extinction of 0.23 per kilometer |
| Sulfates | | 24 hours | 25 µg/$m^3$ |
| Hydrogen sulfide | | 1 hour | 0.03 ppm |
| Vinyl chloride | | 24 hours | 0.01 ppm |

Source: CARB, 2024
Notes: ppm = parts per million; ppb = parts per billion; ug/$m^3$ = micrograms per cubic meter

The current attainment status for the MCAB portion of the County, which includes the project site, is shown below in Table 4.1-3.

Table 4.1-3. Air Quality Attainment Status MCAB Portion of El Dorado County

| POLLUTANT | FEDERAL STANDARD | STATE STANDARD |
|---|---|---|
| Ozone (8-Hour Standard) | Nonattainment (Severe) | Nonattainment |
| Carbon Monoxide ($CO_3$) | Unclassified/Attainment | Unclassified |
| Nitrogen Dioxide ($NO_2$) | Unclassified/Attainment | Attainment |
| Sulfur Dioxide ($SO_2$) | Unclassified/Attainment | Attainment |
| Sulfates ($SO_{4)}$ | No Federal Status | Attainment |
| Lead | Unclassified/Attainment | Attainment |
| Hydrogen Sulfide ($H_2S$) | No Federal Status | Unclassified |
| Particulate Matter ($PM_{10}$) | Nonattainment | Nonattainment |

| POLLUTANT | FEDERAL STANDARD | STATE STANDARD |
|---|---|---|
| Fine Particulate Matter ($PM_{2.5}$) | Nonattainment (Severe) | Unclassified |
| Visibility Reducing Particles | No Federal Standard | Unclassified |

Source: USEPA, 2024b

In El Dorado County, there are three monitoring stations that record $O_3$ levels and one station that records $PM_{10}$ levels. No monitoring stations in the County collect data on CO, $PM_{2.5}$, or $NO_2$. The closest $O_3$ monitoring station is the Placerville/Gold Nugget Way station; however, this site closed in June 2022. The next closest station is the Placerville-Canal Street station which began operation in 2022. The $PM_{10}$ monitoring station in the County is in the Lake Tahoe Air Basin portion of the County. As distinct meteorological conditions can influence $PM_{10}$ and $PM_{2.5}$, data for $PM_{10}$ from the Sacramento-Branch Center Road monitoring station and data for $PM_{2.5}$ from the Folsom-Natoma Street Station, both in Sacramento County, are considered representative for the project site. The Sacramento-Branch Road monitoring station is approximately 30 miles west of the project site and the Folsom-Natoma Street Station is approximately 20 miles west of the project site. Table 4.1-4 provides the Ambient Air Quality Monitoring Data from these stations.

Table 4.1-4. Ambient Air Quality Monitoring Data – Nearby Monitoring Stations

| POLLUTANT | STANDARD | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|
| **$O_3$ from the Placerville-Gold Nugget Way Station** | | | | | | |
| Max 1-hr Concentration | | 0.081 | 0.127 | 0.090 | 0.062 | -- |
| No. days exceeded: State | 0.080 ppm | 8 | 0 | 4 | 0 | -- |
| Max 8-hr Concentration | | 0.075 | 0.101 | 0.080 | 0.056 | -- |
| No. days exceeded: State/Federal | 0.070 ppm<br>0.070 ppm | 4<br>4 | 20<br>20 | 10<br>10 | 0<br>0 | -- |
| **$O_3$ from the Placerville-Canal Street** | | | | | | |
| Max 1-hr Concentration | | NA | NA | NA | NA | 0.085 |
| No. days exceeded: State | 0.080 ppm | NA | NA | NA | NA | 2 |
| Max 8-hr Concentration | | NA | NA | NA | NA | 0.075 |
| No. days exceeded: State/Federal | 0.070 ppm<br>0.070 ppm | NA | NA | NA | NA | 1 |
| **$PM_{10}$ from the Sacramento-Branch Center Road** | | | | | | |
| Max 24-hr concentration | | 55 | 203 | 58 | 54 | 50 |
| No. days exceeded: State<br>Federal | 50 µg/m$^3$<br>150 µg/m$^3$ | *<br>* | *<br>7.7 | 25.4<br>0.0 | 6.0<br>0.0 | 0<br>* |

| POLLUTANT | STANDARD | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|
| Annual average concentration (mg/m3) | | * | * | 24.8 | 24.8 | 48.0 |
| No. days exceeded: State | 20 µg/m$^3$ | * | * | * | * | * |
| **$PM_{2.5}$ from the Folsom-Natoma Street Station** | | | | | | |
| Max 24-hr concentration | | 25.4 | 21.5 | 265.7 | 73.5 | 143 |
| No. days exceeded: State | 35 µg/m$^3$ | * | * | 10 | 2 | * |
| Annual average concentration (mg/m3) | | * | * | 9.3 | 7.3 | 28.6 |
| No. days exceeded: State<br>Federal | 12 µg/m$^3$<br>15 µg/m$^3$ | 10<br>* | 10<br>* | 9<br>* | 9<br>* | *<br>* |

Source: CARB, 2024b.
Notes: ppm = parts per million; ug/m$^3$ = micrograms per cubic meter

### 4.1.3.1 Sensitive Receptors

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, referred to as “sensitive receptors.”

EDCAQMD defines a sensitive receptor as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants, such as hospitals, schools, and convalescent facilities (EDCAQMD, 2002). Residential areas are considered sensitive to air pollution because residents, including children and the elderly, tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. Sensitive receptors were identified in a 0.25-mile radius of the project site in Figure 4.1-1 (Appendix A). Sensitive receptors within 500 feet of the project site include residential units (both single-family and multi-family) and Sierra Elementary School (Appendix A Figure 4.1-1). The sensitive receptors within 500 feet of the project site, north and south of US 50, are currently exposed to air quality emissions on a daily basis from vehicles traveling east- and westbound on the highway.

### 4.1.3.2 Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) is a fibrous material found in certain types of rock formations. Asbestos becomes a human health hazard when it becomes airborne. It is classified as a known human carcinogen by federal, State, and international agencies and is identified as a toxic air contaminant (TAC).

NOA is the result of natural geologic processes and is commonly found near earthquake faults in California. NOA can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become

airborne, causing air quality and human health hazards (also see Section 4.6, Hazards and Hazardous Materials).

The proposed project is not located in an area that is underlain with significant occurrence of ultramafic rock where NOA is likely to occur (California Department of Conservation Division of Mines and Geology [CDOCDMG], 2000). Furthermore, the proposed project is in an "area that probably does not contain asbestos" (CDOCDMG, 2000). The project site is approximately 0.14 mile east of an "area more likely to contain asbestos" (CDOCDMG, 2000).

### 4.1.4 Discussion

Air quality impacts were assessed in accordance with methodologies recommended by CARB and the EDCAQMD. The EDCAQMD has published a guidance document for the preparation of the air quality portions of environmental documents that includes thresholds significance. The construction emissions analyzed are based on the following:

- The EDCAQMD considers combined increases in ozone-precursor emissions of ROG and $NO_x$ greater than 82 pounds per day per pollutant as significant during project construction activities.
- For the other criteria pollutants, including CO, $PM_{10}$, $PM_{2.5}$, $SO_2$, $NO_2$, sulfates, Pb, and $H_2S$, a project is considered to have a significant impact on air quality it will cause or contribute significantly to a violation of the applicable NAAQS or CAAQS (Tables 4.1-1 and 4.1-2), respectively.

Operational emissions are not quantified in this analysis as sewer main/lateral replacement projects do not generate air quality emissions beyond what is being generated by the existing sewer infrastructure.

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

Once operational, the proposed project would generate air quality emissions similar to existing conditions because the proposed project would relocate the existing Trunk and laterals. Therefore, operation of the proposed project would not conflict with or obstruct implementation of regional strategies set forth by the EDCAQMD. No impact would occur with the operation of the proposed project.

Project construction activities and construction vehicle emissions would be the primary source of air pollution being generated during the up to 12-month construction period. During this time, the proposed project would comply with the EDCAQMD's air quality guidelines and rules and the standard conditions identified above. Thus, project construction would not conflict with or obstruct implementation of an applicable air quality plan, and impacts would be less than significant. No mitigation measures are required.

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

The western portion of the County is designated as nonattainment for federal and State $O_3$ standards. The Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan was developed by the air districts in the Sacramento region to bring the region into attainment. This plan includes the MCAB portion of the County, and thus includes the proposed project. In addition to not attaining the federal or State $O_3$ standards, the region is in nonattainment for the federal $PM_{2.5}$ standard and the federal and State $PM_{10}$ standards. The $PM_{2.5}$ State Implementation Plan (SIP) attempts to fulfill requirements to redesignate the region from nonattainment to attainment for the $PM_{2.5}$ NAAQS. The $PM_{10}$ Implementation/Maintenance Plan and Re-Designation Request is intended to fulfill CAA requirements to redesignate the region from nonattainment to attainment for the $PM_{10}$ NAAQS.

Once the proposed project is operational, the proposed project would not generate a cumulatively considerable net increase of any pollutant in nonattainment. This is because the proposed project would relocate the existing Trunk and laterals. It would not generate air quality emissions greater than what occurs under existing conditions.

Construction activities associated with the proposed project would generate temporary air quality emissions during the 12-month construction period. The CalEEMod construction emissions generated by the proposed project are summarized below in Table 4.1-5, and the model results are provided in Appendix B.

Table 4.1-5. Construction Emissions Predictions Summary

| CONSTRUCTION | MAXIMUM POLLUTANT (POUNDS PER DAY) | | | | |
|---|---|---|---|---|---|
| | $NO_X$ | ROG | $PM_{10}$ | $PM_{2.5}$ | CO |
| Construction Year 2025 | 18.8 | 2.12 | 0.87 | 0.80 | 23.2 |
| Construction Year 2026 | 17.8 | 2.04 | 0.79 | 0.73 | 23.1 |
| EDCAQMD Significance Thresholds | 82 | 82 | -- | -- | -- |
| ***Exceed EDCAQMD Thresholds?*** | ***No*** | ***No*** | ***No*** | ***No*** | ***No*** |

Source: Dewberry, 2024.
Note: See Appendix B for CalEEMod model results.

During Construction Year 2025, the proposed project would generate a maximum of 18.8 pounds per day of $NO_x$ and 2.12 pounds per day of ROG; Construction Year 2026 would have lower emissions than year 2025. These emissions would not exceed the EDCAQMD significance thresholds of 82 pounds per day for $NO_x$ and ROG for either Construction Year 2025 or 2026. The proposed project would also generate a maximum of 0.87 pounds per day of $PM_{10}$, 0.80 pounds per day of $PM_{2.5}$, and 23.2 pounds per day

of CO in Construction Year 2025. Construction Year 2026 would have smaller emissions than Construction Year 2025. None of these amounts (Construction Year 2025 or 2026) would exceed NAAQS or CAAQS standards as presented in Tables 4.3-1 and 4.3-2. Air quality impacts related to construction would be temporary and would cease upon construction completion. Therefore, construction related impacts are considered less than significant and would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. The proposed project would comply with the standard conditions identified above, applicable fugitive dust rules and regulations, and applicable EDCAQMD rules. Construction impacts would be less than significant. No mitigation measures are required.

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

The nearest sensitive receptors to the project site include residential units and Sierra Elementary School (Appendix A Figure 4.1-1). As analyzed above under questions a and b, once operational, the relocated Trunk and laterals would not generate operational air quality emissions beyond what currently exists. Therefore, operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

The proposed project would generate air quality emissions during construction; however, this would be temporary in nature, lasting up to 12 months, and would terminate upon completion of the proposed project. Table 4.1-5, above, shows that construction of the proposed project would not generate air pollutant emissions above thresholds established by the EDCAQMD, NAAQS, or CAAQS. Therefore, construction activities associated with the proposed project would not expose sensitive receptors to substantial pollutant concentrations. The proposed project would comply with standard conditions identified above, applicable fugitive dust rules and regulations, and applicable EDCAQMD rules. Impacts would be less than significant. No mitigation measures are required.

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

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

Long-term operation of the proposed project would not involve the use of any major odor emission sources and would be similar to existing conditions. As a result,

implementation of the proposed project would not be anticipated to result in the exposure of a substantial number of people to odors beyond what currently exists. No operational impact would occur.

During project construction, objectionable odors could occur in relation to operation of diesel-powered equipment and off-gas emissions during trenching activities. These phases of construction would result in short-term odors in the immediate area of the construction activity. Odors would be quickly dispersed upon completion of the activity, returning to below detectable levels with distance from the activity and elapsed time from the activity completion. EDCAQMD Rule 215 (Architectural Coatings) limits the amount of VOC emissions from paving, asphalt, concrete curing, and cement coatings operations. The construction of the proposed project would comply with all applicable EDCAQMD rules. While construction equipment on-site could generate some objectionable odors, primarily arising from diesel exhaust, these emissions would generally be limited to the project site and would be temporary in nature. Therefore, construction of the proposed project would not generate objectionable odors affecting a substantial number of people. Impacts would be less than significant, and no mitigation measures are required.

### 4.1.5 References

California Air Pollution Control Officers Association. 2022. California Emissions Estimator Model (CalEEMod). Online: https://caleemod.com/. Date Accessed: July 30, 2024.

California Air Resources Board (CARB). 2024. California Ambient Air Quality Standards. Online: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Date Accessed: July 26, 2024.

CARB 2024b. Air Quality Data (PST) Query Tool. Online: https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt. Date Accessed: July 25, 2024.

California Department of Conservation Division of Mines and Geology (CDOCDMG). 2000. Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California Open-File Report 2000-002.

El Dorado County Air Quality Management District (EDCAQMD). 2002. Guide to Air Quality Assessment. Online: https://www.edcgov.us/Government/AirQualityManagement/Pages/guide_to_air_quality_assessment.aspx. Accessed: October 19, 2020.

United States Environmental Protection Agency (USEPA). 2024. NAAQS Table. Online: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Date Accessed: July 26, 2024.

USEPA. 2024b. Green Book. Californian Nonattainment/Maintenance Status for Each County By Year for All Criteria Pollutants. Online: https://www3.epa.gov/airquality/greenbook/anayo_ca.html. Date Accessed: July 26, 2024.

## 4.2 Biological Resources

Would the project:

| Issues | Determination |
|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries? | No Impact |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | Less Than Significant Impact |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | Less Than Significant with Mitigation Incorporated |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | Less Than Significant with Mitigation Incorporated |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | No Impact |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | No Impact |

Information and analysis in this section is based on the *Biological Resources Evaluation* (Dewberry, 2024) prepared for the proposed project.

### 4.2.1 Standard Conditions

1. Mature riparian trees will be protected during construction activities.
2. Erosion and sedimentation measures will be implemented during ground-disturbing activities. These measures may include mulches, soil binders/erosion control blankets, hydroseeding, silt fencing, fiber rolls, temporary berms (gravel bag/earthen), and coffer dams.

3. Temporary disturbance areas will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
4. If construction activities within or near Hangtown Creek are scheduled during the nesting season (February 1 to August 31), a preconstruction survey for nesting birds will be conducted by a qualified biologist within seven days from the start of construction. The survey will be conducted within the project impact area and a suitable habitat within a 100-foot radius.
    a. If the preconstruction survey does not identify any active nests, work may proceed.
    b. If the preconstruction survey identifies any active nests, an appropriate no-work buffer will be established by a qualified biologist. The size of the buffer will be determined based on the proximity of the active nest to work activities, ambient noise levels, and other factors determined relevant by the qualified biologist (e.g., line of sight). The no-work buffer zone will be delineated by highly visible temporary construction fencing, which will remain in place and maintained in good condition until the nest is no longer active, as determined by a qualified biologist.
5. All waste will be removed from the project site. All food-related trash will be enclosed in sealed wildlife-proof containers and removed from the site daily. All construction related debris, excess materials, and building materials will be removed from the project site for disposal at an authorized landfill or other disposal site in compliance with federal, state, and local laws and regulations.
6. No pets of construction personnel will be allowed on the construction site.

## 4.2.1 Methods

### 4.2.1.1 Record Searches

Biological resource data and information for the proposed project was obtained from federal and State agencies. The following databases were reviewed:

- United States Geologic Survey (USGS) 7.5-minute topographic quadrangle for Placerville, CA (USGS 2024)
- Color aerial photography for vegetative, topographic, and hydrologic signatures
- Custom Soil Resource Report for El Dorado County, California (NRCS 2024) for information about soils and geomorphology
- California Natural Diversity Database (CNDDB) Rarefind 5 online program
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (online edition online edition, v9.5)

- National Marine Fisheries Service (NMFS) species list for quadrangle of Placerville, CA (NOAA 2024)
- United States Fish and Wildlife Service (USFWS) IPaC Trust Resources Report (2024) species that may occur in the project location, and/or may be affected by the proposed project

#### 4.2.1.2 Field Surveys

Six field surveys were conducted by Dewberry as part of the project and included surveys for vegetation mapping/general biological survey, aquatic resources delineation, tree inventory, and species-specific surveys (Dewberry, 2024). The dates and survey types are as follows:

- 06/07/2024, by Aren Der-Gevorgian, for foothill yellow-legged frog (FYLF) northwestern pond turtle (WPT) survey, vegetation mapping
- 06/21/2024, by Aren Der-Gevorgian, for FYLF and WPT survey
- 07/03/2024, by Jeff Bray, Aren Der-Gevorgian, for aquatic resources delineation
- 07/26/2024, by Aren Der-Gevorgian, for FYLF and WPT survey
- 08/01/2024, by Isabella Ciraulo, Aren Der-Gevorgian, for tree inventory
- 08/20/2024, by Aren Der-Gevorgian, for FYLF and WPT survey

Plant species within the project site were observed and recorded, focusing specifically on special-status species that were identified during literature review (Dewberry, 2024). The tree inventory included identifying all trees in the project site four inches diameter at breast height (DBH) or larger. All inventoried trees were identified to species and marked with a numbered tag (Dewberry, 2024). Aquatic resources were delineated in the project site according to methods outlined in the Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0) (Dewberry, 2024).

Visual encounter surveys for FYLF and WPT were conducted within the reach of Hangtown Creek within the project area where potential habitat for this species is present. The FYLF surveys were conducted pursuant to the guidance in *Considerations for Conserving the Foothill Yellow-Legged Frog* (Dewberry, 2024).

### 4.2.2 Setting

The topography in the project site is mostly flat with a slight slope towards the creek; the elevation ranges from approximately 1,870 to 1,880 feet above mean sea level. The relatively flat topography is generally consistent with the topography in this region.

### 4.2.2.1 Vegetation Communities and Land Uses

Vegetation communities in the project site were classified in accordance with the Manual of California Vegetation Online (Dewberry, 2024). The project site is occupied by White Alder Forest and Woodland Alliance and Developed land as summarized below in Table 4.2-1 and shown in Figure 4.2-1 (Appendix A).

Table 4.2-1. Vegetation Communities and Land Uses

| Vegetation Community/Land Use | Acreage |
|---|---|
| White Alder Forest and Woodland Alliance | 0.6 |
| Developed | 4.2 |
| **Total** | **4.8** |

Source: Dewberry, 2024.

#### 4.2.2.1.1 White Alder Forest and Woodland Alliance

White alder (*Alnus rhombifolia*) forest and woodlands occur in riparian corridors, incised canyons, seeps, stream banks, mid-channel bars, floodplains, and terraces. White alder is dominant or co-dominant in the tree canopy with bigleaf maple (*Acer macrophyllum*), black cottonwood (*Populus trichocarpa*), California bay laurel (*Umbellularia californica*), California sycamore (*Platanus racemose*), canyon live oak (*Quercus chrysolepis*), Douglas fir (*Pseudotsuga menziesii*), Fremont's cottonwood (*Populus fremontii*), incense cedar (*Calocedrus decurrens*), Lawson cypress (*Chamaecyparis lawsoniana*), tanoak (*Notholithocarpus densiflorus*), valley oak (*Quercus lobata*), and willows (*Salix* spp.).

The dominant species in the project site was white alder, while other trees present in lesser abundance included bigleaf maple, incense cedar, interior live oak (*Quercus wislizeni*), and Oregon white oak (*Quercus garryana*). The understory consisted of shrubs and herbaceous species, including annual grasses, various wildflowers, Himalayan blackberry (*Rubus armeniacus*), and poison oak (*Toxicodendron diversilobum*).

#### 4.2.2.1.2 Developed

Developed areas in the project site consisted primarily of the El Dorado Trail, as well as buildings, parking lots, and roads between Locust Avenue, Clay Street, and Main Street.

### 4.2.2.2 Special-Status Wildlife Species

Six special-status wildlife species in the Placerville quadrangle that could potentially occur in the project area. Based on review of the habitat requirements for these species, it was determined that the vegetation communities in the project area do not provide suitable habitat for these special-status wildlife species, and they are not anticipated to occur on site.

#### 4.2.2.3 Special-Status Plant Species

Nine special-status plant species in the Placerville quadrangle that could potentially occur in the proposed project area. Based on review of the habitat requirements for these species, it was determined that the vegetation communities in the proposed project area do not provide suitable habitat for these special-status plant species, and they are not expected to occur in the site.

#### 4.2.2.4 Aquatic Resources

Aquatic features within the project area, consisting of both wetlands and non-wetland waters, total 0.48 acre. Of the total acreage, 0.09 acre meet United States Army Corps of Engineers (USACE) criteria for wetlands and 0.39 acre are non-wetland waters. Aquatic resources are shown in Figure 4.2-2 (Appendix A).

Wetlands were located adjacent to the active channel of Hangtown Creek, beneath the riparian canopy. Vegetation within the wetland areas is dominated by water mint (*Mentha aquatica*), panicled bulrush (*Scirpus microcarpus*), and royal willow (*Salix alba*) and white alder (*Alnus rhombifolia*) saplings/seedlings. Vegetation was dominated by hydrophytes including white alder, arroyo willow, small-fruited bulrush, and mint. These areas were saturated at or near the surface and exhibited hydric soils.

Non-wetland waters consisted of the unvegetated reaches of Hangtown Creek. The reach of Hangtown Creek in the project site averaged 1-2 feet deep and had an ordinary high-water mark of approximately 27 feet.

#### 4.2.2.5 Movement Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that may otherwise be separated by rugged terrain, changes in vegetation, and/or areas of human disturbance or urban development. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas. The fragmentation of natural habitat creates isolated “islands” of habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity. Movement corridors mitigate the effects of fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations.

The project area is not located within an established movement corridor. Wildlife could use the riparian corridor of Hangtown Creek to move through the project site.

### 4.2.3 Discussion

**a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in**

**local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?**

Once operational, the proposed project would not change the project area beyond existing conditions. Areas disturbed by construction would be revegetated. During construction, construction activities could have a direct impact on special-status species if they are present within the project site. However, the high level of disturbance outside of Hangtown Creek results in the proposed project being an overall low value to wildlife. Habitat within the project site, including Hangtown Creek, is not suitable for habitat that supports special-status wildlife species (Dewberry, 2024). The field surveys conducted for FYLF and WTP did not detect suitable habitat for these species due to the high level of human disturbance, lack of stream flow, and the presence of predators. The project site does not provide habitat for special-status plants and no impact would occur to special-status plant species. Thus, it is unlikely that special-status plant or wildlife species are present within the project site. No impacts would occur, and no mitigation measures are required.

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

Once operational, the proposed project would not change the project area beyond existing conditions. Areas disturbed by construction would be revegetated. No operational impacts would occur, and no mitigation measures are required.

During construction, activities would occur within the riparian area and within Hangtown Creek, which is white alder forest and woodland community habitat. Implementation of the proposed project would temporarily affect the understory of this habitat during construction, resulting in total temporary impacts of 0.01 acre. No mature riparian habitat removal would be required during project construction. The proposed project would comply with the standard conditions identified above, as well as the required agency permits from CDFW, USACE, and Central Valley RWQCB. Thus, construction activities would not impact riparian habitat or other sensitive natural communities. Impacts would be less than significant, and no mitigation measures are required.

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

As mentioned above, protected wetland areas are within the project site. Once operational, the proposed project would not change the project area beyond existing conditions. Areas disturbed by construction would be revegetated. No operational impacts would occur, and no mitigation measures are required.

Construction activities associated with the proposed project would result in permeant impact to 0.01 acre of wetland and non-wetland surface waters due to installation of the new laterals, a component of the proposed project. Dewatering of Hangtown Creek during project construction activities would temporarily affect protected wetland within the project site. The proposed project would comply with the standard conditions identified above, as well as the required agency permits from CDFW, USACE, and Central Valley RWQCB. In addition, the proposed project would implement mitigation measures to ensure that temporary impacts to protected wetlands would be minimal. Thus, impacts would be less than significant with the incorporation of mitigation measures.

#### MITIGATION MEASURES

**BIO-1:** In-water work (e.g., installation of the cofferdams) will occur when flows in Hangtown Creek are lowest, generally April through October.

**BIO-2:** A qualified biologist will monitor installation of the cofferdams. After the upstream cofferdam is installed, a seine will be pulled through the downstream reach of the creek to the location of the downstream cofferdam, to move as many fish and other aquatic wildlife out of the work area as possible. Any fish or other aquatic wildlife trapped between the cofferdams will be relocated downstream of the work area by the qualified biologist.

**BIO-3:** The pump filter screen mesh for the bypass pipe pump will be 3/32 inch or smaller, consistent with sizing recommendations for salmonid fry.

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

Hangtown Creek through the project site is not considered a migratory corridor for fish or wildlife species. The urbanized portions of the project site (i.e., roads, trails, parcels occupied by commercial uses) are not suitable as wildlife corridors. Based on the number of trees and vegetation along the banks of Hangtown Creek and ornamental trees within the urbanized portion of the project site, nesting birds could occur.

Once operational, the proposed project would not change the project area beyond existing conditions. Areas disturbed by construction would be revegetated. No operational impacts would occur, and no mitigation measures are required.

During construction, the proposed project would potentially impact nesting birds or fish in Hangtown Creek. Nesting birds are covered under the Migratory Bird Treaty Act (MBTA). The proposed project would comply with the MBTA and standard conditions and BMPs identified above. There is a chance that fish could be present within Hangtown Creek during construction. The proposed project would implement Mitigation Measures BIO-1 through BIO-3 to reduce impact to fish occurring in Hangtown Creek.

Thus, temporary impacts would be less than significant with the incorporation of mitigation measures.

**MITIGATION MEASURES**

Implement Mitigation Measures BIO-1 through BIO-3.

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

City Code Section 8-13-4 (Woodland Alteration Permit and Plan) provides guidance for the retention and preservation of tree canopies and woodland resources. Trees are not anticipated to be removed as part of the proposed project. The proposed project would be consistent with all biological resource policies and ordinances of the City. No impacts would occur, and no mitigation measures are required.

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

The City does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, the proposed project would not conflict with such provisions. No impact would occur, and no mitigation measures are required.

## 4.2.4 References

Dewberry Engineers Inc. (Dewberry). 2024. Biological Resource Evaluation.

## 4.3 Cultural Resources

Would the project:

| Issues | Determination |
|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | Less Than Significant Impact |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | Less Than Significant with Mitigation Incorporated |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | Less Than Significant Impact |

Information and analysis in this section is based on the *Cultural Resources Inventory and Archaeological Survey Report* (Dewberry, 2024), prepared for the proposed project.

### 4.3.1 Standard Conditions

1. If subsurface deposits believed to be cultural, tribal cultural, or human in origin are discovered during construction, all work will halt within 100 feet of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, will be retained to evaluate the significance of the find, and will have the authority to modify the no work radius as appropriate using professional judgement.

   If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.

   If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she will immediately notify the lead agency. If the find is determined to be eligible for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), the lead agency will consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.

2. If human remains are found, the California Health and Safety Code (HSC) requires that excavation be halted in the immediate area, and that the county coroner be notified to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (HSC Section

7050.5[b]). If the coroner determines that the remains are those of a Native American, they must contact the NAHC by phone within 24 hours of making that determination (HSC Section 7050.5[c]).

3. The responsibilities of the NAHC for acting upon notification of a discovery of Native American human remains are identified within the California Public Resources Code (PRC) Section 5097.9. The NAHC is responsible for immediately notifying the person it believes is the Most Likely Descendant (MLD) of the Native American remains. With permission of the legal landowner(s), the MLD may visit the site and make recommendations regarding the treatment and disposition of the human remains and any associated grave goods. This visit should be conducted within 24 hours of their notification by the NAHC (PRC Section 5097.98[a]). If an agreement for treatment of the remains cannot be resolved satisfactorily, any of the parties may request mediation by the NAHC (PRC Section 5097.94[k]). Should mediation fail, the landowner or the landowner's representative must re-inter the remains and associated items with appropriate dignity on the property in a location not subject to further subsurface disturbance (PRC Section 5097.98[b]).

### 4.3.2 Area of Potential Effects

The area of potential effects (APE) is defined as the geographic area or areas within which an undertaking (project) may directly or indirectly cause alterations in the character or use of historic properties. The APE was delineated based on the design of the proposed project and the potential for the proposed project to cause effects to cultural resources. The APE comprises the area that would be directly subjected to ground disturbance during construction of the proposed project as a result of the relocation of the Trunk and laterals.

### 4.3.3 Methods

#### 4.3.3.1 Record Searches

In order to determine the location and nature of previously recorded cultural resources within or near the project site, a records search was performed by Paul Rendes, researcher at the North Central Information Center (NCIC), California State University, Sacramento, using the California Historical Information System (CHRIS) (File No. ELD-22-80). The proposed project's record search area encompasses the project footprint and a 1/8-mile radius buffer (study area). The size of the search radius was reduced due to the large number of previous inventories in the area. The NCIC included custom geographic information system (GIS) maps depicting the locations of resources and reports within the study area.

The search also included a review of the Built Environment Resources Directory, Archaeological Determinations of Eligibility and the California Inventory of Historical Resources (1976). In addition to reviewing NCIC archived records, Dewberry's in-house

research library, and local registries, the Office of Historic Preservation (OHP) provides the following online databases that were reviewed for the proposed project:

- National Park Service National Register of Historic Places (National Register) Nominations
- California Historical Landmarks Listing (by county)
- Rancho Plat Maps
- Natural Resource Conservation Service Soil Survey Maps
- Historical Soil Survey Maps
- Five Views: An Ethnic Historic Site Survey for California

#### 4.3.3.2 Field Surveys

Dewberry's Senior Archaeologist, Al Schwitalla, conducted an intensive archaeological field survey of the APE on August 12, 2022. The APE is in an urban context; therefore, constraints to the survey include hardscape, landscaped yards, pavement, and roads. Due to the size and nature of the APE and setting, transects were not used. Rather, any exposed soils in the softscape were examined for indications of buried archaeological deposits such as darken soil indicative of human habitation, burned faunal bone, stone flakes, fire-cracked rock, or historic deposits consisting of glass or specific types of metal debris (square nails, solder top cans, etc.).

The creek and trail were surveyed again on July 6, 2024 by Dewberry's Senior Archaeologist, Katie Vallaire.

### 4.3.4 Setting

A cultural resource includes archaeological and historic sites, architectural resources, and traditional cultural properties, as well as the physical evidence of past human activity on the landscape. Cultural resources, along with Native American and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including CEQA and the National Historic Preservation Act of 1966. In general, any trace of human activity more than 50 years in age is required to be treated as a potential cultural resource.

A cultural resource that is listed in, or eligible for inclusion in, the California Register of Historical Resources (California Register) is referred to as a historical resource. A resource may be eligible for inclusion in the California Register if it:

a) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
b) is associated with the lives of persons important in our past;
c) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

d) has yielded, or may be likely to yield, information important in prehistory or history.

The State CEQA Guidelines also require consideration of unique and non-unique archaeological resources, as defined in PRC Section 21083.2(g). In addition to meeting the criteria for listing in the California Register, cultural resources must retain enough of their historic character or integrity, to be recognizable as a historical resource and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (Dewberry, 2024).

#### 4.3.4.1 Record Search Results

Results of the NCIC records search show one resource recorded in the study area, Camino, Placerville, and Lake Tahoe Railroad (P-09-001251). Within the1/8-mile radius of the APE are 10 previously recorded historic-era resources and two historic districts. The resources include seven historic buildings, one historic archaeological site (Studebaker's Shop), one bridge (Clay Street), and one concrete rock retaining wall.

The NCIC shows that the entire study area has been previously inventoried by three cultural resources studies, ranging in date from 1988 to 2000. Additionally, 15 other cultural resource studies have occurred within the study area, ranging in date from 1993-2010.

There are no resources listed on the National Register, the California Register, or local registers in the study area. The nearest resource listed on the National Register is the John Pearson Soda Works, located at 594 Main Street, immediately south of the western portion of the study area.

Six designated California Historical Landmarks are located in the historic portion of downtown Placerville, none within the study area. These include Hangman's Tree; Methodist Episcopal Church; Old Dry Diggins - Old Hangtown; Placerville - Overland Pony Express; and the Stable Building and Studebaker's Shop (Dewberry, 2024).

Currently there are 10 City designated historic resources within the City limits that include Bell Tower Monument; John Blair House; Caboose; City Cemetery; Druid Monument (Frederick Sieg Monument); Gold Bug Park; Koletzke House; 585 Main Street; Methodist Episcopal Church; and the Shakespeare Club (Dewberry, 2024).

#### 4.3.4.2 Field Survey Results

No cultural constituents were observed during the August 12, 2022 survey. One bedrock milling (BRM) feature was identified during the July 6, 2024 survey. The BRM is located on a high point of a sedimentary outcrop. No associated artifacts or cultural soils were observed near or within proximity to the site.

### 4.3.5 Discussion

#### a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?

No structures would be impacted by the relocation of the Trunk and laterals. One lateral may be attached to a structure; however, the building is not considered an historical resource. The proposed project would comply with the standard conditions identified above. The proposed project would not cause a substantial adverse change in the significance of a historical resource. There would be a less than significant impact and no mitigation measures are required.

No blasting is anticipated to be required for excavation activities; however, if during final design, it is determined that hard rock is present in the project area, specifically Hangtown Creek, and blasting is required, then the contractor would comply with Noise Standard Condition 6, in addition to existing federal, State, and local laws related to the transport of blasting materials to the project site. Vibration and groundborne noise generated by blasting is discussed in Section 4.9 Noise of this document. In addition, if blasting is required, this would be a change in the proposed project and the City would further analyze the specific impacts from blasting to make a determination regarding levels of significance and requirements of standard conditions and mitigation measures. Therefore, because this proposed project does not include, nor anticipate blasting, impacts to historic resources would be less than significant, and no mitigation measures are required.

#### b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?

The study area consisted primarily of paved roads, parking lots, and a paved trail. The north bank of Hangtown Creek was noted as being heavily overgrown with riparian trees, brush, grass and black berries. There was little ground visibility and little clearance between the bicycle trail and the top of the fill for the US 50 embankment. Portions of the survey area along Hangtown Creek and its banks were noted as having silty clay soils.

Given the historic-era development of the project area, it is likely that significant subsurface historic resources could be present. Historic-period deposits could include fragments of glass, ceramic, and metal objects; milled and split lumber; and structure foundations.

One bedrock milling (BRM) feature was located in the APE. No associated artifacts or cultural soils were observed near or within proximity to the site. It is considered a unique resource because precontact resources are not ultra-common on the landscape, and this site was likely created by, and held significance to, past people, and is significant to local tribes. Demolition and construction activities from the proposed project have the potential to inadvertently affect the BRM. The proposed project would implement mitigation measures imposed to avoid adverse effects to the recorded (precontact)

BRM. There would be a less than significant impact with the implementation of mitigation measures.

### MITIGATION MEASURES

**CUL-1:** An Archaeological monitor will be on site during construction activities of native soil for the proposed project.

If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work will halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, will be retained to evaluate the significance of the find, and will have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications will apply, as necessary:

- If the qualified professional archaeologist determines that the find does not represent a cultural resource, work can resume immediately, and no agency notifications are required.

- If the qualified professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she will immediately notify the City. If the find is determined to be eligible for inclusion in the National Register or California Register, the City will consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not eligible for the National Register or California Register; or 2) that the treatment measures have been completed to its satisfaction.

**CUL-2:** An Environmentally Sensitive Area (ESA) will be established in consultation with the City and the qualified archaeologist consultant along the north bank of Hangtown Creek and delineated on the engineering plans. The fencing will consist of three-foot-high, orange, polyethylene, construction fencing and will extend the full distance of this portion of the BRM plus a 10-foot buffer to ensure the site is not disturbed. This fencing will serve as a clear visual barrier for construction personnel beyond which no project-related activities can occur.

One week prior to the start of construction, the Resident Engineer will contract with a qualified Archaeological Consultant to assist in the installation of the ESA fencing. Protective measures include fencing, access restrictions, and specific contractual language. The following actions will be undertaken prior to construction:

- The qualified Archeological Consultant will work closely with the Resident Engineer (RE) and Construction Contractor to educate all involved about potential sensitive precontact resources. A preconstruction field review will be conducted by the archaeological consultant, as well as training for construction personnel;

- The ESA Map will be included in the City's RE's Pending File and clearly marked on all project plans and contract specifications (PS&E) documents; and

- The ESA fencing will remain in place until the construction activities are complete.

In addition to the measures outlined above, construction specifications and engineering plans will include the location of the ESA fencing and the following language:

- Contractor is responsible for protection of the BRM;

- Contractor will advise all construction workers of the location of the BRM and they are required to protect the BRM from an inadvertent damage;

- Prior to construction activities, the City's Archaeological Consultant will delineate the ESA through the installation of a three-foot-high orange temporary construction fence with 10-foot buffer around the site; and

- No construction personnel or ride-on machinery will be allowed within the ESA boundary.

### c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No formal cemeteries or human remains were identified during the field investigation and no burial sites are likely to be encountered during construction activities. In the event unknown human remains are unearthed, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 will be implemented. There would be a less than significant impact and no mitigation is required.

## 4.3.6 References

Dewberry Engineers Inc. (Dewberry). 2024. Cultural Resources Inventory and Archaeological Survey Report for the Sewer line Relocation Project- Clay Street to Locust Avenue. August 30, 2024.

## 4.4 Geology and Soils

Would the project:

| Issues | Determination |
|---|---|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:<br><br>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | Less Than Significant Impact |
| ii) Strong seismic ground shaking? | Less Than Significant Impact |
| iii) Seismic-related ground failure, including liquefaction? | Less Than Significant Impact |
| iv) Landslides? | Less Than Significant Impact |
| b) Result in substantial soil erosion or the loss of topsoil? | Less Than Significant Impact |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | Less Than Significant Impact |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | Less Than Significant Impact |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | Less Than Significant Impact |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | Less Than Significant Impact |

Information and analysis in this section is based on the *Phase I Environmental Site Assessment* (ESA) (Dewberry, 2024) and the Geotechnical Exploration report (Engeo Incorporated [ENGEO], 2019) prepared for the proposed project.

### 4.4.1 Standard Conditions

1. Implement standard conditions identified in Section 4.2, Biological Resources, as they relate to erosion and sedimentation.
2. The City will prepare a Stormwater Pollution Prevention Plan System Permit (SWPPP) in compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The SWPPP is intended to minimize the amount of sediment and other pollutants associated with construction sites which are discharged in stormwater runoff. The SWPPP will include BMPs for erosion control, such as but not limited to preventing runoff from unprotected slopes, keeping disturbed areas to a minimum, and installing check berms and desilting basins during construction activities.
3. Construction safety BMPs such as shoring the trench where the sewer pipelines would be placed, or removed, using plywood and other features will occur during project construction activities. Shoring of the trench would ensure that soil collapse does not occur while construction crews are working in the trench.
4. If paleontological resources are discovered during earth-moving activities, the construction crew will immediately cease work in the vicinity of the find and will notify the City. The City will retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with SVP guidelines (1995). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the City to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

### 4.4.2 Methods

#### 4.4.2.1 Record Searches

A Web Soil Survey was obtained in September 2024 through the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) (NRCS, 2024). A search of the University of California Museum of Paleontology (UCMP) collections database was conducted in September 2024 (UCMP, 2024).

### 4.4.3 Setting

#### 4.4.3.1 Geology and Seismicity

The proposed project is located in the Sierra Nevada geomorphic province of California. The Sierra Nevada consists of a tilted fault block nearly 400 miles long. The project site is located on the western portion of the Sierra Nevada, near its gentle western slope toward the Great Valley geomorphic province. The western slope is characterized by

deep river canyons. The Sierra Nevada is composed of Cenozoic era metamorphic bedrock, which borders the volcanic cover of the Cascade Range at its northern boundary. According to the California Geological Survey (CGS), the project site is underlain by Paleozoic sedimentary and metasedimentary rocks, specifically the Calaveras Complex (Pzcc), which are metasedimentary rocks (CGS, 2024a; ENGEO, 2019). The rocks of the Calavera Formation consist of Upper Paleozoic metamorphic rocks that include meta-volcanics, phyllite, slate, thin-bedded chert, schist, greywacke, and scattered lenses of limestone (ENGEO, 2019).

The structural framework of the Sierra Nevada metamorphic belt is dominated by a series of northwest-trending fault systems that extend through the length of the foothill region. The Melones fault zone extends into the City, east of Coloma Street and west of the project site (CGS, 2024b); this fault is considered inactive (City of Placerville, 2004). The western branch of the Melones fault, also known as the “Mother Lode” fault, passes through the eastern part of the City, trending in a north-south direction (City of Placerville, 2004). To the north, the Forest Hill Fault and the Gillis Hill Fault extend south toward Placerville, but do not enter the City (CGS, 2024b). In addition, the City is situated on a foundation of firm bedrock, making the area resistant to ground shaking which might result from seismic activity (City of Placerville, 2004).

#### 4.4.3.2 Soils

The majority of the soils in the project area are the result of alluvial deposits, or river and lake deposits on various geomorphic surfaces. Other soils in the project area are the result of weathered metamorphic rock. According to the NCRS soil survey map, the proposed project is located on one soil type in the project area: Placer diggings (PrD) (Dewberry, 2024; NRCS, 2024). Placer diggings (PrD) have low drainage, variable surface texture, not hydric soils, and have a low shrink-swell potential.

#### 4.4.3.3 Paleontological Setting

Paleontological resources are the fossilized evidence of organisms preserved in the geologic (rock) record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits. The potential paleontological importance of a project area can be assessed by identifying if the rock units are Pleistocene or older (older than 11,000 years) sedimentary deposits within the underlying landform. Based off the rock unit’s potential for having significant paleontological resources, the following standard assessments are applied:

- **High Potential –** Rock units in which vertebrate or significant invertebrate, plant, or trace fossils have been previously recovered and rock units that include sedimentary formations, low-grade metamorphic rocks, and volcaniclastic formations that are temporally (over 11,000 years old) and lithological suitable for fossil preservation.

- **Low Potential –** Rock units that have been previously determined by scientific consensus to have a low probability to yield significant paleontological resources.
- **No Potential** – Certain rock units have no potential to preserve organisms in the fossil record, such as high-grade metamorphic rocks, intrusive igneous rocks, and most volcanic rocks.
- **Undetermined Potential** – Unknown or undetermined sensitivity indicates that the rock unit has not been sufficiently studied or lacks good exposures to warrant a definitive rating (Society of Vertebrate Paleontology 2010).

According to the CGS, the project site is underlain by Paleozoic sedimentary and metasedimentary rocks, specifically the Calaveras Complex (Pzcc), which are metasedimentary rocks (CGS, 2024). The search of the UCMP collections database identified 3,955 paleontological specimens and 22 paleontological localities within El Dorado County (UCMP, 2024). All specimen identified within El Dorado County were within the Quaternary period and none were identified within Placerville. Of the 22 localities, one was identified within Placerville during the Quaternary period, and recent epoch. The UCMP did not identify any evidence of significant paleontological resources in the project vicinity. The project is considered to have low potential for paleontological resources.

### 4.4.4 Discussion

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

##### i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

##### ii) Strong seismic ground shaking?

##### iii) Seismic-related ground failure, including liquefaction?

##### iv) Landslides?

The proposed project would relocate the existing Trunk and laterals, thus fault rupture, ground shaking, liquefaction, and landslide risks would be the same as existing conditions. The project site is not located within or near an Alquist-Priolo Earthquake Fault Zone. As mentioned above, the closest fault zone is the Melones Fault Zone. The proposed project is located within, and adjacent to, Hangtown Creek. The project site has a low to negligible risk of regional subsidence or uplift, soil liquefaction, lateral spreading, and landslides because of the geologic, topographic, and subsurface data collected during the geotechnical exploration (ENGEO, 2019). No impacts would occur as a result of the proposed project operations and no mitigation measures are required.

The proposed project does not include the development of housing or uses occupied by people, and solely consists of the relocation of the Trunk and laterals, and removing, or abandoning in place, the existing Trunk and laterals. Project construction would occur within Locust Avenue, El Dorado Trail, and Hangtown Creek, all of which are previously disturbed. The shoring of trenches would occur during construction, reducing the risk of collapse should a seismic event occur. Implementation of the proposed project would not include the risk of loss, injury or death involving a seismic event from a known fault on the site, due to being located on an Alquist-Priolo Earthquake Fault Zone, or from being exposed to seismically induced landslides, ground-failure, or liquefaction. Impacts would be less than significant, and no mitigation measures are required.

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

Once the proposed project is operational, soil erosion or loss of topsoil would not exceed what is occurring under existing conditions. No impacts would occur as a result of proposed project operations and no mitigation measures are required.

Construction activities involving soil disturbance, excavation, trenching, demolition of existing roadway for trenching, jack and bore, paving, and grading activities could result in soil erosion or the loss of topsoil. This could particularly occur during bridge embankment improvements, pier installation, and road access improvements on the west and east side of the new bridge. As stipulated in the standard conditions, above, the construction contractor would follow soil erosion BMPs incorporated as part of the NPDES Permit and associated SWPPP. BMPs such as installation of silt fencing, fiber rolls, straw mulch, soil binders, hydroseeding, coffer dams, gravel bag/earthen berms are some of the techniques that could be used during project construction to reduce soil erosion and the loss of topsoil. In addition to complying with the NPDES and SWPPP, the proposed project would comply with the standard conditions identified above, as well as the required agency permits from CDFW, USACE, and Central Valley RWQCB. Therefore, construction of the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, impacts would be less than significant, and no mitigation measures are required.

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

As described above, the proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The potential for landslides along the banks of Hangtown Creek within the proposed project area is low. Construction and operational impacts resulting from on- or

off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant, and no mitigation measures are required.

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

Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). The extent of shrinking and swelling is influenced by the environment, including the extent of wet or dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorably with building foundations, concrete walkways, swimming pools, roadways, and masonry walls. The proposed project area consists of Placer diggings (PrD) which has a low clay content and thus a low shrink-swell potential. The existing soil is capable of handling the existing Trunk and laterals. The relocation of the Trunk and laterals would be designed with consideration of the existing soil conditions and is unlikely to create substantial risk to life or property. The impact is considered to be less than significant, and no mitigation measures are required.

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

The proposed project would relocate the existing Trunk and laterals serving. The proposed project would not use septic tanks or alternative wastewater disposal systems. The existing soil is capable of handling the existing Trunk and laterals. The proposed project would design the proposed Trunk and laterals to be compatible with the soils, including any corrosivity of the soils (ENGEO, 2019). This impact is less than significant, and no mitigation measures are required.

### f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The proposed project area occurs in geologic formations of the Paleozoic period. The structural belts are internally bounded by the Melones and Bear Mountains fault zones and are characterized by extensive faulting, shearing, and folding (City of Placerville, 2004). These types of formations do not contain vertebrate fossils, and therefore are not considered to be paleontologically sensitive. The surrounding geologic formations are of similar age and formation. As mentioned above, records at UCMP were reviewed to determine if paleontological resources were previously discovered or recorded at the project site or in the project vicinity and were determined to be negative. Based on the type of geologic units underlying the project site and the negative results of paleontological resources within the project site and vicinity, the project site has low potential for paleontological resources. There are no unique geologic features within or adjacent to the project site that would be affected by the proposed project.

The likelihood of encountering previously undocumented paleontological resources is considered low. If paleontological resources are discovered during ground-disturbing activities, the standard conditions identified above would be implemented. The proposed project impacts would be less than significant, and no mitigation measures are required.

### 4.4.5 References

California Geological Survey (CGS). 2024a. Geologic Map of California. Online: https://maps.conservation.ca.gov/cgs/gmc/. Date Accessed: September 9, 2024.

California Geological Survey (CGS). 2024b. Fault Activity Map of California. Online: https://maps.conservation.ca.gov/cgs/fam/. Date Accessed: September 9, 2024.

City of Placerville. 2004. General Plan Background Report. January 1989, Revised December 2004. Online: https://evogov.s3.amazonaws.com/media/17/media/5860.pdf. Date Accessed: September 9, 2024.

Dewberry Engineering Inc. (Dewberry). 2024. Phase I Environmental Site Assessment, Sewer Line Relocation Project – Clay Street to Locust Avenue. August 2024.

ENGEO Incorporated (ENGEO). 2019. Hangtown Creek Sewer Main Relocation Project, Geotechnical Exploration. November 2019.

Natural Resources Conservation Service (NRCS). 2024. Custom Soil Resource Report for El Dorado Area, California: Sewer Line Relocation. Online: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Date Accessed: September 9, 2024.

University of California Museum of Paleontology (UCMP). 2024. Specimens and Localities for El Dorado County, California. Online: https://ucmp.berkeley.edu/collections/databases/. Date Accessed: September 9, 2024.

## 4.5 Greenhouse Gas Emissions

Would the project:

| Issues | Determination |
|---|---|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | Less Than Significant Impact |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | Less Than Significant Impact |

### 4.5.1 Standard Conditions

The proposed project would comply with standard conditions and BMPs identified in Section 4.1, Air Quality, of this IS/MND, associated with greenhouse gas (GHG) emissions.

### 4.5.2 Methods

#### 4.5.2.1 Modeling

As discussed in Section 4.1, Air Quality, the CalEEMod Version 2022.1.1.26 was used to model estimated air quality emissions, including GHGs, that would be generated by construction of the proposed project (Appendix B). For details regarding the specific model inputs and assumptions, refer to Section 4.1, Air Quality.

### 4.5.3 Setting

GHGs and climate change are a cumulative global issue. CARB and the USEPA regulate GHG emissions within the State of California and the United States, respectively. While CARB has the primary regulatory responsibility within California for GHG emissions, local agencies can also adopt policies for GHG emission reduction.

Human activities generate GHGs consisting primarily of carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride ($SF_6$), and various hydrofluorocarbons (HFCs). $CO_2$ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated $CO_2$ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly $CO_2$. The principal GHGs resulting from human activity that enter and accumulate in the atmosphere are listed below:

- **Carbon Dioxide ($CO_2$):** $CO_2$ is the most abundant GHG in the Earth's atmosphere after water vapor. $CO_2$ enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and

chemical reactions (e.g., the manufacture of cement). $CO_2$ is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle. $CO_2$ absorbs terrestrial infrared radiation that would otherwise escape to space and has an atmospheric lifetime of up to 200 years; therefore, it is a more important GHG than water vapor, which has an atmospheric residence time of only a few days. Global warming potential (GWP) is a concept developed to allow the comparison of the ability of each GHG to trap heat in the atmosphere relative to $CO_2$ or a specific time horizon. $CO_2$ provides the reference point for the GWP of other gases, with the GWP of $CO_2$ being equal to 1.

- **Methane ($CH_4$):** $CH_4$ is emitted during the production and transport of coal, natural gas, and oil. $CH_4$ emissions also result from livestock and agricultural practices and the decay of organic waste in municipal solid waste landfills. The chemical lifetime of $CH_4$ in the atmosphere is 12 years. $CH_4$ is about 21 times more powerful at warming the atmosphere than $CO_2$ (a GWP of 21).
- **Nitrous Oxide ($N_2O$):** $N_2O$ is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste. $N_2O$ has a long atmospheric lifetime (120 years) and heat-trapping effects about 310 times more powerful than $CO_2$ on a per/molecule basis (a GWP of 310).

Mass emissions of GHG are converted into $CO_2$ equivalent ($CO_2e$) emissions for ease of comparison.

### 4.5.4 Discussion

GHG-related impacts were assessed in accordance with methodologies recommended by CARB and the EDCAQMD, based on the proposed project components described in Chapter 2, Project Description. The proposed project would generate GHG emissions through short-term construction activities. As no long-term operational GHG emissions would be generated by the proposed project quantifiable analysis below is not warranted.

The EDCAQMD has not adopted a numerical threshold of significance for GHG emissions that would apply to this proposed project. Considering the lack of established GHG emissions thresholds, CEQA allows lead agencies to identify thresholds of significance applicable to a project that are supported by substantial evidence. Based on the City's approach for several other recent GHG analysis, the analysis presented below uses the GHG threshold of 1,100 metric tons (MT) of $CO_2e$ per year established by the neighboring Sacramento Metropolitan Air Quality Management District (SMAQMD) to determine potential GHG emission impacts from project-related construction activities.

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

The proposed project would not generate GHG emissions during operation beyond existing GHG emissions being generated by the existing infrastructure system because it is relocating the existing Trunk and laterals. Therefore, the proposed project would neither directly nor indirectly generate GHG emissions that would have a significant impact on the environment. No operational impacts would occur, and no mitigation measures would be required.

During proposed project construction, GHGs would be emitted through the operation of construction equipment, worker vehicles, and from supply vendor vehicles, each of which typically uses fossil-based fuels to operate. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. CalEEMod was used to model construction-generated GHG emissions for the 12-month construction period. The estimated GHG emissions resulting from the proposed project's construction would be a maximum of 4,707 pounds of $CO_2e$ per day, which is equivalent to a total of approximately 312 $MTCO_2e$, over the 12-month construction period. This would not exceed the EDCAQMD threshold of 1,100 $MTCO_2e$. During construction, the proposed project would comply with the standard conditions identified in Section 4.1, Air Quality, applicable federal, State, and local GHG emission rules and regulations, and applicable EDCAQMD Rules. Impacts would be less than significant and mitigation measures are not required.

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

The proposed project would not generate GHG emissions during operation beyond existing GHG emissions being generated by the existing infrastructure system because it is relocating the existing Trunk and laterals. Therefore, once operational, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

As discussed in question a, above, the proposed project GHG emissions are below the GHG significance thresholds suggested to be used by EDCAQMD. The proposed project would comply with standard conditions identified in Section 4.1, Air Quality, federal, State, and local regulations and policies, and applicable EDCAQMD Rules. Therefore, proposed project construction would not conflict with any applicable plan, policy, or regulation regarding reducing GHG emissions. Impacts would be less than significant, and no mitigation measures are required.

### 4.5.5 References

California Air Pollution Control Officers Association. 2022. California Emissions Estimator Model (CalEEMod). Online: https://caleemod.com/. Date Accessed: July 30, 2024.

California Air Resources Board (CARB). 2024. California Ambient Air Quality Standards. Online: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Date Accessed: July 26, 2024.

CARB. 2024b. Air Quality Data (PST) Query Tool. Online: https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt. Date Accessed: July 25, 2024.

California Department of Conservation Division of Mines and Geology (DOCMG). 2000. Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California Open-File Report 2000-002.

El Dorado County Air Quality Management District (EDCAQMD). 2002. Guide to Air Quality Assessment. Online: https://www.edcgov.us/Government/AirQualityManagement/Pages/guide_to_air_quality_assessment.aspx. Accessed: October 19, 2020.

## 4.6 Hazards and Hazardous Materials

Would the project:

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

Information and analysis in this section is based on the *Hangtown Creek Sewer Main Relocation Project Phase I Environmental Site Assessment (ESA)* (Dewberry, 2024), prepared for the proposed project.

### 4.6.1 Standard Conditions

1. Standard conditions and BMPs identified in Sections 4.5, Geology and Soils, 4.8, Hydrology and Water Quality, 4.10, Public Services, and Section 4.15, Wildfire.
2. The construction contractor will observe the provisions of the Worker's Compensation and Safety Laws of the State of California, Division V of the Labor

Code, and will use all accepted and best safety practices for the public and contractor's employees.

3. The construction contractor will amend their California Division of Occupational Safety and Health (CalOSHA) Injury and Illness Prevention Program to include discussion of unanticipated discovery of hazardous substances, including lead-based paint (LBP) and aerially deposited lead (ADL).
4. The construction contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with project construction.
5. During construction, the cleaning and refueling of equipment and vehicles will occur only within a designated construction staging area.
6. An area void of vegetation will be designated a smoking area for construction crew.
7. Fire extinguishers will be located and easily accessible on the project site during project construction activities.
8. First-aid kits will be located and readily available on the project site during project construction activities.
9. While not anticipated, if hard rock is identified and blasting is required for the installation of the laterals, then the contractor will implement the following:
    a. Storage and handling of explosives will be in accordance with the California Safety Orders of the Division of Industrial Safety of the California Department of Industrial Relations, Federal Safety Requirements, the El Dorado County Sheriff, and other authorities with jurisdiction.
    b. Contractor will obtain all necessary permits and furnish copies to the City before explosives are transported to the site.

## 4.6.2 Methods

### 4.6.2.1 Record Searches

An *Environmental Database Resources, Inc. (EDR) Report* which includes certified Sanborn Maps, a GeoCheck radius map report, historic aerial photographs, and historical topographic maps, was obtained on July 8, 2022 and used for analysis in this section. The EDR Report also includes information compiled from various government records. Databases searched included National Priorities List (NPL), Geotracker (State Water Resources Control Board), EnviroStor (California Department of Toxic Substances Control), and numerous other databases for information about known and potential contaminated sites near the project area (Dewberry, 2024).

#### 4.6.2.2 Field Surveys

On June 22, 2022, Dewberry performed a reconnaissance of the site. The purpose of the site reconnaissance was to visually assess specific environmental criteria as they pertain to the site (Dewberry, 2024). During the field survey, an *Initial Site Assessment (ISA) Checklist* was prepared. The reconnaissance consisted of walking along Main Street, Clay Street, Hangtown Creek, and Locust Avenue within the project area. The perimeter of the project area was observed for current land uses 9Dewberry, 2024).

### 4.6.3 Setting

The project site is located between Clay Street and Locust Avenue within Hangtown Creek and the El Dorado Trail. According to the City's Land Use Atlas and Zoning Atlas, the land uses and zoning designations within the project area are Commercial, Central Business District, and Right-of-Way (City of Placerville, 2016; City of Placerville, 2018).

The California Department of Forestry and Fire Protection (CAL FIRE) identifies the City as located in a Local Responsibility Area (LRA) with two zones, Very High Fire Hazard Severity Zones (VHFHSZ) and Non-VHFHSZ, within the city limits. The project site is located within a VHFHSZ (CAL FIRE, 2008).

#### 4.6.3.1 Records Search Results

Table 4.6-1 summarizes the records found on the databases searched during preparation of the EDR Report.

Table 4.6-1. Database Summary

| Results of Significant Findings from Hazardous Materials Search | | | |
|---|---|---|---|
| **Database** | **Brief Database Description** | **Records Found** | **Radius searched (Miles)** |
| **Federal Records** | | | |
| **NPL** | Superfund | 3 | 1 |
| **RCRA-LQG** | RCRA Large Quantity Generator Database | 1 | 0.50 |
| **RCRA-SQG** | RCRA Small Quantity Generator Database | 3 | 0.50 |
| **State and Tribal Records** | | | |
| **LUST (state and tribal)** | Leaking Underground Storage Tank Database | 19 | 0.50 |
| **UST** | Underground Storage Database | 1 | 0.50 |
| **HIST UST** | Historic Underground Storage Tanks Database | 5 | 0.50 |
| **Hist CORTESE** | Historic Hazardous Waste and Substance Site List | 15 | 0.50 |
| **AST** | Above Ground Storage Tanks | 1 | 0.50 |
| **SWEEPS UST** | Statewide Environmental Evaluation and Planning System | 8 | 0.50 |

| Results of Significant Findings from Hazardous Materials Search | | | |
|---|---|---|---|
| **Database** | **Brief Database Description** | **Records Found** | **Radius searched (Miles)** |
| **Other Environmental Records** | | | |
| **CERS** | California Environmental Reporting System | 2 | 0.50 |
| **CERS HAZ WASTE** | State Environmental Reporting system, Hazardous Waste | 6 | 0.50 |
| | **Total Records Found** | **32** | |

The ESA (Dewberry, 2024) identified Recognized Environmental Conditions (RECs) for the project area and vicinity. RECs are defined by the ASTM Practice E 1527-05 as: "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment."

Of the 32 records, 2 sites were identified as possible RECs, The Toy Tech site, located on the northeastern edge of the project area, and the Sierra Nevada Tire and Wheel site, located on the eastern edge of the project area (Dewberry, 2024). The Toy Tech site was identified on the California Environmental Reporting System (CERS), CERS Hazardous Waste database, (HAZNET), and Registered Hazardous Waste Transporter Database (HWTS) EDR databases as a chemical storage facility and hazardous waste generator. The ESA concluded that the Toy Tech site does not have the potential to impact the soils or groundwater of the project area because no history of soil or groundwater contamination is noted from the identified site. The Sierra Nevada Tire and Wheel site was identified on the California Environmental Reporting System (CERS) and California Environmental Reporting System Hazardous Waste (CERS HAZ WASTE) EDR databases. The ESA concluded that the Sierra Nevada Tire and Wheel site does not have the potential to impact the soils or groundwater of the project area because the case was reported closed and clean up status complete. Therefore, based on the results of the records review, no potential RECs have been found in the project site.

### 4.6.3.2 Field Survey Results

Properties surrounding the project area consist of the US 50 and residential and commercial uses to the north; residential, commercial, and industrial uses to the east and west; and residential uses to the south of the project area. Dewberry was able to observe the location of the sewer lines to be replaced, and portions of the immediately adjacent properties that border the project site. The adjacent properties consisted mostly of commercial and residential buildings. Two adjacent properties at the northeastern side of the project area were car repair businesses (Dewberry, 2024). The site reconnaissance for this proposed project revealed the presence of utility poles with transformers on the south side of Main Street, outside of the project site. Road striping

was observed within the project area, which can indicate potential for lead based paint (LBP).

#### 4.6.3.3 Hazardous Materials

A hazardous material is any substance that, because of its quantity, concentration, or physical or chemical properties, may pose a hazard to human health and the environment. Under CCR Title 22, the term “hazardous substance” refers to both hazardous materials and hazardous wastes.

The ESA did not include testing for asbestos or LBP within the project area. The Occupational Safety & Health Administration (OSHA) requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (ACM) and treated accordingly. Potential ACMs were not observed on the project site.

There is one hazardous site in the proposed project area that has the potential to pose a significant hazard. On the 1940 Sanborn Map, a Union service station (with an associated underground storage tank [UST] for gasoline) was identified just east of the Ivy House (601 Main Street, Placerville, CA), which is within the project study area but outside the area of direct impact (Dewberry, 2024). The deposition of the tank is unknown. The City performed trenching activities performed in 2009 for the Clay Street Bridge Replacement Project to investigate the area for subsurface cultural resources. During the trenching, hydrocarbon odors were detected in a six-foot-deep trench in the south-central portion of the existing Ivy House parking lot, near the site of the former gas station (Dewberry, 2024).

Structures constructed prior to 1978 are presumed to contain LBP unless proven otherwise, although structures constructed after 1978 may also contain LBPs, unless proven otherwise, although structures constructed after 1978 may also contain lead-based paints. Pavement striping paint on roadways often contains lead. LBP may be present along Main Street, Clay Street, and Locust Avenue (Dewberry, 2024).

Roadways existing in the project site prior to 1978 indicate potential for aerially deposited lead (ADL) within the project site. The ESA reviewed historical aerial imagery and historical topographic maps (Dewberry, 2024). Due to the close proximity of historic highway US 50 to the project site, the potential exists for elevated levels of ADL within the proposed project area (Dewberry, 2024).

Earthen Material containing NOA equal to or greater than one percent is considered a hazardous waste (CARB, 2006). According to the El Dorado County Asbestos Review Areas – Western Slope – County of El Dorado map (El Dorado County, 2018), the proposed project is located near an area that has the potential to contain naturally occurring asbestos (NOA). However, as discussed in Section 4.1, Air Quality, the proposed project is not located in an area that is underlined with significant occurrence of ultramafic rock, where NOA is likely to occur, and the proposed project is in an “area that probably do not contain asbestos” (CDOCDMG, 2000).

Overhead utilities, large power substations, and step-down transformers are known to contain PCBs. There were no large power substations observed within the project area. Electrical poles, one with a transformer were noted on the south side of Main Street on the edge of the project area (Dewberry, 2024).

### 4.6.4 Discussion

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

The proposed project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials during operation. The proposed project would relocate the existing Trunk and laterals; therefore, operations would be the same as existing conditions. The proposed project would not result in the routine transport of hazardous materials once operational. Impacts after construction completion would be less than significant, and no mitigation measures are required.

The proposed project has the potential to use a variety of hazardous materials during construction activities. Hazardous materials that are typically used during construction include, but are not limited to, hydraulic oil, diesel fuel, grease, lubricants, solvents, and adhesives. Although equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with manufacturer's specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, State, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use of handling of hazardous materials during construction activities would occur in accordance with applicable federal, State, and local laws, including CalOSHA requirements. No blasting is anticipated to be required for excavation activities; however, if during final design, it is determined that hard rock is present in the project area, specifically Hangtown Creek, then the contractor would comply with Standard Condition 9, above, in addition to existing federal, State, and local laws related to the transport of blasting materials to the project site. The proposed project would comply with standard conditions and BMPs identified above, vehicle manufacturer's specifications, applicable federal, State, and local regulations, as well as the required agency permits from CDFW, USACE, and Central Valley RWQCB. Therefore, the proposed project would have a less than significant impact and no mitigation measures are required.

In addition, if blasting is required, this would be a change in the proposed project and the City would further analyze the specific impacts from blasting to make a determination regarding levels of significance and requirements of standard conditions and mitigation measures. Therefore, because this proposed project does not include,

nor anticipate blasting, impacts would be less than significant, and no mitigation measures are required.

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

There are no RECs at or surrounding the project site that would represent an environmental risk to the proposed project (Dewberry, 2024). There is potential for petroleum hydrocarbons, LBP, ADL, and NOA within the project area (Dewberry, 2024). Operations of the proposed project would be the same as existing conditions because the proposed project would relocate existing Trunk and laterals. Therefore, the operations of the proposed project would not increase the risk of the release of hazardous materials into the environment beyond what currently exists. Operational impacts would be less than significant, and no mitigation measures are required.

#### PETROLEUM HYDROCARBONS

The Ivy House is within the project study area but outside the area of direct impact. The Central Valley RWQCB, the Placerville Building Department, and the El Dorado County Environmental Health Department reported they have no records for RECs at that location. The potential for the proposed construction of the Trunk and laterals to encounter hazardous materials within the project site is not likely because all work is outside of the Ivy House property. However, there is the potential that petroleum hydrocarbons from the UST have migrated closer to Hangtown Creek. Therefore, Mitigation Measure HAZ-1 requires surface water and sediment sampling in Hangtown Creek prior to any ground disturbance adjacent to the Ivy House parking lot. This sampling would be performed to determine whether contaminants have migrated from the Ivy House parking lot to locations that would be affected by construction. Impacts would be less than significant with the implementation of Mitigation Measure HAZ-1.

#### LEAD BASED PAINT (LBP)

LBP may be present along Locust Avenue in the pavement paint. Construction activities disrupting pavement paint could result in the release of lead found in LBP products. Impacts relating to the release of LBP into the environment would be less than significant with the implementation of Mitigation Measure HAZ-2.

#### AERIALLY DEPOSITED LEAD (ADL)

Due to the close proximity of US 50 to the project site, the potential exists for elevated levels of ADL within the proposed project area. Although unlikely, it is possible lead contaminated soils exceeding action levels may be encountered during project construction. Impacts relating to the release of ADL into the environment would be less than significant with the implementation of Mitigation Measure HAZ-3.

### NATURALLY OCCURING ASBESTOS (NOA)

The proposed project is not located in an area that is underlined with significant occurrence of ultramafic rock, where NOA is likely to occur, and the proposed project is in an “area that probably do not contain asbestos” (CDOCDMG, 2000). The proposed project would comply with federal, State, and local air quality rules and regulation and the standard conditions and BMPs identified in Sections 4.1, Air Quality. Therefore, construction-related activities for the proposed project would not result in increased exposure of NOA. Impacts would be less than significant, and no mitigation measures are required.

### UTILITIES AND POLYCHLORINATED BIPHENYLS (PCBS)

No construction activities would take place near the transformer on the south side of Main Street and no electrical utilities would need to be relocated or removed due to the proposed project. No spills or hazardous materials response events related to transformers were noted in the ESA or record searches (Dewberry, 2024). Impacts relating to utilities or PCBs would be less than significant, and no mitigation measures are required.

All hazardous materials would be stored, handled, and transported per federal, state, and local regulatory requirements. The proposed project would comply with standard conditions, BMPs, vehicle manufacturer’s specifications, and applicable regulations. Impacts would be less than significant, and no mitigation measures are required.

### MITIGATION MEASURES

**HAZ-1.** Prior to any ground disturbance adjacent to the Ivy House parking lot, surface water and sediment sampling in Hangtown Creek will be performed to determine whether contaminants have migrated from the Ivy House parking lot to locations that would be affected by construction. A work plan describing the investigation will be prepared by a qualified professional and submitted to the City and the El Dorado County Environmental Management Division for review and approval.

The work plan will be implemented prior to any construction activity in the potentially affected area. If the results of the investigation indicate contamination, the level of contamination will be evaluated by a qualified professional to determine whether the levels would pose an unacceptable health risk to construction workers, who would be the most susceptible to inhalation and soil/groundwater contact hazards. The City will provide the study report to the El Dorado County Environmental Management Division and will notify the Central Valley RWQCB and/or DTSC, if reporting is required.

**HAZ-2.** A California-licensed abatement contractor will sample and test a representative sample of road pavement paint on Locust Avenue, within the project site, for hazardous levels of lead in the paint. Representative samples of pavement paint will be collected at multiple locations along Locust Avenue, between Main Street and US 50, and analyzed for lead concentrations. If hazardous levels of lead are found in the paint, the following will be required:

- A Lead Compliance Plan will be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) will be removed and disposed of in accordance with federal and State regulations.
- A California licensed lead contractor will be required to perform all work that will disturb any lead-based paint in the project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with federal and State regulations.

**HAZ-3.** The following actions for handling and disposal of soils that contain an elevated level of ADL during the pre-construction/pre-demolition phase will be implemented:

- A California-licensed abatement contractor will sample and test a representative sample of soils at the project site for hazardous levels of aerially deposited lead. Representative samples of exposed shallow soils will be collected at multiple locations along the project site and analyzed for total lead and extractable lead concentrations.
- If hazardous levels of aerially deposited lead are found in the soils at the project site, the following will be required:
    - Removal, disposal, storage and transportation of materials contaminated with hazardous levels of aerially-deposited lead will be performed in compliance with all applicable federal, state, and local laws, including but not limited to requirements of State Water Resources Control Board and California Regional Water Quality Control Board water quality control plans and waste discharge permits, California Department of Fish and Wildlife (CDFW) permit requirements for ADL-contaminated soil, and all requirements of the EDCAQMD.
    - Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of aerially-deposited lead will be performed in compliance with the Soil Management Agreement for Aerially-deposited Lead-Contaminated Soils of the Department of Toxic Substance Control.

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

As discussed above, Sierra Elementary School is located approximately 365 feet southeast of the project site, which is withing one-quarter mile. Upon completion of construction activities, the components of the proposed project would be undergrounded, similar to existing conditions. There would be no impact to a school upon project completion. No impacts would occur, and no mitigation measures are required.

As described above, during construction limited quantities of miscellaneous hazardous substances would be used in the proposed project area. No blasting is anticipated to be

required for excavation activities; however, if during final design, it is determined that hard rock is present in the project area, specifically Hangtown Creek, then the contractor would comply with Standard Condition 9, above, in addition to existing federal, State, and local laws related to the handling and usage of blasting materials near Sierra Elementary School. The proposed project would comply with all relevant federal, State, and local statutes and regulations related to transport, use, or disposal of hazardous materials, as well as standard conditions and BMPs identified above. Therefore, impacts would be less than significant, and no mitigation measures would be required.

In addition, if blasting is required, this would be a change in the proposed project and the City would further analyze the specific impacts from blasting to make a determination regarding levels of significance and requirements of standard conditions and mitigation measures. Therefore, because this proposed project does not include, nor anticipate blasting, impacts would be less than significant, and no mitigation measures are required.

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

The proposed project is not located on a site included in the Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5 on the Department of Toxic Substances Control (DTSC) site (DTSC, 2024). Therefore, there would be no impact related to a Site on the Government Code Section 65962.5 list due to proposed project implementation, and no mitigation measures would be required.

**e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, resulting in a safety hazard or excessive noise for people residing or working in the project area?**

The proposed project is not located within an airport land use plan, nor is it within two miles of a public airport. The Placerville Airport is located approximately 5 miles east of the proposed project area. No uses are proposed that could affect airport operations for a public airport in the region, and the proposed project would not create a safety hazard for people residing or working in the project area. Therefore, no impact would occur, and no mitigation would be required.

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

The proposed project would relocate the existing Trunk and laterals; therefore, upon construction completion, operations of the project site would be similar to existing conditions. The proposed project would not interfere with an emergency response plan

or emergency evacuation plan upon construction completion. No impact would occur, and no mitigation measures would be necessary.

During construction, one lane of Locust Avenue would be closed to traffic within the project site. No construction is anticipated in Main Street or on private properties between Main Street and Hangtown Creek. Access to properties would be maintained during construction. The proposed project would be coordinated with emergency response agencies such as El Dorado County Fire Protection District (EDCFPD), Placerville Police Department (PPD), El Dorado County Sheriff's Department (EDCSD), California Highway Patrol (CHP), and other emergency service providers in the project area, in compliance with standard conditions (refer to Section 4.10, Public Services, and Section 4.15, Wildfire). The City would also comply with all adopted emergency response plans and other measures as required by the County during construction activities. The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts related to the continued implementation of emergency response plans would be less than significant, and no mitigation would be required.

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

The City is located within a VHFHSZ. The project area contains moderate levels of riparian vegetation. The proposed project would not add any new uses that could create a greater wildland fire risk than what currently exists. Operations of the proposed project would be similar to existing conditions. The project would not expose people or structures to significant wildland fire hazards; therefore, impacts would be less than significant, and no mitigation measures are required.

During construction, the proposed project would comply with standard conditions identified above, vehicle manufacturer's specifications, applicable federal, State, and local regulations related to construction activities and fire safety, as well as the required agency permits from CDFW, USACE, and Central Valley RWQCB. The exposure of people or property to significant wildland fire hazards during construction would be less than significant, and no mitigation would be required.

### 4.6.5 References

California Department of Conservation Division of Mines and Geology (CDOCDMG). 2000. Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California Open-File Report 2000-002.

California Department of Forestry and Fire Protection (CAL FIRE). 2008. Fire Hazard Severity Zones in State Responsibility Area. Online: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps. Date Accessed: September 6, 2024.

City of Placerville. 1989. General Plan Background Report. Online: https://evogov.s3.amazonaws.com/media/17/media/5860.pdf. Date Accessed: August 12, 2024.

Department of Toxic Substances Control (DTSC). 2024. Hazardous Waste and Substances Site List. Online: https://dtsc.ca.gov/dtscs-cortese-list/. Date Accessed: August 12, 2024.

Dewberry Engineers Inc. (Dewberry). 2024. Hangtown Creek Sewer Main Relocation Project Phase I Environmental Site Assessment. August 12, 2024.

## 4.7 Hydrology and Water Quality

Would the project:

| Issues | Determination |
|---|---|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | Less Than Significant Impact |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | Less Than Significant Impact |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:<br><br>(i) result in substantial erosion or siltation on- or off-site; | Less Than Significant Impact |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | Less Than Significant Impact |
| (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | Less Than Significant Impact |
| (iv) impede or redirect flood flows? | Less Than Significant Impact |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | Less Than Significant Impact |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | Less Than Significant Impact |

### 4.7.1 Standard Conditions

1. Comply with the standard conditions and BMPs identified in Section 4.2, Biological Resources, and Section 4.6, Hazards and Hazardous Materials.
2. Properly dispose of oil or other liquids pursuant to federal, State, and local regulations.
3. The contractor will comply with federal, State, and local procedures to follow in the event that any unanticipated contaminated soil or groundwater is encountered during construction activities. Any unknown substances will be

tested, handled, and disposed of in accordance with appropriate federal, state, and local regulations.

4. The upstream and downstream limits of the project will be flagged and/or signed to prevent the encroachment of construction personnel and equipment into any sensitive areas during project work.
5. All erosion control measures, and stormwater control measures, will be properly maintained until the site has returned to a pre-construction state.
6. During construction, the cleaning and refueling of equipment and vehicles will occur only within a designated staging area. This area will either be a minimum of 65 feet from aquatic areas or if the area is less than 65 feet from the aquatic areas, the area must be surrounded by barriers or secondary containment (e.g., fiber rolls or equivalent). The staging areas will attain zero discharge of stormwater runoff. At a minimum, all equipment and vehicles will be checked and maintained by the contractor daily to ensure proper operation and avoid potential leaks or spills.
7. Fuels and hazardous materials will not be stored on site.
8. The construction contractor will inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
9. The construction contractor will maintain sediment and erosion control measures during construction. The construction contractor will inspect the control measures before, during, and after a rain event.
10. No concrete or cement products may be poured within 150 feet of a stream during the rainy season, in or near a flowing stream at any time, except when enclosed within a cofferdam, or 15 days prior to a 25 percent chance or greater chance of greater than 0.1 inches of rain.
11. Any streambed access points will be stabilized using a pad of coarse aggregate underlain by filter cloth to reduce erosion and tracking of sediment.
12. Disturbed areas of the stream channel will be re-compacted to original conditions prior to restoring flow to the original channel.
13. Silty or turbid water produced from dewatering or other activities will not be discharged into Hangtown Creek until filtered or allowed to settle prior to discharge.
14. Use of heavy equipment in flowing water will be prohibited.
15. The bed and banks of Hangtown Creek will be returned to their original configuration immediately following the completion of instream construction work.
16. Construction workers will be trained in stormwater pollution prevention practices.

## 4.7.2 Setting

### 4.7.2.1 Regional Hydrology

At the regional level, the proposed project is located within the Weber Creek hydrologic subarea (HSA) of the larger South Fork American hydrologic area (HA), which lies within the American River hydrologic unit (HU) of the Sacramento hydrologic region (HR). The Weber Creek HSA drains an area of approximately 100 square miles, the South Fork American HA approximately 801 square miles, the American River HU

approximately 2,050 square miles, and the Sacramento HR approximately 27,213 square miles.

The proposed project is located within the Indian Creek-Weber Creek subwatershed within the Weber Creek watershed (Appendix A Figure 4.7-1). The Indian Creek-Weber Creek subwatershed drains an area of approximately 59 square miles while the Weber Creek watershed drains an area of approximately 100 square miles.

### 4.7.2.2 Local Hydrology

#### 4.7.2.2.1 Surface Waters

At the local level, the project site contains portions of Hangtown Creek between Clay Street and Locust Avenue. Hangtown Creek is a tributary to Weber Creek, which is a tributary to the South Fork American River. The City ultimately drains to the South Fork American River. Within the project area, Hangtown Creek comprises the riverine, upper perennial habitat and occupies approximately 0.39 acres (Appendix A Figure 4.2-1).

#### 4.7.2.2.2 Floodplain

The Federal Emergency Management Agency (FEMA) provides information on flood hazards and frequency on its Flood Insurance Rate Maps (FIRMs) for cities and counties and identifies designated zones of flood hazard potential. The proposed project is located in FIRM panel map number 06017C0756E.

FEMA has delineated an area of 100-year flood hazard along Hangtown Creek (FEMA, 2008). From approximately Mosquito Road on the east and extending west through Placerville, the area is designated Zone AE, indicating a 100-year floodplain with base flood elevations determined. Zone AE is between Main Street and approximately the El Dorado Trail (south of US 50). In addition, FEMA has delineated a regulatory floodway within Hangtown Creek. The floodway is the channel of a stream plus any adjacent floodplain area that must be kept free of encroachment so that the one percent annual chance flood can be carried without substantial increases in flood heights.

#### 4.7.2.2.3 Groundwater

The California Department of Water Resources (DWR) has delineated groundwater hydrologic basins throughout the State. The project site is not in one of these basins. The nearest basin is the South American Groundwater Subbasin approximately 22 miles west-southwest and downstream of the project site. The South American Groundwater Subbasin is located within the larger Sacramento Valley Groundwater Basin. Although there are no designated groundwater basins near the project site, it is likely some groundwater occurs in isolated pockets, including shallow alluvial materials associated with surface waters or fractures in the underlying bedrock.

#### 4.7.2.2.4 Basin Plan

The Water Quality Control Plan (Basin Plan) for the Central Valley RWQCB, is for the Sacramento River and San Joaquin River Basins. This Basin Plan applies to the South Fork American River and its tributaries, including Hangtown Creek. The Basin Plan identifies the beneficial uses and provides water quality objectives and standards for waters of the Sacramento hydrologic region, which includes waters within the proposed project area. Beneficial uses for surface water bodies described as “source to Placerville” by the Basin Plan include municipal (municipal and domestic supply), industrial (power), recreational (contact recreational, canoeing and rafting, and other noncontact recreational), fresh-water habitat (warm and cold), spawning (cold), and wildlife habitat.

## 4.7.3 Discussion

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

The proposed project would not include the addition of new facilities, wells, or increased impervious surfaces in the area. Operations of the Trunk and laterals, Locust Avenue and El Dorado Trail would be the same as existing conditions upon construction completion. The proposed project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Operational impacts relating to water quality standards, waste discharge requirements, and surface and groundwater quality are less than significant for operations, and no mitigation measures are required.

Construction of the proposed project would result in temporary disturbance within and adjacent to Hangtown Creek. Construction activities, including grubbing and clearing, could result in a temporary increase in turbidity in and around the area of the construction footprint. In addition, construction would include the use of heavy equipment, which requires oil, grease, fuels, and other chemical constituents involved in construction. Spills or leaks from construction equipment could also be conveyed in stormwater that flows toward Hangtown Creek, which could cause surface water and groundwater quality degradation. Lastly, large pieces of construction equipment may compress soil within the construction and staging areas, which could lead to a reduction in permeability, an increase in runoff, and an increase in the potential for erosion to occur from the portions of the project site outside of the channel during proposed project construction. The proposed project would comply with standard conditions in Section 4.2.1, Biological Resources, and Section 4.6, Hazards and Hazardous Materials, along with applicable federal, State, and local regulations, as well as the required agency permits from CDFW, USACE, and Central Valley RWQCB. Proposed project construction outside of Hangtown Creek would have a less than significant impact on surface and groundwater quality, and no mitigation measures are required.

**IN WATER WORK**

Work within Hangtown Creek would necessitate construction of a temporary cofferdam and rerouting of creek flows around the construction area using a bypass pump (Appendix A Figure 2-3). Cofferdams along the bank would be used to locally dewater isolated parts of the channel along the banks so that the proposed construction activities could occur. Short-term increases in turbidity are anticipated to occur during localized dewatering activities, during the first flush of the stream channel when the cofferdams are removed, and during the first rainstorms which may mobilize disturbed sediments within the proposed project area. Turbidity increase could affect water quality downstream of the project site. Additionally, dewatering discharge could result in an adverse effect on water quality if the effluent contains chemical pollutants or high levels of sediment. While sediment is the primary pollutant of concern, all dewatering effluents such as nitrogen, oil and grease, total petroleum hydrocarbons, and sulfides could potentially impact water quality.

Construction dewatering would be required to comply with the dewatering provisions of the Construction General Permit or obtain coverage under the Central Valley RWQCB's Low-Threat Discharges to Surface Water permit. Stream flow in Hangtown Creek would be diverted into pipe(s) through the active construction zone. The diversion would be established in conformance with City specifications as well as CDFW, Central Valley RWQCB, USACE, and USFWS regulatory requirements. The stream diversion would be constructed within the existing channel to protect water flowing in Hangtown Creek from demolition and construction activities.

The proposed project would comply with the standard conditions and BMPs listed above, including those that discuss spill prevention, to address the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. In addition, the proposed project would obtain and comply with the NPDES General Construction permit and associated SWPPP. The proposed project would also be required to obtain and comply with the necessary permits from the CDFW, USACE, and Central Valley RWQCB. Further, the City would adhere to all applicable laws and regulations related to construction, environmental protection, and health and safety during construction of the proposed project. The proposed project construction would not substantially degrade water quality or exceed waste discharge requirements because the proposed project would comply with permitting requirements, building/grading standards, and standard conditions and BMPs. The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts are less than significant, and no mitigation measures are required.

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

Hangtown Creek is not located within a recognized California groundwater basin or subbasin and is not located in an area actively used for groundwater recharge. However, some groundwater likely occurs in isolated pockets, including the shallow alluvial materials associated with surface waters or fractures in the underlying bedrock. As discussed above, the proposed project would relocate an existing Trunk and lateral sewer lines. Proposed project components would be undergrounded, and capacity of the sewer system would not be increase. The proposed project would not construct new impervious surfaces that would impede surface water percolation into the soil. Therefore, operations of the proposed project would be similar to existing conditions upon construction completion. During operation, the proposed project would have no impact on groundwater recharge, and no mitigation is required.

Construction activities would not intercept or alter groundwater recharge, discharge, or flow conditions. Construction activities may require the use of water for dust control or other activities. Water used during construction would be trucked to the project site, thus no groundwater use would be required. Water use at the project site would cease upon completion of construction. The proposed project would not use local groundwater supplies for relocation of the Trunk or laterals, nor would the proposed project construction interfere with groundwater recharge in Hangtown Creek. The impact of the proposed project on groundwater recharge during construction would be less than significant, and no mitigation measures are required.

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

#### i) Result in substantial erosion or siltation on- or off-site?

The proposed project would relocate an existing Trunk and replace existing laterals. The operation of the proposed project would be similar to existing conditions. The proposed project would not alter the course of Hangtown Creek, nor would it alter the existing drainage pattern of the project site. The proposed project would have a less than significant impact to erosion or siltation on- or off-site during operation, and no mitigation measures are required.

Construction activities would include soil disturbance, excavation, cutting/filling, and grading activities which could result in increased erosion and siltation into Hangtown Creek. Disturbance of stream banks may loosen soils, resulting in a temporary increase in erosion of sediment, which could have water quality impacts. As discussed under question a, the proposed project would comply with standard conditions related to erosion and sedimentation reduction during Trunk and lateral removal from Hangtown

Creek. Standard conditions may include mulches, soil binders/erosion control blankets, silt fencing, fiber rolls, and temporary berms, as listed in Section 4.2, Biological Resources. Construction impacts to erosion and siltation would be less than significant, and no mitigation measures are required.

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

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

Operations of the proposed project would be similar to existing conditions. The proposed project would not increase impervious surfaces, alter the existing drainage patterns, nor would it increase stormwater runoff of the project site. Operations of the proposed project would have no impact on flooding on- or off-site, and no mitigation measures are required.

During construction, the use of large construction equipment may compress soil within the staging areas, which could lead to a reduction in permeability and an increase in runoff. However, the proposed project would not alter the course of Hangtown Creek, nor would it alter the existing drainage pattern of the project site. The proposed project would comply with the BMPs and standard conditions identified above, in Section 4.2, Biological Resources, and Section 4.9, Hazards and Hazardous Materials. The proposed project would obtain and comply with the NPDES Permit, and associated SWPPP, as well as necessary permits from CDFW, USACE, and Central Valley RWQCB. Construction of the proposed project would not result in flooding on- or off-site, nor would it contribute to exceeding the capacity of existing runoff in the area. The proposed project would have a less than significant impact on rate and amount of surface runoff during construction, and no mitigation measures are required.

### iv) Impede or redirect flood flows?

### v) Would the project be located in a flood hazard, tsunami, or seiche zone where pollutants would be released due to project inundation?

The proposed project is within the 100-year flood hazard zone. FEMA has delineated a regulatory floodway within Hangtown Creek. The floodway is the channel of a stream plus any adjacent floodplain area that must be kept free of encroachment so that the one percent annual chance flood can be carried without substantial increases in flood heights.

Operations of the proposed project would be similar to existing conditions. The Tunk and laterals would be below the ground surface. The proposed project would not increase impervious surfaces, nor would it alter the existing drainage pattern of the site after construction or increase flood hazards. The proposed project would not alter the course of Hangtown Creek. The proposed project would not include features that would

contribute to flooding on- or off-site. Operations of the proposed project would have no impact on existing flood flows, and no mitigation measures are required.

During construction, temporary cofferdams would be installed and Hangtown Creek would be diverted around construction. The cofferdams would result in dewatering and would provide a dry work area for existing sewer removal work in Hangtown Creek. The cofferdams would be temporary and be removed prior to winter storm and runoff events. The temporary cofferdams would not change the creek bed from its natural substrate and would not alter the course of the creek. Proposed project construction would not increase impervious surfaces now would it alter the existing drainage pattern of the project site. The proposed project would comply with the standard conditions and BMPs identified above, thus, the proposed project would not result in the release of pollutants due to inundation. Construction of the proposed project would have a less than significant impact, and no mitigation measures are required.

#### d) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Operations of the proposed project would be similar to existing conditions. The purposed of the proposed project would be to reduce significant stormwater inflow to the City wastewater collection system and the potential for water quality issues at the City wastewater treatment plant due to excessive flows and minimize potential sewer overflows during significant rainfall events. Therefore, the proposed project does not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The proposed project would have a beneficial impact in this regard. No mitigation measures are required.

During construction, the proposed project would comply with permitting requirements, building/grading standards, and site-specific BMPs. Specifically, the proposed project would obtain and comply with the standard conditions identified above, the NPDES permit and associated SWPPP, as well as permits from CDFW, USACE, and Central Valley RWQCB. Therefore, the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant, and no mitigation measures are required.

### 4.7.4 References

Caltrans. Caltrans Water Quality Planning Tool. Online: http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx. Date Accessed: August 8, 2024.

Central Valley Regional Water Quality Control Board (CVRWQCB). 2019. The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region, Fifth Edition, The Sacramento River Basin and the San Joaquin River Basin. Online: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Date Accessed: August 8, 2024.

Federal Emergency Management Agency (FEMA). National Flood Hazard Layer FIRMette. Online: https://www.propertyshark.com/mason/ca/El-Dorado-County/Maps?prop_search_string=%28no-address%29%2C%20Placerville%2C%20CA%2095667&prop_search_pkey=96675044&. Date Accessed: March 23, 2023

## 4.8 Land Use and Planning

Would the project:

| Issues | Determination |
|---|---|
| a) Physically divide an established community? | Less Than Significant Impact |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | Less Than Significant Impact |

### 4.8.1 Standard Conditions

1. Comply with standard conditions and BMPs identified in Section 4.1, Air Quality, Section 4.9, Noise and Vibration, Section 4.11, Recreation, and Section 4.12, Transportation, of this IS/MND, associated with land use and planning.

### 4.8.2 Setting

The City is a small rural, but growing community that serves as the commercial and administrative center of El Dorado County (City of Placerville, 2016). The project site is located at the east end of the City's downtown historic area, a central area of the City. According to the City Land Use Atlas and Zoning Atlas, the land uses and zoning designations within the project area as Commercial, Central Business District, and Right-of-Way (City of Placerville, 2016; City of Placerville, 2018).

The project vicinity consists of portions of the El Dorado Trail, Hangtown Creek, Ivy House parking lot, commercial businesses, Locust Avenue, Clay Street, and Main Street. US 50 is an important path through the City and bounds the downtown area on the north side. Locust Avenue and Clay Street are considered local roadways, while Main Street are minor arterial roads. Main Street is the most intensely developed commercial area of the City which, through its elements of history, architectural character and scale establishes small town charm and identity.

### 4.8.3 Discussion

#### a) Would the project physically divide an established community?

Once operational, the proposed project would be undergrounded, similar to existing conditions. The proposed project would not change the physical arrangement of the area or physically divide an established community. The proposed project operations would not physically divide an established community. No impacts would occur, and no mitigation measures are necessary.

Construction activities associated with the proposed project would require the closure of the El Dorado Trail segment and partial lane closures on Locust Avenue for the duration of the construction period. As discussed in the standard conditions in Section 4.11, Recreation, signage would be posted along El Dorado Trail detailing a detour for trail users. As discussed in the standard conditions in Section 4.12, Transportation, a Traffic Control Plan would be implemented to minimize traffic disruption and ensure adequate access is maintained to surrounding properties during the partial lane closure on Locust Avenue. Impacts relating to the division of an established community would be less than significant, and no mitigation measures would be required.

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

The proposed project would not result in land use conversion. The proposed project would not require the acquisition of any permanent right-of-way. Upon completion of construction activities, the proposed project would be undergrounded and therefore would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur as a result of proposed project operations. No mitigation measures are required.

During construction, temporary construction easements (TCEs) would likely be required from two parcels adjacent to the project site. Residential neighborhoods and community facilities within the immediate area of the proposed project could experience temporary impacts related to construction noise and dust generation. This includes users of the El Dorado Trail, visitors to the farmers market, and pedestrians and automobile users passing through the general area. Impacts related to noise and dust are discussed in detail in Section 4.1, Air Quality, Section 4.5, Greenhouse Gas Emissions, and Section 4.9, Noise and Vibration. The proposed project would comply with standard conditions listed in Section 4.1, Air Quality, and Section 4.9, Noise, during construction. Thus, the proposed project would not conflict with any land use plan, policy, or regulation. Impacts are less than significant, and no mitigation measures are required.

## 4.8.4 References

City of Placerville. 2016a. City of Placerville General Plan Policy Document. Online: https://www.cityofplacerville.org/LandDevelopmentToolbox. Date Accessed: August 14, 2024.

City of Placerville. 2016b. Land Use Atlas. Online: Date Accessed: August 12, 2024.

City of Placerville. 2018. Zoning Atlas. Online: Date Accessed: August 12, 2024.

El Dorado County. GOTNET – Data Extracts. Online: https://see-eldorado.edcgov.us/ugotnetextracts/. Date Accessed: August 14, 2024.

## 4.9 Noise

Would the project result in:

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

### 4.9.1 Standard Conditions

1. Construction contracts will specify that all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices.
2. A sign, legible at 50-feet, will be posted at the project construction site providing contact information for the City Engineering Department and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The coordinator will be responsible for responding to any local complaints about construction noise. When a complaint is received, the disturbance coordination will notify the City within 24 hours of the complaint and determine the cause of the noise complaint (i.e., starting too early, malfunctioning muffler, etc.) and will implement reasonable measures to result the complaint, as deemed acceptable by the City. All signs posted at the construction site will include the contact's name and the telephone number for the noise disturbance coordinator.
3. Identification of construction noise reduction methods. These reduction methods may include shutting off idling equipment after 5 minutes, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and using electric air compressors and similar power tools.

4. During construction, stationary construction equipment will be placed such that emitted noise is directed away from sensitive noise receivers, including, but not limited to schools, residential units, libraries, hospitals, or care facilities.
5. The construction plans will state that construction equipment generating groundborne vibrations (i.e., vibratory roller) exceeding 0.20 peak particle velocity (PPV) inches/second within 25 feet of buildings, as checked by the onsite construction contractor, will be operated in static mode (without vibration).
6. While not anticipated, if hard rock is identified and blasting is required for the installation of the Trunk or laterals, then the contractor will implement the following per California Safety Orders of the Division of Industrial Safety of the California Department of Industrial Relations, Federal Safety Requirements, and the El Dorado County Sheriff:
    - The blasting contractor will create a site-specific blasting plan for any area determined to require blasting and will submit the plan to the City, County, and other permitting entities for approval. This plan will include specific details and calculations regarding dynamic environmental variables that will be measured closer to the time of the blast. This site-specific blasting plan will consider location of sensitive receivers, locations of cultural and tribal cultural resources, environmental conditions, and specific blasting methods to be used at the time of construction. The plan will include a pre-blast risk assessment and must include the following:
        - The blasting contractor's name, company, copy of license, and statement of qualifications; seismograph company name, equipment, and sensor location;
        - Site location, applicable alignment sheet numbers, and associated rock type and geological structure (e.g., solid, layered, or fractured);
        - Copies of all required federal, state, and local permits;
        - Methods and materials including explosive type, product name and size, weight per unit, and density; stemming material; tamping method; blasting sequence; use of non-electrical initiation systems for all blasting operations; magazine type and locations for storage of explosives and detonating caps;
        - Site dimensions, including explosive depth, distribution, and maximum charge and weight per delay, and hole depth, diameter, pattern, and number of holes per delay;
        - Dates and hours of conducting blasting, distance and orientation to nearest aboveground and underground structures, and schedule identifying when blasting will occur within each area
        - The distance within which structures will be affected by the blast and all structures located within that distance;
        - Feasible and specific construction methods that demonstrate blasting will not exceed 0.12 inch per second peak particle velocity (PPV) at historical buildings within the affected radius.

    - Blasting procedures for health and safety requirements.
- Blasting explosives will be in accordance with the California Safety Orders of the Division of Industrial Safety of the California Department of Industrial Relations, Federal Safety Requirements, the El Dorado County Sheriff, and other authorities with jurisdiction.
- Blasting will be accomplished by skilled operators under the direction of a licensed foreman.
- The Contractor will comply with the blasting plan and identify all property, structures, and persons which may be affected by blasting and will take all safety precautions and protective measures to prevent damage or injury. All personal injury or damage to persons or property of any nature will be the responsibility of the Contractor.
- Blasting will only be permitted between 9 am and 4 pm, Monday through Friday.
- Inspections of all structures within the blasting plan's distance, which structures will be affected by the blast, a minimum of at least 300 feet of the blast site, will be completed two weeks prior to commencement of blasting. An independent inspector will perform the inspections for the purpose of detecting and documenting any visible or reasonably recognizable pre-existing defects or damages in structures.
- The Contractor will give 30-day and 5-day notices to all residences, businesses, and utility owners which may be affected by blasting.
- The Contractor will perform instrumented seismographic monitoring during blasting to measure the PPV of all blasts in the vertical, horizontal, and longitudinal directions. At minimum, a seismograph will be placed at the nearest structure to the blast, the Clay Street Bridge, the BRM, and at the nearest historic buildings within a minimum of 300 feet from the blast (including Pearson Soda Works building), to monitor the ground motion PPV and frequency during each blast.
- After each blast, a Blast Report will be immediately completed and submitted to the City and applicable agencies.
- A third-party vibration monitor and the City will inspect structures (including the Clay Street Bridge, the BRM, and adjacent Pearson Soda Works building) within the blasting plan's distance which structures will be affected by the blast, a minimum of at least 300 feet of the blast site, before and after blasting. In the unlikely event that damage occurs, the owner will be compensated.
- Fly rock from blasting will be contained within the project site by using blasting mats or padding, or equivalent, on all shots to prevent scattering of loose rock onto adjacent properties and roadways and to prevent damage to nearby facilities. Blasting will cease immediately if it represents a hazard to persons, vehicles, existing improvements, or vegetation.

- Blasting activities will be suspended if any of the following conditions occurs:
  - Overshooting
  - Endangerment to the public
  - Destruction of property, the Clay Street Bridge or historic built environment resources, the BRM, or natural features.

## 4.9.2 Setting

### 4.9.2.1 Fundamentals of Noise

Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. Sound is mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. Perceptions of sound and noise are highly subjective from person to person, and are dependent upon sound source, sound path, and sound receiver. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

A logarithmic scale is used to describe sound pressure level, in terms of decibels (dB). The decibel scale alone does not adequately characterize how humans perceive noise. An "A-weighted" sound level (expressed in units of dBA) can be computed by weighting sound levels of individual frequency bands by the sensitivity of an average young ear to those frequencies. Table 4.9-1 identifies decibel levels for common sounds heard in the environment.

Table 4.9-1. Typical A-Weighted Noise Levels

| COMMON OUTDOOR ACTIVITY | NOISE LEVEL (DBA) | COMMON INDOOR ACTIVITY |
|---|---|---|
| | 110 | Rock Band |
| Jet fly-over at 1,000 feet | 105 | |
| | 100 | |
| Gas lawn mower at 3 feet | 95 | |
| | 90 | |
| Diesel truck at 50 feet at 50 mph | 85 | Food Blender at 3 feet |
| | 80 | Garbage disposal at 3 feet |
| Noise urban area, daytime | 75 | |
| Gas lawn mower, 100 feet | 70 | Vacuum cleaner at 10 feet |
| Commercial area | 65 | Normal speech at 3 feet |

| COMMON OUTDOOR ACTIVITY | NOISE LEVEL (DBA) | COMMON INDOOR ACTIVITY |
|---|---|---|
| Heavy traffic at 300 feet | 60 | |
| | 55 | Large business office |
| Quiet urban daytime | 50 | Dishwasher next room |
| | 45 | |
| Quiet urban nighttime | 40 | Theater, large conference room (background) |
| Quiet suburban nighttime | 35 | |
| | 30 | Library |
| Quiet rural nighttime | 25 | Bedroom at night, concert hall (background) |
| | 20 | |
| | 15 | Broadcast/recording studio |
| | 10 | |
| | 5 | |
| Lowest threshold of human hearing | 0 | Lowest threshold of human hearing |

Source: Caltrans, 2013

It is widely accepted that people are able to detect changes in sound level of 3 dB or greater in typical noise environments. A 5-dB change is generally perceived as distinctly noticeable.

The maximum sound level for a given noise source is abbreviated “Lmax”. The average sound level over a period of time (usually one hour) is called the equivalent continuous sound level and is abbreviated “Leq”. To characterize sound levels occurring over a 24-hour period, penalties are often applied to nighttime sound levels. When a 5-dB penalty is applied to levels occurring between 7 p.m. to 10 p.m. and a 10-dB penalty is applied to levels occurring between 10 p.m. and 7 a.m., the energy average of the dBA is called the Community Noise Exposure Level (CNEL).

#### 4.9.2.2 Fundamentals of Vibration

Vibration is defined as the mechanical motion of earth or ground, building, or other type of structure, induced by the operation of any mechanical device or equipment located upon or affixed thereto. Vibration generally results in an oscillatory motion in terms of the displacement, velocity, or acceleration of the ground- or structure(s) that causes a normal person to be aware of the vibration by means such as, but not limited to, sensation by touch or visual observation of moving objects.

The effects of groundborne vibration include movements of building floors, rattling of windows, and shaking of items on shelves or hangings on the walls. In extreme cases, vibration can cause damage to buildings. The noise radiated from the motion of the room surfaces is called groundborne noise. The vibration motion normally does not provoke the same adverse human reactions as the noise unless there is an effect associated with the shaking of the building. In addition, the vibration noise can only occur inside buildings. Similar to the propagation of noise, vibration propagated from the

source to the receptor depends on the receiving building (i.e., the weight of the building), soil conditions, layering of the soils, the depth of groundwater table, etc.

#### 4.9.2.3 Existing Noise Setting

The proposed project is located in the main urban corridor of the City and is adjacent to US 50. Ambient noise levels at the project site are primarily influenced by vehicle traffic on area roadways (Locust Avenue, Clay Street, Main Street), US 50, and typical urban commercial uses. Based on Table 4.9-1, the project site is currently exposed to ambient noise levels from roadways and US 50 ranging between 50 to 60 dBA.

#### 4.9.2.4 Sensitive Receivers

The nearest sensitive noise receivers are single-family residential units located south of the project site, along the southern side of Main Street, as close as 110 feet from where construction activities associated within the proposed project would occur. Residential units are located north of the project site, north of US 50; however, these sensitive receivers are exposed to existing ambient noise generated by US 50 vehicle traffic and therefore are not analyzed below. Sierra Elementary School is located approximately 480 feet southeast of where project construction activity would occur.

Sensitive vibration receivers are also located in close proximity to the proposed project. Specifically, two historical buildings, 585 Main Street and 589 Main Street, are located as close as 105 feet southwest of where project construction activity would occur. Historical buildings are susceptible to damage from vibrations generated by construction activities; therefore, these two historical buildings are considered in the vibration analysis below.

#### 4.9.2.5 Private and Public Airports and Airstrips

There are no private airstrips located within two miles of the proposed project. The proposed project is approximately 1.6 miles northwest of a public airstrip or airport, Placerville Airport (located at 3501 Airport Road). The project site is outside of an Airport Overlay Zone and an Airport Influence Area as defined in Placerville Airport Land Use Compatibility Plan adopted by the El Dorado Airport Land Use Commission in 2012 (EDCALUC, 2012).

### 4.9.3 Discussion

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

Utility conveyance facilities do not generate noise once they are in place and operational. Therefore, operation of the proposed project would generate noise similar

to existing conditions and would not generate a substantial increase in ambient noise levels in excess of local City standards. No impact would occur as a result of operations, and no mitigation measures are required.

Construction of the proposed project would result in a temporary increase in ambient noise levels in the project vicinity for up to 12 months. Noise levels would fluctuate between the noise source and receiver, and presences or absence of noise-attenuation barriers (i.e., intervening buildings, vegetation). The degree of construction noise may also vary for different areas along the project corridor, and for different construction activities. Noise from construction activities generally attenuates at a rate of 6 dBA per doubling distance. General construction equipment noise levels as measured at a distance of 50 feet are shown below in Table 4.9-2. General construction activity typical noise levels are summarized in Table 4.9-3. Pile driving is not proposed as part of this project.

Table 4.9-2. Construction Equipment Noise

| CONSTRUCTION EQUIPMENT | NOISE LEVEL (DBA, LEQ AT 50 FEET) |
|---|---|
| Scrapers | 85 |
| Bulldozers | 85 |
| Heavy trucks | 85 |
| Pneumatic tools | 85 |
| Concrete pump | 82 |
| Backhoe | 80 |

Source: FTA, 2018.

Table 4.9-3. Typical Construction Activity Noise Levels

| CONSTRUCTION PHASE | NOISE LEVEL (DBA, LEQ AT 50 FEET) |
|---|---|
| Ground clearing and Site Preparation | 84 |
| Excavation/Trenching | 78 to 88 |
| Installation | 78 to 79 |
| Finishing Activities | 84 |

Source: USEPA, 1971

Excavation and trenching activities to remove the existing and install the new Trunk and laterals would generate the loudest construction associated noise. According to Table 4.9-3, this type of activity would generate noise levels of up to 88 dBA at 50-feet. The nearest sensitive receivers would be as close as 110 feet from the nearest active construction area of the proposed project. Stationary point sources of noise attenuate (lessen) at a rate of approximately six dBA per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Therefore, the loudest phases of construction would be approximately 81.2 dBA for outdoor noise at the closest sensitive receiver (residences). When residential windows and doors are closed, a 28 dBA noise attenuation rate can be achieved; therefore, indoor residential noise exposure during

the temporary construction activities are estimated at 53 dBA. The construction work being completed within 110 feet of the nearest sensitive receptors would be of short duration, with the majority of construction activities occurring between 150 and 200 feet from the nearest sensitive receivers. Based on these distances, the outdoor areas of the nearest sensitive receivers would be temporarily exposed to construction generated noise levels ranging between 78.5 to 76.0 dBA. Indoor residential exposure (windows and doors closed) with construction equipment operating at this distance would range between 50.5 to 48.0 dBA. The proposed project noise generation would be temporary in nature, ceasing upon construction completion. The proposed project would comply with the standard conditions identified above, which would result in an estimated construction noise attenuation of 10 dBA (EPA, 1971).

The City has not adopted construction noise thresholds for sensitive receivers; however, the City General Plan identifies Policy I.1 that states, “The City shall attempt, insofar as possible, to protect areas within the city where the present noise environment is considered acceptable.” Construction activities would generate temporary noise levels at the closest sensitive receptors that would not comply with Policy I.1 as these noise levels would exceed the existing ambient noise levels in the area. Mitigation Measure NOI-1 would be implemented to limit the exposure of sensitive receivers to construction noise. With implementation of Mitigation Measure NOI-1 impacts would be less than significant.

#### MITIGATION MEASURES

**Mitigation Measure NOI-1:** Construction activities will be limited to daytime hours Monday through Friday between 7:00 a.m. and 7:00 p.m. and on Saturday between 8:00 a.m. and 5:00 p.m. and will be prohibited on Sunday and federal/state-recognized holidays unless approved in advance by the City. Nighttime (between 9:00 p.m. and 6:00 a.m.) construction activities will be prohibited unless approved in advance by the City. If the City approves nighttime construction, as no nighttime construction thresholds exist, the proposed project will conform to the following (typically used by Caltrans for nighttime construction activities [Caltrans Standard Specifications Section 14-8.02 Noise Control]), “Nighttime construction noise will not exceed 86 A-weighted decibels (dBA) 1-hour A-weighted equivalent continuous sound level (Leq(h) at a distance of 50 feet.”

### b) Would the project generate excessive groundborne vibration or groundborne noise levels?

The project proposes to relocate a Trunk and laterals. Once operational, the proposed project would not generate groundborne vibration nor groundborne noise levels beyond existing conditions. The proposed project would have no operational impacts, and no mitigation measures are required.

Groundborne vibrations would be generated by construction equipment operating in the vicinity of buildings during the project construction period. Groundborne vibrations have the capability to generate damage to buildings if vibrations exceed the building’s

engineering limits. Table 4.9-4 summarizes the Federal Transportation Administration (FTA) building damage criteria from construction activities. Most of the buildings in the project vicinity are non-engineered timber and masonry buildings; therefore, the analysis presented below is based on if construction activities would exceed 0.2 PPV inches per second vibration levels, thus resulting in potential building damage.

Table 4.9-4. Building Damage Criteria from Construction Activities

| BUILDING/STRUCTURAL CATEGORY | PPV, IN/SEC |
|---|---|
| I. Reinforced-concrete, steel or timber (no plaster) | 0.5 |
| II. Engineered concrete and masonry (no plaster) | 0.3 |
| III. Non-engineered timber and masonry buildings | 0.2 |
| IV. Buildings extremely susceptible to vibration damage. | 0.12 |

Source: FTA, 2018

Construction activities associated with the proposed project would require the use of tractors, haul trucks, trenchers, roller/compactors, jackhammers, and graders. The use of major groundborne vibration-generating equipment, such as pile drivers, would not be needed for project construction activities. Estimated groundborne vibration levels of equipment that may be used during construction activities measured from a distance of 25, 50, and 100 feet are shown below in Table 4.9-5.

Table 4.9-5. Vibration Source Levels of Representative Construction Equipment

| EQUIPMENT | PPV AT 25 FEET, INC/SECOND | PPV AT 50 FEET, INC/SECOND | PPV AT 100 FEET, INC/SECOND |
|---|---|---|---|
| Vibratory Roller | 0.21 | 0.098 | 0.046 |
| Hoe Ram | 0.089 | 0.031 | 0.011 |
| Large Bulldozer | 0.089 | 0.031 | 0.011 |
| Loaded Trucks | 0.076 | 0.026 | 0.009 |
| Jackhammers | 0.035 | 0.012 | 0.004 |
| Small Bulldozer | 0.003 | 0.001 | 0.000 |

Source: FTA, 2018.

Construction equipment would be used as close as 25-feet during installation of the laterals that would be connected to the commercial/retail buildings just south of the proposed sewer main installation area. Most of the construction equipment that would be used in this area would generate vibration levels below 0.20 PPV inches/second; however, the use of vibratory rollers may be required to compact the soil once the laterals are installed. The use of vibratory rollers could generate vibration levels at the commercial buildings that would exceed 0.20 PPV inches/second, as shown above in Table 4.9-5. However, compaction would occur throughout the project site and would only be temporarily concentrated in the area of the laterals and commercial buildings. Furthermore, the proposed project would comply with standard conditions identified above. The nearest historical buildings are 105 feet from project construction activity and would not be exposed to construction vibration exceeding the 0.20 PPV inch/second building damage criteria based on distance as shown above in Table 4.9-5.

Thus, project construction activities would not generate excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant, and no mitigation measures are required.

No blasting is anticipated to be required for excavation activities; however, if during final design, it is determined that hard rock is present in the project area, specifically Hangtown Creek, and blasting is required, then the contractor would comply with Standard Condition 6, above, and existing federal, State, and local laws related to vibration and groundborne noise generated by blasting. In addition, if blasting is required, this would be a change in the proposed project and the City would further analyze the specific impacts from blasting to make a determination regarding levels of significance and requirements of standard conditions and mitigation measures. Therefore, because this proposed project does not include, nor anticipate blasting, impacts would be less than significant, and no mitigation measures are required.

**c) Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, exposing people residing or working in the project area to excessive noise levels?**

There are no private airstrips located within two miles of the proposed project. The proposed project is approximately 1.6 miles northwest of the Placerville Airport; however, it is outside of the Airport Overlay Zone and the Airport Influence Area (EDCALUC, 2012). Furthermore, the proposed project is not within the Placerville Airport noise contours established in the Placerville Airport Land Use Compatibility Plan (EDCALUC, 2012). Thus, proposed project operation and construction would not expose people residing or working in the project area to excessive noise levels generated by airport and aircraft activity. No impact would occur, and no mitigation measures are required.

## 4.9.4 References

California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Online: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf. Date Accessed: August 5, 2024.

El Dorado County Airport Land Use Commission (EDCALUC). El Dorado County Airport Land Use Compatibility Plan Cameron Airpark Airport, Georgetown Airport, Placerville Airport. Online: https://www.edctc.org/files/bee5f06a6/Chapters+1-5.pdf. Date Accessed: August 2, 2024.

Federal Transportation Administration (FTA). September 2018. Transit Noise and Vibration Impact Assessment Manual. Online: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-

innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Date Accessed: August 5, 2024.

United States Environmental Protection Agency (USEPA). 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances.

## 4.10 Public Services

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

| Issues | Determination |
|---|---|
| a) Fire protection? | Less Than Significant Impact |
| b) Police protection? | Less Than Significant Impact |
| c) Schools? | Less Than Significant Impact |
| d) Parks? | Less Than Significant Impact |
| e) Other public facilities? | Less Than Significant Impact |

### 4.10.1 Standard Conditions

The following project conditions and BMPs associated with public services are considered features of the proposed project.

1. Comply with standard conditions and BMPs identified in Section 4.6, Hazards and Hazardous Materials, Section 4.11, Recreation, Section 4.12, Transportation, and Section 4.15, Wildfire, associated with public services and transportation.
2. Prior to the start of construction, the construction contractor will coordinate with the City Staff, El Dorado County Fire Protection District (EDCFPD), Placerville Police Department (PPD), El Dorado County Sheriff's Department (EDCSD), California Highway Patrol (CHP), school bus transportation providers for Placerville Union School District (PUSD) and the El Dorado High School District (EHSD), El Dorado Transit, and local public and private Emergency Service Providers in the area to prepare a Construction Period Emergency Access Plan (CPEAP). The CPEAP will identify the duration of project construction, lane closures that would be required (along Locust Avenue), and alternative routes that provide direct emergency access to, from and around the project site. The CPEAP will also identify alternative school bus routes (if required) that ensure similar connectivity to school bus stops in the City and surrounding area.

## 4.10.2 Setting

### 4.10.2.1 Fire Protection Services

The City receives fire protection services from the EDCFPD. The EDCFD serves approximately 74,000 residents within an approximately 281-square-mile service area between Sacramento and South Lake Tahoe. EDCFPD is governed by a five-member board of directors and employs 72 uniformed personnel and 3 support staff members. The nearest fire station to the proposed project is Station 25 located at 3034 Sacramento Street, approximately 0.8-miles east of the proposed project. Station 25 is staffed 24 hours a day, 7 days a week by an Engine Company and a Medic Unit (EDCFD, 2024).

### 4.10.2.2 Police Protection Services

The PPD and EDCSD provide law enforcement services to the City. The PPD, located at 730 Main Street, is approximately 0.18 mile east of the project site. The closest EDCSD facility is located at 200 Industrial Drive, approximately 2.7 miles southwest of the project site. The CHP also provides law enforcement services in the City out of their 245 Placerville Office located at 3031 Lo Hi Way, approximately 1.9 miles southwest of the project site.

### 4.10.2.3 School Services

The project site is located in the PUSD and the EHSD. The PUSD has a current enrollment of 1,167 students in 3 schools (Edwin Markham Middle School, Louisiana Schnell Elementary School, and Sierra Elementary School) (CDE, 2024). The EHSD has a current enrollment of 2,034 students in 5 schools (El Dorado High, Independence Continuation, Oak Ridge High, Ponderosa High, and Union Mine High) (CDE, 2024). Sierra Elementary School, located at 1100 Thompson Way, is the closest school to the proposed project, approximately 480 feet to the south.

### 4.10.2.4 Park Services

The City owns, operates, and maintains seven parks within its jurisdiction. The parks include: Orchard Hill Park, Gold Bug Park/Mine, Duffey Park, Benham Park (Scout Hall), Rotary Park, Lumsden Park, and Lions Park. These parks vary in amenities, but typically include grass areas, picnic areas, tot-lots, sports fields, walking trails, restrooms, and playground equipment. Rotary Park, located at 3155 Clark Street in downtown Placerville, is the closest park to the project site, approximately 0.25 mile to the south.

The El Dorado Trail is a multimodal transportation corridor planned to extend the entire length of El Dorado County from the western County line to the Lake Tahoe Basin. The 28-mile segment of the Sacramento-Placerville Transportation Corridor extends from the western end of the County near the Latrobe area, east to the western portion of the

City. The Michigan-California portion runs east from Placerville into the Camino area (FOEDT, 2024). A portion of the El Dorado Trail bisects the project site.

#### 4.10.2.5 Other Public Services

The Placerville Town Hall, located at 549 Main Street, is approximately 0.06 mile west of the project site. The Placerville City Hall, located at 3101 Center Street, is approximately 0.32 mile west of the project site. The project site is located in the jurisdiction of the El Dorado County Library system and the closest library is the Placerville Branch, located at 345 Fair Lane, approximately 1.7 miles to the west.

The El Dorado Transit's Placerville route, Route 20, provides local service to the City from 6:30am to 7:25pm Monday through Friday. Route 20 includes Main Street, Cedar Ravine Road, Broadway Court, and US 50 near the project site (El Dorado Transit, 2015a). Other El Dorado Transit routes that pass through Placerville near the project site are the Saturday Express Route, Route 25, which includes Main Street and Broadway Court, and the 50 Express Route, Route 50X, which includes Broadway Court and US 50 (El Dorado Transit, 2015b).

### 4.10.3 Discussion

#### a), b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire and police protection services?

The project proposes to relocate the Trunk and laterals. The proposed project would not increase the capacity of the existing sewer conveyance system in the City and therefore would not be growth inducing. As the proposed project would not promote growth once operational, an increased need for fire and police protection services requiring expansion of existing or development of new fire/police stations would not be required. No impact would occur as a result of operations, and no mitigation measures are required.

During project construction, a slight increase in calls to EDCFPD, PPD, and EDCSD may be generated if accidents requiring medical attention or small fires occur, if vandalism at the project site occurs, or if theft of construction equipment occurs. To combat this, construction equipment would be secured in a fenced staged area. The proposed project would comply with standard conditions identified above, as well as in Section 4.6, Hazards and Hazardous Materials, Section 4.12, Transportation, and Section 4.15, Wildfire, associated with reduction in hazards and wildfire potential. Overall, the increase in calls is estimated to be nominal during the 12-month

construction period and would not necessitate the expansion or development of new fire or police stations to adequately serve the construction activities on the project site.

Project construction would require partial lane closures along Locust Avenue which may increase fire response times to the project site and area. To ensure EDCFPD, PPD, and EDCSD response times continue to be adequate in the area during project construction, lane closures (Locust Avenue) and detours (if applicable) would be coordinated between the construction contractor and public service provider agencies in advance of construction commencement and a CEAP, as specified in the standard conditions above. Impacts would be less than significant, and no mitigation measures are required.

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

The project proposes to relocate the Trunk and laterals. The proposed project would not increase the capacity of the existing sewer conveyance system in the City and therefore would not be growth inducing. Operations would not be growth inducing and therefore would not result in an increase in population in the City, necessitating expansion or construction of new schools. No impact would occur as a result of operations, and no mitigation measures are required.

Construction crews would likely come from the existing employment pool of the City, County, or surrounding jurisdictions. Construction would not result in an increase in school age children as it can reasonably be assumed that construction personnel with children already attend local schools. Thus, project construction would not generate additional demand for schools in the City or other surrounding jurisdictions. The nearest school to the project site is 480 feet to the south. Project construction activities would be confined to the project site and would not physically affect the nearest school. School bus routes are not located on Locust Avenue, Clay Street, or Broadway Court; however, Main Street is used. Partial lane closure along Locust Avenue and El Dorado Trail detour would be coordinated with different agencies, including school bus agencies, to ensure service times continue to be met during project construction, as outlined in the standard conditions above. Impacts would be less than significant, and no mitigation measures are required.

**d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain**

**acceptable service ratios, response times or other performance objectives for parks services?**

The project proposes to relocate a Trunk and laterals. Upon construction completion, the El Dorado Trail would operate as it does under existing construction. Project operation would not be growth inducing, as discussed above, and therefore would not increase the population necessitating expansion or construction of new parks. No impact would occur as a result of operations, and no mitigation measures are required.

Construction crews would likely come from the existing employment pool of the City, County, or surrounding jurisdictions. Thus, it can be reasonably assumed that construction personnel already use City and County parks. Construction activities associated with the proposed project would be confined to the project site and would not physically affect Rotary Park, the closest park to the project site.

Construction activities would directly affect the portion of the El Dorado Trail within the project site. As the El Dorado Trail is a regional recreational facility, analysis on potential impacts is analyzed in Section 4.11 of this IS/MND. The proposed project would comply with standard conditions identified above, and in Section 4.11, Recreation, and Section 4.12, Transportation. Proposed project construction would not affect park service necessitating the expansion or construction of new park facilities. Impacts are less than significant, and no mitigation measures are required.

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

The project proposes to relocate a Trunk and laterals. Upon construction completion, the project site would operate similar to existing conditions. Project operation would not be growth inducing and therefore would not increase the population necessitating expansion or construction of other public facilities (i.e., local government facilities, libraries). No impact would occur as a result of operations, and no mitigation measures are required.

Construction crews would likely come from the existing employment pool of the City, County, or surrounding jurisdictions. Thus, it can be reasonably assumed that construction personnel already use local government facilities and libraries in Placerville and the surrounding area. Construction of the proposed project would be confined to the project site; therefore, Placerville Library and Placerville Town Hall and City Hall would not be directly affected.

As described above, El Dorado Transit has routes that include Main Street, Cedar Ravine Road, Broadway Court, and US 50 near the project site. Project construction

would require partial lane closures along Locust Avenue and El Dorado Trail, which are not included in El Dorado Transit routes. There are no El Dorado Transit stops located within the project site. The closest is the Route 20 Midtown Mall stop located on Main Street, approximately 165 feet east of the project site. Project construction activities would be confined to the project site and would not physically affect the nearest El Dorado Transit stop. Partial lane closures (Locust Avenue) would be coordinated with different agencies, including El Dorado Transit, as outlined in the standard conditions above.

Proposed project construction would not affect other public services necessitating the expansion or construction of new other public facilities. Impacts would be less than significant, and no mitigation measures are required.

### 4.10.4 References

California Department of Education (CDE). 2024. Dataquest. Online: https://www.cde.ca.gov/ds/ad/dataquest.asp. Date Accessed: August 5, 2024.

California Highway Patrol. 2024. (245) Placerville. Online: https://www.chp.ca.gov/find-an-office/valley-division/offices/(245)-placerville. Date Access: August 5, 2024.

City of Placerville. 2024. Placerville Recreation and Parks Department. Online: https://www.teamsideline.com/sites/placerville/home. Date Accessed: August 5, 2024.

City of Placerville Police Department. 2024. Online: https://www.cityofplacerville.org/police. Date Accessed: August 5, 2024.

El Dorado County Fire District (EDCFD). 2024. About Us. Online: https://www.eldoradocountyfire.com/about-us/. Date Accessed: September 6, 2024.

El Dorado Transit. 2015a. Route 20: Placerville. Online: https://eldoradotransit.com/routes/placerville/. Date Accessed: October 21, 2024.

El Dorado Transit. 2015b. System Map. Online: https://eldoradotransit.com/map/. Date Accessed: October 21, 2024.

Friends of the El Dorado Trail (FOEDT). 2024. About. Online: https://eldoradotrail.org/about/. Date Accessed: August 5, 2024.

## 4.11 Recreation

| Issues | Determination |
|---|---|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | No Impact |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Less Than Significant Impact |

### 4.11.1 Standard Conditions

The following project conditions and BMPs associated with recreation are considered features of the proposed project.

1. Standard conditions and BMPs in Section 4.7, Hydrology and Water Quality, of this IS/MND.
2. Two weeks prior to the start of construction activities on El Dorado Trail between Locust Avenue and Clay Street, signs legible from a distance of 50-feet will be installed on the west and east ends of the trails (between Locust Avenue and Clay Street), identifying that the trail would be closed for 12 months (duration of project construction activities) and a detour is available that reroutes pedestrians and bicyclists. The signage will include an inset showing the detour that would connect users back onto the El Dorado Trail beyond the construction activity limits. An example of a potential detour route could include directing users to use (depending if they are traveling eastbound or westbound on the El Dorado Trail) northbound/southbound Locust Avenue, westbound/eastbound Main Street, and northbound/southbound Clay Street to bypass the construction activity. The City and construction contractor staff would coordinate to determine the final detour. The closure will also be posted in the local periodical of the City's choice and on the City Department of Parks and Recreation Website two weeks before commencement of construction activities to ensure better outreach to the community and surrounding users.

### 4.11.2 Setting

The City has numerous parks, recreational areas, and trails that provide outdoor recreational opportunities for residents and visitors to the City. The City owns, operates, and maintains five parks within the City. A summary of each park is provided below (City of Placerville, 2024):

- **City Park:** This facility is located at 3071 Benham Street in downtown Placerville. The park currently consists of a meeting hall (Scout Hall), tot lot, basketball courts, swings, slides, various playground equipment, picnic facilities, turf areas, restrooms, and the Aquatics Center. This facility is 0.36-mile southwest of the project site.
- **Gold Bug Park and Mine:** This facility is a replica of the Gold Rush Days where visitors can partake in self-guided and guided tours and gold panning. There are two miles of hiking trails and the Hattie Museum and Gift Shop. This facility is located one mile north of Highway 50 on Bedford Avenue at 2635 Gold Bug Lane, approximately 0.98-mile north of the project site.
- **Lions Park:** Lions Park is located at 3633 Cedar Ravine Road and is approximately 24-acres in size. The park includes two softball fields, two tennis courts, a tot lot, picnic facilities, turf areas, horseshoe pits, walking trails, a Frisbee golf course, and restrooms. This facility is located 1.2-miles southeast of the project site.
- **Lumsden Park:** The park is located at 3144 Wiltse Road and is approximately 4 acres in size. This park has a small fishing pond, tot lot, play area, turf areas, picnic facilities, and restrooms. This facility is located 0.95-mile southeast of the project site.
- **Rotary Park:** Rotary Park is located at 3155 Clark Street in downtown Placerville and is approximately 4 acres in size. The park includes a little league baseball field, swings, slides, a tot lot, picnic tables, barbecue pits, lawn area, and restrooms. Rotary Park is 0.29-mile south of the project site.

The project site is bisected by the El Dorado Trail, a multimodal transportation corridor planned to extend the entire length of El Dorado County from the western County line to the Lake Tahoe Basin. Portions of the trail have already been developed (with Class I Bike Paths); however, some segments are still under development, open for use as a natural trail, or are proposed for improvement. The 28-mile segment of the Sacramento-Placerville Transportation Corridor in El Dorado County extends from the western end of the County near the Latrobe area east to the western portion of the City. The Michigan-California segment runs east of Placerville into the Camino area. In current consideration, is extending the El Dorado Trail from the end of its current trail at US 50 in Camino to Pacific House east of Pollock Pines and further east following the former Pony Express trail into South Lake Tahoe (FOEDT, 2024). Within the project site, the El Dorado Trail is a Class I Bike Path extending between Locust Avenue to Clay Street between commercial/retail buildings on its north side and Hangtown Creek on its south side.

### 4.11.3 Discussion

#### a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that

### substantial physical deterioration of the facility would occur or be accelerated?

As discussed above, proposed project operation would not be growth inducing and therefore would not increase the population in the City or surrounding jurisdictions. Therefore, proposed project operations would not result in the acceleration of deterioration of neighborhood and regional parks, or other recreational facilities. No operational impact would occur, and no mitigation measures are required.

Construction crews would likely come from the existing employment pool of the City, County, or surrounding jurisdictions. Thus, it can be reasonably assumed that construction personnel already use neighborhood and regional parks and other recreational facilities in the City, County, and the surrounding area. Construction activities associated with the proposed project would be confined to the project site and would not cause acceleration of deterioration of neighborhood and regional parks, or other recreational facilities. Therefore, no impact would occur during construction activities, and no mitigation measures are required.

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

Once operational, the proposed project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No operational impact would occur, and no mitigation measures are required.

Construction of the proposed project includes the relocation of the Trunk and laterals under the existing El Dorado Trail, between Locust Avenue and Clay Street. Trenching activities would occur on the Class I Bicycle Trail of the El Dorado Trail necessitating closure of the recreational facility to the public. The segment of the El Dorado Trail between Locust Avenue and Clay Street would be closed to public usage for the duration of project construction (up to 12 months). The proposed project would comply with the standard conditions identified above, and in section 4.10, Public Services, and Section 4.12, Transportation. In complying with the standard conditions, the proposed project would place closure signs for the El Dorado Trail during project construction activities and identify a detour for bicyclists and pedestrians to take to connect back to the El Dorado Trail west of Clay Street and east of Locust Avenue. Additionally, the area of disturbance would be returned to pre-construction conditions with compliance to standard conditions and BMPs identified in Section 4.2, Biological Resources, and Section 4.7, Hydrology and Water Quality. Construction impacts would be less than significant, and no mitigation measures are required.

### 4.11.4 References

City of Placerville. 2024. Placerville Recreation and Parks Department. Online: https://www.teamsideline.com/sites/placerville/home. Date Accessed: August 6, 2024.

Friends of the El Dorado Trail (FOEDT). 2024. About. Online: https://eldoradotrail.org/about/. Date Accessed: August 5, 2024.

## 4.12 Transportation

Would the project:

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

### 4.12.1 Standard Conditions

1. Comply with standard conditions and BMPs in Sections 4.10, Public Services, and 4.11, Recreation, of this IS/MND.
2. The construction contractor, in coordination with the City, will implement a standard Traffic Control Plan to minimize traffic disruption and ensure adequate access is maintained to surrounding properties. The Traffic Control Plan will be submitted to the City for review within 10 days of the notice to proceed.

### 4.12.2 Setting

The project site is bounded on the west by Clay Street and on the east by Locust Avenue. Commercial/retail buildings are located south of the project site and beyond these buildings is Main Street. Immediately north of the project site is commercial/retail, and beyond that is US 50, which is elevated about the proposed project. According to the City General Plan, Clay Street and Locust Avenue are classified as local streets, Main Street is classified as a minor arterial, and US 50 is classified as a freeway/expressway. Traffic volumes on local service streets such as Clay Street and Locust Avenue range in the hundreds daily. Main Street has an estimated daily traffic volume of 2,200 to 15,600 vehicles. Traffic volumes on US 50 in the project area range between 34,500 to 41,000 vehicles daily.

A portion of the proposed project would also be located on a segment of the El Dorado Trail between Clay Street and Locust Avenue in the City. The El Dorado Trail is a popular pedestrian and bicycle facility that is proposed to stretch from the El Dorado County/Sacramento County line to South Lake Tahoe (FOEDT, 2024). Segments of the

El Dorado Trail are still under development; however, the specific segment within the project site is currently available for public use.

#### 4.12.2.1 Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Plan

The Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Study was developed by El Dorado County Transportation Commission (EDCTC). The study assesses the EDCTC's preparedness for wildfire evacuation and makes recommendations for future operational strategies and infrastructure improvements (EDCTC, 2024).

### 4.12.3 Discussion

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

Upon completion of construction activities, the proposed project would be undergrounded. Operations of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. No impacts would occur as a result of operations, and no mitigation measures are required.

Construction of the proposed project would occur on portions of Locust Avenue and along El Dorado Trail (between Clay Street and Locust Avenue). During construction, lane closures would occur on Locust Avenue to remove the existing Trunk and replace it with the new Trunk. The segment of El Dorado Trail between Clay Street and Locust Avenue would be closed to pedestrian and bicycle traffic for the duration of project construction activities (up to 12 months). The lane closures on Locust Avenue and the closure of El Dorado Trail closure would be temporary; however, they have the potential to affect the vehicle, pedestrian, and bicycle circulation pattern in the downtown Placerville area temporarily. As discussed in Section 4.10, Public Services, El Dorado Transit's routes do not include Locust Avenue or El Dorado Trail. The proposed project would comply with standard conditions above, and in Section 4.10, Public Services, and Section 4.11, Recreation. These standard conditions include preparing notification signs for the El Dorado Trail which would include an inset of a detour for pedestrians/bicyclists to take to ensure continued trail connectivity and preparing a Traffic Control Plan for lane closures. Thus, the proposed project would not conflict with a program, plan, ordinance, or for the vehicle, pedestrian, and bicycle circulation in the City. Impacts would be less than significant, and no mitigation measures are required.

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

CEQA Guidelines Section 15064.3 (b) provides criteria for analyzing transportation impacts. Pursuant to CEQA Guidelines Section 15064.3(b)(3), a lead agency may include a qualitative analysis of operational and construction traffic if existing models or

methods are not available to estimate vehicle miles travelled (VMT) for the particular project being considered.

The project proposes to replace a Trunk and install laterals. Utility projects once operational do not generate VMT. Because the proposed project would relocate and replace existing Trunk and laterals, VMT during operation may be reduced because maintenance of the utility would not occur as often compared to existing conditions. Once operational, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

During project construction, traffic on local roadways would temporarily increase due to worker trips and the necessary transport of construction vehicles and equipment to the project site. Construction crews are anticipated to come from the City, County, and surrounding area, and thus would not relocate to the proposed project vicinity. Construction crews' VMT would not increase compared to current conditions because of the nature of their job, moving from construction site to construction site within the greater area. Therefore, construction workers' VMT would not be increased as a result of the proposed project.

Lane closures along Locust Avenue would not require a detour and therefore would not generate an increase in VMT during the approximately 12-month project construction period. Any VMT increase as a result of proposed project construction would be minimal and temporary. Thus, construction of the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). No impact would occur, and no mitigation measures are required.

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

Upon completion of construction activities, the proposed project would be undergrounded. Operations of the proposed project would be similar to existing conditions; therefore, operations would not increase hazards due to geometric design features or incompatible uses. No impacts would occur as a result of operations, and no mitigation measures are required.

There could be conflict with construction equipment and adjacent land uses. Potential conflicts in movement of construction equipment and other roadway vehicles would cease upon construction completion. Construction activities would also require the closure of the El Dorado Trail between Clay Street and Locust Avenue and lane closures along Locust Avenue. The proposed project would comply with standard conditions by posting notifications regarding the trail closure and a trail detour would be posted on each of the segment to be closed, and by preparing a Traffic Control Plan (as identified above, Sections 4.10, Public Services, and Section 4.11, Recreation). Impacts would be less than significant, and no mitigation measures are required.

### d) Would the project result in inadequate emergency access?

Once the proposed project is operational, emergency access in the project site, including on the El Dorado Trail segment between Clay Street and Locust Avenue, and surrounding roads would be restored similar to existing conditions. Operation of the proposed project would not result in inadequate emergency access. No impacts would occur as a result of operations, and no mitigation measures are required.

Construction activities associated with the proposed project would require the closure of the El Dorado Trail between Caly Street and Locust Avenue and lane closures on Locust Avenue for the duration of the construction period, up to 12 months. The proposed project would comply with standard conditions above and in Section 4.10, Public Services, which includes the preparation of a CPEAP. The proposed project would maintain adequate emergency access throughout the duration of project construction activities. Thus, impacts would be less than significant, and no mitigation measures are required.

## 4.12.4 References

City of Placerville. 1989. Background Report. Online: https://evogov.s3.amazonaws.com/media/17/media/5860.pdf. Date Accessed: August 7, 2024.

El Dorado County Transportation Commission (EDCTC). 2024. Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Study. Online: https://www.edctc.org/greater-placerville-wildfire-evacuation-preparedness-community-safety-and-resiliency-study. Date Accessed: September 6, 2024.

Friends of the El Dorado Trail (FOEDT). 2024. About. Online: https://eldoradotrail.org/about/. Date Accessed: August 5, 2024.

## 4.13 Tribal Cultural Resources

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

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

Information and analysis in this section is based on the *Cultural Resources Inventory and Archaeological Survey Report* (Dewberry, 2024), prepared for the proposed project.

### 4.13.1 Standard Conditions

The proposed project would comply with the standard conditions and BMPs associated with tribal cultural resources listed in Section 4.3, Cultural Resources.

### 4.13.2 Area of Potential Effects

As discussed in Section 4.3, Cultural Resources, the APE is defined as the geographic area or areas within which an undertaking (project) may directly or indirectly cause alterations in the character or use of historic properties. The APE was delineated based on the design of the proposed project and the potential for the proposed project to cause effects to cultural resources. The APE comprises the area that would be directly subjected to ground disturbance during construction of the proposed project as a result of the relocation of the Trunk and laterals.

## 4.13.3 Methods

### 4.13.3.1 Record Searches

As part of the effort to identify any tribal cultural resources (TCRs) that may be within the proposed project area, a Sacred Lands File search was conducted by the Native American Heritage Commission (NAHC) in August 2022.

### 4.13.3.2 Field Surveys

As mentioned in Section 4.3, Cultural Resources, one BRM feature was located on a high point of a sedimentary outcrop during the field survey of the proposed project. No associated artifacts or cultural soils were observed near or within proximity to the site.

### 4.13.3.3 Tribal Consultation

Assembly Bill 52 (AB 52) went into effect on July 1, 2015 and established a consultation process with all California Native American Tribes on the NAHC List for federal and non-federal tribes (13.5 PRC Sections 21073, 21074, 21080.3, 21084). Once the tribe is notified of a project, the tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

The NAHC provided a list of eight Native American representatives. Pursuant to PRC Section 21080.3, formal notification and invitation to consult letters were sent on behalf of the City to the tribes or individuals listed in Table 4.13-1, below, in July 2024.

Table 4.13-1. Formal Assembly Bill 52 Notification Letter Recipients

| NAME | ORGANIZATION |
|---|---|
| Sara Dutschke, Chairperson | Ione Band of Miwok Indians |
| Regina Cuellar, Chairperson | Shingle Springs Band of Miwok Indians |
| Grayson Coney, Cultural Director | Tsi Akim Maidu |
| Gene Whitehouse, Chairperson | United Auburn Indian Community of the Auburn Rancheria |
| Darrel Cruz, Cultural Resources Department | Washoe Tribe of Nevada and California |
| Jesus Tarango, Chairperson | Wilton Rancheria |
| Steven Hutchason, THPO | Wilton Rancheria |
| Dahlton Brown, Director of Administration | Wilton Rancheria |
| Clyde Prout, Chairperson | Colfax-Todds Valley Consolidated Tribe |
| Pamela Cubbler, Treasurer | Colfax-Todds Valley Consolidated Tribe |

## 4.13.4 Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes

(PRC Sections 21073 and 21074). In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the California Register or is in included in a local register of historical resources. Pursuant to PRC Section 2107, a TCR is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register or a local register of historical resources.
2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in PRC Section 21074.
4. A historical resource described in PRC Section 21084.1, a unique archeological resource or "nonunique archaeological resource" described in PRC Section 21083.2 (g) and (h).

The CEQA Guidelines state that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their TCRs. Lead agencies will consult with these tribes who respond in writing and request the consultation within 30 days of receipt of the formal notification of the project (PRC Section 21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in Section 21084.3.

#### 4.13.4.1 Record Search Results

The Sacred Lands File search found no known TCRs in or near the project site.

#### 4.13.4.2 Field Survey Results

As mentioned in the Cultural Resources section, one bedrock milling (BRM) feature was located on a high point of a sedimentary outcrop during the field survey of the proposed project. No associated artifacts or cultural soils were observed near or within proximity to the site.

#### 4.13.4.3 Tribal Consultation Results

To date, no responses have been received by the City from tribal groups or individuals regarding concern over tribal cultural resources. In addition, to date, no formal requests to consult under AB 52 have been received by the City.

### 4.13.5 Discussion

**a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public**

**Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)**

As part of the effort to identify any TCRs that may be within the proposed project area, a Sacred Lands File search was conducted by the NAHC in August 2022. The search found no known TCRs in or near the project site. As part of the AB 52 consultation, no responses were received from tribal groups or individuals regarding concern over tribal cultural resources in the proposed project area.

There are no resources listed on the National Register, the California Register, or local registers in the study area. The nearest resources listed all consist of built environment and do not include any tribal cultural resources. The proposed project would result in a less than significant impact and no mitigation measures are required.

b) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

One BRM feature was located in the APE. No associated artifacts or cultural soils were observed near or within proximity to the site. It is considered a unique resource because precontact resources are not ultra-common on the landscape, this site was likely created by, and held significance to, past people, and is significant to local tribes. Demolition and construction activities from proposed project have the potential to inadvertently affect the BRM. The proposed project would implement Mitigation Measures CUL-1 and CUL-2, as discussed in Section 4.3, Cultural Resources. The proposed project would result in a less than significant impact with the implementation of mitigation measures.

### MITIGATION MEASURES

Implement Mitigation Measure CUL-1 and CUL-2.

### 4.13.6 References

Dewberry Engineers Inc. (Dewberry). 2024. Cultural Resources Inventory and Archaeological Survey Report for the Sewer line Relocation Project- Clay Street to Locust Avenue. August 30, 2024.

## 4.14 Utilities and Service Systems

Would the project:

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

### 4.14.1 Standard Conditions

1. Comply with standard conditions identified in Section 4.10, Public Services, and Section 4.6, Hazards and Hazardous Materials.
2. Prior to the start of construction activities, the construction contractor will prepare and submit a Waste Management Plan to El Dorado County for approval. The Waste Management Plan will outline collection of demolition and construction debris, hauling off-site of such debris, and the disposal and/or recycling of such debris at available landfill/recycling facilities. The Waste Management Plan will be implemented throughout the construction of the project.

### 4.14.2 Setting

Local service providers were contacted to determine if any of their facilities are located within or adjacent to the project site. Table 4.14-1 shows existing utility service providers near the project area and whether their facilities are located within or adjacent to the project site.

Table 4.14-1. Existing Utility Service Providers

| UTILITY | SERVICE PROVIDER | WITHIN OR NEAR PROJECT SITE? |
|---|---|---|
| Water | Placerville Public Works Division | Yes |
| | El Dorado Irrigation District (EID) | No |
| Wastewater | Placerville Public Works Division | Yes |
| | El Dorado Irrigation District (EID) | No |
| Solid Waste | El Dorado Disposal (EDD) | No |
| Electricity | PG&E | Yes |
| Natural Gas | PG&E | No |
| Propane | J.S. West Propane | Yes |
| Telecommunication | AT&T | No |
| | Comcast | Yes |

Source: Dewberry, 2023.

### 4.14.2.1 Water and Wastewater Facilities

El Dorado Irrigation District (EID) is a public agency which provides water, wastewater, recycled water, hydropower, and recreational services to El Dorado County (El Dorado County Local Agency Formation Commission, 2008). The City Public Works Division provides domestic water throughout the City limits (City of Placerville, 1989). The City Public Works Division operates and maintains approximately 45 miles of water main pipelines, 2,700 water meters, and 60 miles of sewer lines within the City (City of Placerville, 2024a; City of Placerville, 2024b). Both the Placerville Public Works Department and EID provide water and wastewater services to the City.

The Hangtown Creek Water Reclamation Facility (HCWRF), also known as the Placerville Waste Water Treatment Plant (PWWTP), provides wastewater treatment services for the City. The HCWRF is located approximately one mile west of the City limits, adjacent to Hangtown Creek, at 2300 Cool Water Creek Road (City of Placerville, 1989; City of Placerville, 2024c).

### 4.14.2.2 Solid Waste Facilities

Construction and demolition debris are a major contributor to landfill waste in California. California Green Building Standards Code (CAL Green) requires that construction and demolition materials are recycled. There are nine active solid waste information system (SWIS) facilities, operations, or disposal sites located in El Dorado County, three of which are permitted and take construction waste types (CalRecycle, 2024a).

Commercial and residential solid waste disposal for the City is provided by El Dorado Disposal (EDD) (EDD, 2024; City of Placerville, 1989). EDD is a private solid waste disposal franchise utilizing an abandoned Union Mine in El Dorado as a solid waste dump site (City of Placerville, 1989).

EDD Construction and Demolition Processing Facility (SWIS number 09-AA-0013) is a medium volume construction and demolition debris processing facility located at 4100 Throwita Way, Placerville, CA 95667. This facility has a permitted capacity of 63,525 tons of solid waste per year. Construction/demolition waste, metals and wood waste are accepted at the EDD Construction and Demolition Processing Facility (CalRecycle, 2024b).

The Union Mine Disposal Site (SWIS number 09-AA-0003) is a solid waste landfill and liquid waste treatment facility located at 5700 Union Mine Road, El Dorado, CA 95623. This facility has a permitted capacity of 300 tons of solid waste per day, a total design capacity of 195,000 cubic yards and an estimated cease of operation date of January 1, 2040. Agricultural waste, asbestos, ash, construction/demolition waste, industrial waste, mixed municipal waste, sludge (BioSolids), tires, and other designated waste are accepted at Union Mine Landfill (CalRecycle, 2024c).

South Tahoe Refuse and Recycling Services Company Inc. Transfer Station and Materials Recovery Facility (SWIS number 09-AA-0002) is a large volume transfer and processing facility located at 2140 Ruth Avenue, South Lake Tahoe, CA 96150. This facility has a permitted capacity of 432 tons of solid waste per day. Agricultural waste, construction/demolition, green materials, industrial waste, inert waste, mixed municipal waste, tires, and wood waste are accepted at South Tahoe Refuse and Recycling Services Company Inc. Transfer Station and Materials Recovery Facility (CalRecycle, 2024d).

#### 4.14.2.3 Electric Power, Natural Gas, and Telecommunication Facilities

Pacific Gas and Electric (PG&E) provides electric service within the City (PG&E, 2014a; PG&E, 2014b). PG&E electrical services are supplied by a substation located south of Broadway (City of Placerville, 1989). PG&E electric utilities are located in the project area, both underground and aerially.

Telecommunications infrastructure in the proposed project vicinity is provided by AT&T and Comcast (City of Placerville, 2020). Comcast cable and fiber optic cables are located in the project area both underground and aerially.

Other utilities within the City near the project vicinity include JS West Propane Gas (JS West & Companies, 2024). JS West Propane has two tanks in the project vicinity, one on the westside of 629 Main Street and one on the northside of 577 Main Street.

### 4.14.3 Discussion

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

The proposed project would not include the expansion of water, wastewater, or waste treatment, stormwater, electric power, natural gas, or telecommunications facilities. As previously discussed, the proposed project is not growth inducing. The proposed project would be underground, thus would not increase impervious surfaces. Operation of the proposed project would be similar to existing conditions; therefore, utility demand would not change due to the proposed. No operational impacts would occur, and no mitigation measures are required.

##### WATER AND WASTEWATER FACILITIES

During construction, potable water would be required for construction workers. Typically, potable water is brought to the site in bottles or other potable water vessels. During construction, non-potable water would be required for fugitive dust control. See Section 4.1, Air Quality, for more information regarding fugitive dust control standard conditions and BMPs. Water supplies during construction are typically trucked to the site from outside sources that supply water for construction activities. Increased potable and non-potable water use at the project site would cease upon completion of construction. No new or expanded water facilities would be required during construction of the proposed project. The proposed project would have a less than significant impact on water, potable and non-potable, facilities during construction.

During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. No new or expanded wastewater facilities would be required during construction of the proposed project. The proposed project would have a less than significant impact on wastewater facilities during construction.

##### STORMWATER DRAINAGE FACILITIES

During demolition and construction activities, existing drainage patterns would remain similar to existing conditions; therefore, no additional stormwater drainage infrastructure would be required. During construction impacts to stormwater drainage facilities would be less than significant, and no mitigation measures are required.

### ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATION FACILITIES

Other than the relocation of the Trunk and laterals, no other utility relocation is anticipated. The proposed project is not anticipated to involve adjusting utility boxes, meters, or service lines for adjacent properties. There are no natural gas facilities within the City. JS West Propane provides propane on an individual property basis. There would be no impacts to electric power, natural gas, and telecommunication facilities due to the proposed project operation or construction.

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

The proposed project would relocate existing Trunk and lateral sewer lines and place them underground. As previously discussed, the proposed project is not growth inducing. The proposed project would not increase water capacity to an existing system. Therefore, operations of the proposed project would be similar to existing conditions upon construction completion. No operational impacts would occur, and no mitigation measures would be required.

As discussed above in question a, small volumes of non-potable and potable water would be used as needed by the contractor for dust suppression and for construction worker consumption during construction. Water supplies during construction are typically trucked to the site from outside sources that supply water to construction activities. This use of water would occur during the construction period of the proposed project and would cease upon construction completion. Impacts to sufficient water supply during construction would be less than significant, and no mitigation measures are required.

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

As discussed above, the proposed project would relocate an existing Tunk and laterals and does not involve expansion of the sewer system. As previously discussed, the proposed project is not growth inducing. Proposed project components would be undergrounded, and operations of the proposed project would be similar to existing conditions. The proposed project would not require wastewater treatment services. No impact would occur, and no mitigation measures would be required.

During construction of the proposed project, port-a-potties would be used; however, they would be removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. Impacts to sufficient wastewater supply during construction would be less than significant, and no mitigation measures are required.

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

Proposed project operation would not be growth inducing. Proposed project components would be undergrounded, and operations of the proposed project would be similar to existing conditions. Therefore, the proposed project would not cause increased solid waste generation either directly or indirectly. No operational impacts relating to solid waste generation would occur, and no mitigation measures would be required.

Construction debris generated by the proposed project would adhere to federal, State and local requirements pertaining to recycling and diversion of construction debris. Solid waste associated with construction activities would be handled by EDD. The nearest landfill is the EDD Construction and Demolition Processing Facility Service site at 4100 Throwita Way, Placerville, California, located approximately 2.5 miles southwest of the project site. Proposed project construction would not generate solid waste in excess or impair the attainment of solid waste reduction goals. Construction impacts to solid waste generation would be less than significant, and no mitigation measures would be required.

### e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As discussed under question d, above, the proposed project operations would not cause generation of solid waste beyond existing conditions and proposed project construction would not generate substantial amounts of solid waste. No operational impacts relating to solid waste reduction would occur, and no mitigation measures would be required.

All recyclable and organics collected from the project site during construction would be taken to the appropriate facilities. The contractor would comply with federal, State, and local waste management and reduction statutes and regulations. The proposed project would comply with the 1989 California Integrated Waste Management Act (AB 939) requiring specific waste diversion goals for local agencies. The proposed project, during operation and construction, would not conflict with federal, State, or local statutes and regulations related to solid waste; therefore, there would be no impact, and no mitigation measures would be required.

## 4.14.4 References

California Department of Resources Recycling and Recovery (CalRecycle). 2024a. Solid Waste Information System (SWIS) Facility/Site Search. Online: https://www2.calrecycle.ca.gov/SolidWaste/Site/Search. Date Accessed: September 5, 2024.

CalRecycle. 2024b. SWIS Facility/Site Summary, El Dorado Disposal C&D Processing Fac. (09-AA-0013). Online: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/5529. Date Accessed: September 5, 2024.

CalRecycle. 2024c. SWIS Facility/Site Summary, Union Mine Disposal Site (09-AA-0003). Online: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/312. Date Accessed: September 5, 2024.

CalRecycle. 2024d. SWIS Facility/Site Summary, South Tahoe Refuse Co. Inc., T.S/MRF (09-AA-0002). Online: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/311. Date Accessed: September 5, 2024.

City of Placerville. 2024a. Public Works, Drinking Water System. Online: https://www.cityofplacerville.org/drinking-water-system. Date Accessed: September 5, 2024.

City of Placerville. 2024b. Public Works, Sewer Collection. Online: https://www.cityofplacerville.org/sewer-collection-system. Date Accessed: September 5, 2024.

City of Placerville. 2024c. Engineering, Water Reclamation Facility. Online: https://www.cityofplacerville.org/wastewater. Date Accessed: September 5, 2024.

City of Placerville. 2020. Business Resources. Online: https://www.cityofplacerville.org/business-resources. Date Accessed: September 5, 2024.

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Pacific Gas and Electric Company (PG&E). 2014b. Gas Service Area Maps. Online: https://www.pge.com/tariffs/assets/pdf/tariffbook/GAS_MAPS_Service_Area_Map.pdf. Date Accessed: September 5, 2024.

## 4.15 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

| Issues | Determination |
|---|---|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | Less Than Significant Impact |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | Less Than Significant Impact |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | Less Than Significant Impact |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | Less Than Significant Impact |

### 4.15.1 Standard Conditions

1. Comply with standard conditions identified in Section 4.10, Public Services, and Section 4.6, Hazards and Hazardous Materials.
2. Prior to the start of construction, the contractor will coordinate with the EDCFD to prepare a Fire Safety Plan for use during construction. The Fire Safety Plan will contain notification procedures and emergency fire precautions including, but not limited to, the following:
    - Dry grass will be cut low or removed from construction equipment staging areas.
    - All internal combustion engines, stationary and mobile, will be equipped with spark arresters. Spark arresters will be in good working order.
    - Light trucks and cars with factory-installed (type) mufflers will be used only on roads where the roadway is cleared of vegetation. Said vehicle types will maintain their factory-installed (type) muffler in good condition.
    - Construction equipment with the potential to create sparks will not be used during project construction activities when wind in the area is greater than 15 miles per hour.

- Construction equipment, being used or shortly after usage, will not be parked on vegetated areas where the potential for a muffler caused fire could occur.
- Equipment parking areas (staging areas) will be cleared of all extraneous flammable materials.
- Personnel will be trained in the practices of the Fire Safety Plan relevant to their duties. Construction personnel will be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats.
- Smoking will be limited to paved areas or areas cleared of all vegetation.

## 4.15.2 Setting

### 4.15.2.1 Placerville Local Responsibility Area (LRA)

CAL FIRE identifies the City as located in a LRA with two zones, VHFHSZ and Non-VHFHSZ, within the city limits. The project site is located within a VHFHSZ (CAL FIRE, 2008).

### 4.15.2.2 El Dorado County Fire District (EDCFD)

As detailed in Section 4.10, Public Services, the City contracts with the EDCFD to provide fire and safety protection in the City (City of Placerville, 2024).

### 4.15.2.3 Recent Wildfires

The 2024 wildfire season up to September 2024 has resulted in three fires in close proximity to the City; however, none of these fires have been within the City limits or near the project site. The following summarizes the three incidents:

**Crozier Fire:** The boundary of this wildfire was approximately 8.9 miles northeast of the project site. It started on August 6, 2024 and burned 1,938 acres. This fire was contained on August 20, 2024.
**Pay Fire:** This wildfire started within the City limits, approximately 2.1 miles southeast of the project site and started on July 6, 2024. It burned 77 acres and was contained on July 10, 2024.
**Moccasin Fire:** The boundary of this wildfire was approximately 6.4 miles south of the project site and started on July 2, 2024. It burned 51 acres and was fully contained on July 7, 2024.

According to the last 5-year wildfire record, no wildfires have burned within the City boundaries (CAL FIRE, 2024).

## 4.15.3 Discussion

### a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Operations would be similar to existing conditions upon construction completion. As discussed in Section 4.12, Transportation, emergency access around the project site, including on the El Dorado Trail segment between Locust Avenue and Clay Street, and surrounding roads would be restored to existing conditions upon construction completion. The proposed project would not increase capacity along any of the adjacent roadways or induce changes in the surrounding land uses that could increase traffic and congestion. Therefore, the proposed project would have no impact to an adopted emergency response plan or emergency evacuation plan once operational.

As identified in Section 4.10, Public Services, the proposed project's construction activities would be coordinated with EDCFD and other emergency service providers in the project area. Access on Locust Avenue, Clay Street, and Main Street would be maintained during construction. The proposed project would comply with a CPEAP, as identified in standard conditions in Section 4.10, Public Services. Thus, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and no mitigation measures are required.

### b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site slope, prevailing winds, and other factors that exacerbate wildfire risks and expose the project site and surrounding area to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire would be similar to existing conditions upon construction completion. Therefore, operation of the proposed project would have no impact in this regard.

Construction activities involving vehicles, heavy machinery, and personnel smoking at the project site could result in the ignition of a fire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers and improper disposal of cigarettes could potentially ignite surrounding vegetation. The proposed project would comply with the standard conditions identified above. Impacts would be less than significant, and no mitigation measures are required.

### c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Operations would be similar to existing conditions upon construction completion. The proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment beyond what already exists. Impacts in this regard would be less than significant and no mitigation measures are required.

Utility poles, including overhead electrical and communication lines, exist within the project area; however, no electrical or communication line utility relocations would occur during construction. Impacts in this regard would be less than significant and no mitigation measures are required.

### d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Operations would be similar to existing conditions upon construction completion. The proposed project would not construct habitable structures. As discussed in Section 4.7, Hydrology and Water Quality, the proposed project would not increase stormwater runoff, result in drainage pattern changes, or result in a population increase that would ultimately expose people or structures to significant risk.

During construction, workers would be present onsite; however, this increase in workers would be temporary in nature. The risks associated with runoff, slope instability, and drainage changes within the project site during construction would be similar to existing conditions. Therefore, the proposed project would have a less than significant impact in this regard and no mitigation measures are required.

## 4.15.4 References

California Department of Forestry and Fire Protection (CAL FIRE). 2008. Fire Hazard Severity Zones in State Responsibility Area. Online: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps. Date Accessed: September 6, 2024.

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City of Placerville. 2024. El Dorado County Fire Department. Online: https://www.cityofplacerville.org/ElDoradoCountyFireDepartment. Date Accessed: September 6, 2024.

## 4.16 Mandatory Findings of Significance

| Issues | Determination |
|---|---|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | Less Than Significant with Mitigation Incorporated |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | Less Than Significant with Mitigation Incorporated |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | Less Than Significant with Mitigation Incorporated |

### 4.16.1 Setting

Per CEQA regulations and guidelines, the Lead Agency must summarize the finding of significance from earlier sections and must consider potential cumulatively considerable effects for environmental impact reports (EIRs) and in the discussion section below. Even though this environmental document is an IS/MND and not an EIR, the potential for cumulatively considerable effects is analyzed below.

### 4.16.2 Discussion

**a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

The information in Section 4.2, Biological Resources, of this IS/MND analyzes the potential effects of the proposed project on biological resources, including habitats, special-status plant species, and special-status wildlife species. As discussed in Section

4.2, Biological Resources, Hangtown Creek within the project site is considered non-suitable habitat for supporting special-status wildlife and plant species which was confirmed during the field surveys. Specifically, due to the high level of human disturbance, lack of stream flow, and the presence of predators, it is unlikely that FYLF or WPT are present within the Hangtown Creek reach in the project site. The proposed project would not directly impact nesting birds because trees are not anticipated to be removed. Construction effects to nesting birds could be out of compliance with the MBTA; however, the proposed project would comply with the standard conditions and BMPs. Implementation of the proposed project would not have the potential to substantially degrade the quality of the environment, substantially reduce habitat for fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate plant or animal community or reduce the number or restrict the range of special status wildlife and plant species with the implementation of Mitigation Measures BIO-1 through BIO-3. Impacts analyzed in this document were determined to be less than significant with the implementation of mitigation measures.

The information in Section 4.3, Cultural Resources, and Section 4.13, Tribal Cultural Resources, analyze effects on cultural and tribal cultural resources including the possibility of encountering human remains. The impacts to cultural and tribal cultural resources would be less than significant with the incorporation of the Mitigation Measures CUL-1 and CUL-2. Therefore, per the impact discussions in Section 4.3, Cultural Resources, and Section 4.13, Tribal Cultural Resources, the potential of the proposed project to eliminate major periods of California history or prehistory would be less than significant with incorporated Mitigation Measures CUL-1 and CUL-2.

**MITIGATION MEASURES**

Implement Mitigation Measures BIO-1, BIO-2, BIO-3, CUL-1, and CUL-2.

### b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The proposed project would conform to local, state, and federal environmental and planning policies, as discussed in Sections 4.1 through 4.16, above. Operations would be similar to existing conditions upon construction completion, as discussed in Sections 4.1 through 4.16, above. This IS/MND identified impacts in the areas of cultural resources, hazards and hazardous materials, construction noise, and tribal cultural resources that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. Standard conditions and BMPs have also been identified throughout this IS/MND and would be incorporated into the design of the proposed project to avoid cumulative impacts. Where standard conditions and BMPs do not avoid impacts, each resource

topic (as applicable) in the IS/MND identifies mitigation measures that would be implemented reducing project specific impacts and ensuring the proposed project would not have cumulatively considerable effects in conjunction with past, present, and reasonably foreseeable future projects.

**MITIGATION MEASURES**

Implement Mitigation Measures BIO-1, BIO-2, BIO-3, CUL-1, CUL-2, HAZ-1, HAZ-2, HAZ-3, and NOI-1.

### c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project would not cause substantial adverse effects on human beings. As discussed in Sections 4.1 through 4.16, above, standard conditions and BMPs have been identified and would be incorporated into the design of the proposed project to avoid impacts. Where these project design features do not avoid impacts, each resource topic, as applicable, identifies mitigation measures that would be implemented to reduce project specific impacts. Therefore, the potential impacts to human beings would be mitigated to a less than significant level. Therefore, impacts would be less than significant with the incorporation of mitigation measures.

**MITIGATION MEASURES**

Implement Mitigation Measures BIO-1, BIO-2, BIO-3 CUL-1, CUL-2, HAZ-1, HAZ-2, HAZ-3, and NOI-1.

# 5. List of Preparers and Reviewers

The Draft IS/MND was prepared by the City in coordination with Dewberry Engineers Inc. Dewberry was responsible for project management and Draft IS/MND preparation. The Draft IS/MND City staff and technical team provided technical expertise, as presented below.

## CEQA Lead Agency

| | |
|---|---|
| City Engineer | Melissa McConnell |
| Senior Civil Engineer | A. Cory Schiestel |

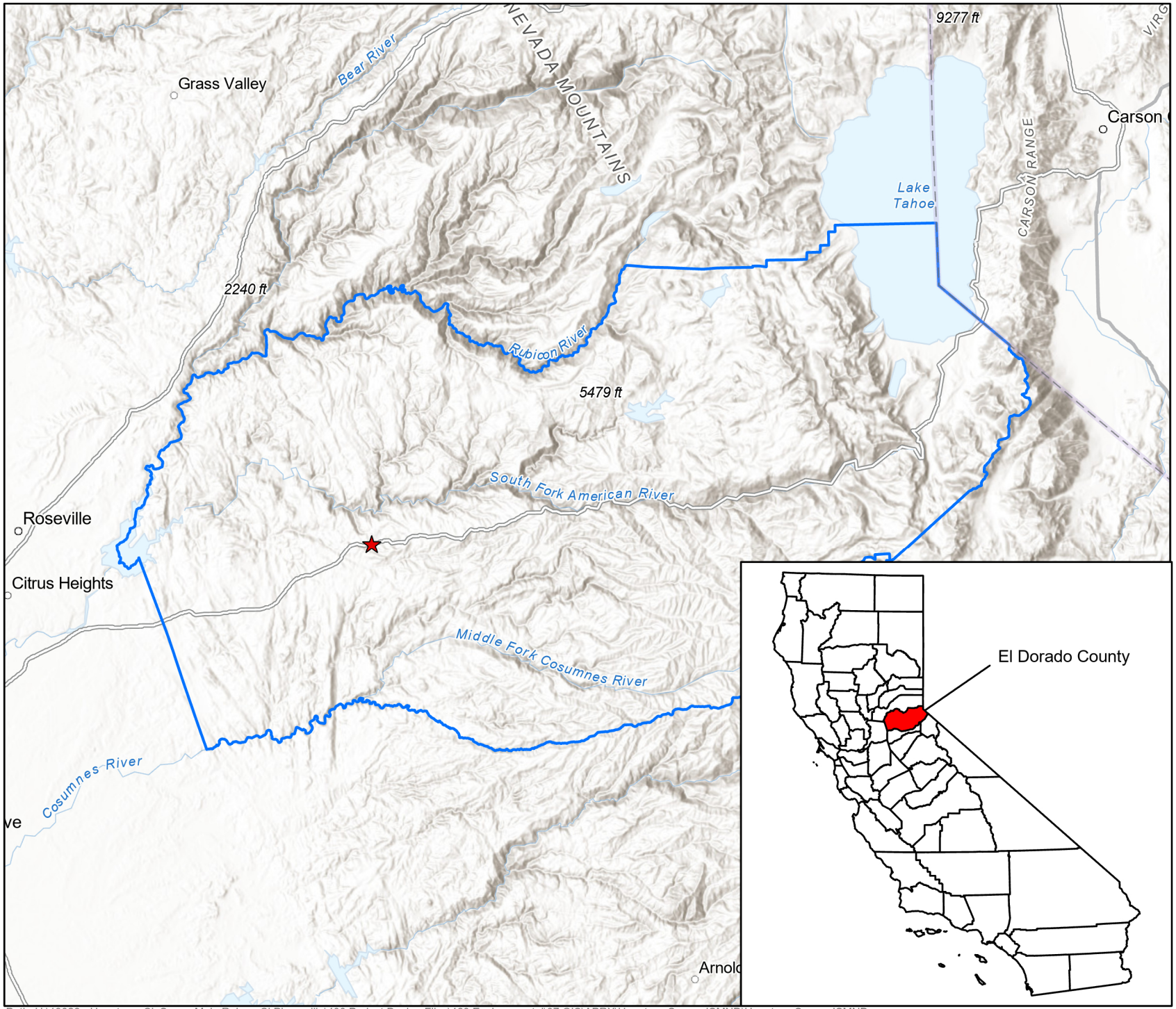
## Dewberry

| | |
|---|---|
| Project Manager | Dave Richard |
| Engineer | KT Tran |
| Environmental Project Manager | Christa Redd |
| Senior Environmental Scientist | Chris Graham |
| Senior Biologist/Environmental Scientist | Jeff Bray |
| Cultural Resources/Environmental Scientist | Jennifer Howry (Hildebrandt) |
| Environmental Scientist | Isabella Ciraulo |
| Biologist | Aren Der-Gevorgian |
| Cultural Resources/Architectural Historian | Katherine Vallaire |
| Graphics/GIS Specialist | Aren Der-Gevorgian<br>Isabella Ciraulo |

# Appendix A

# Figures

# Regional Location




**Sewer Line Relocation Clay St to Locust Ave, City of Placerville, CA**

**Figure 2-1**

**Legend**

- Project Location
- El Dorado County

0 10 Miles

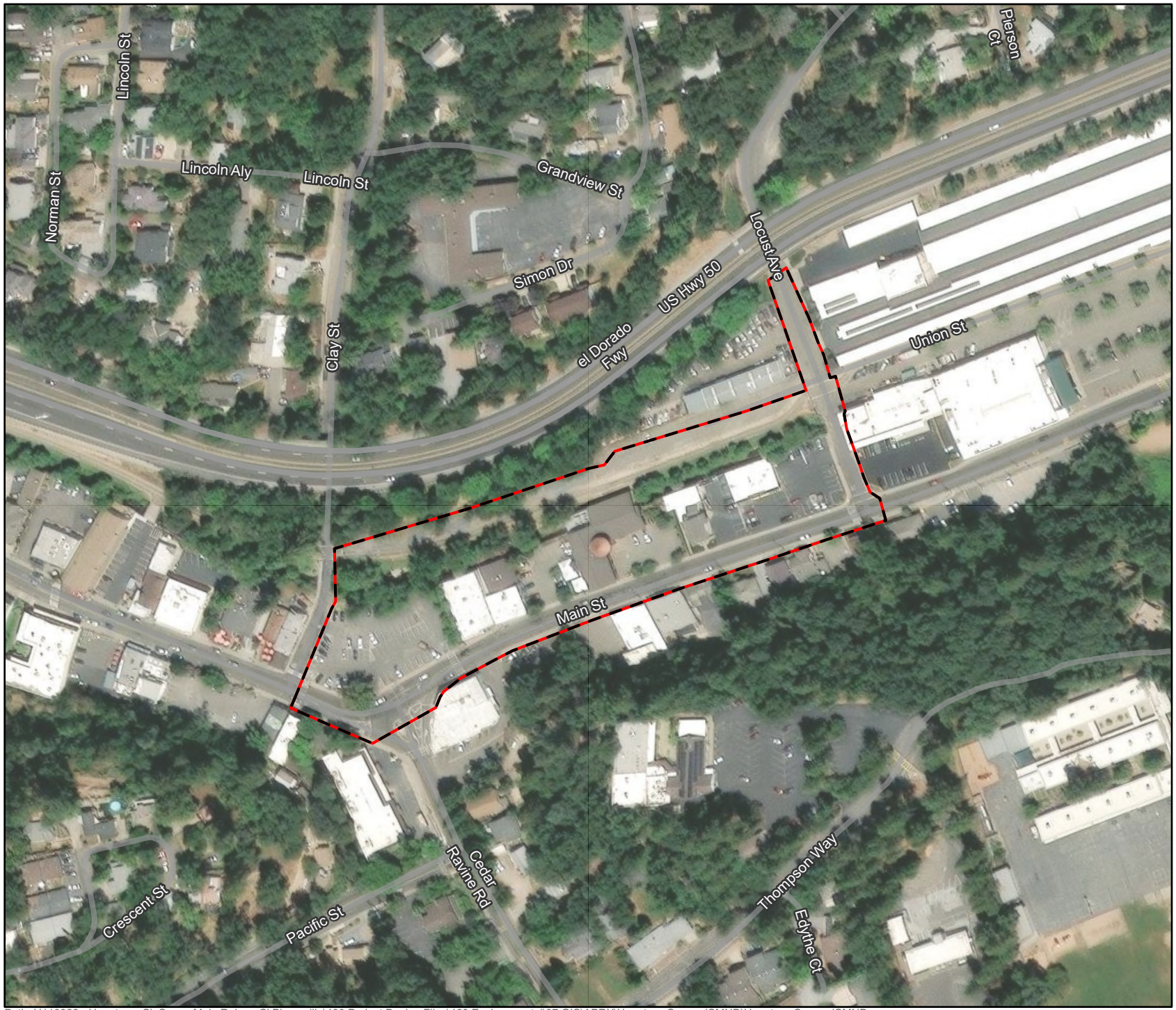
N

Author: I. Ciraulo
Last updated on Monday, July 22, 2024

Dewberry

Path: U:\19028 - Hangtown Ck Sewer Main Reloc - Ci Placerville\400 Project Design Files\460 Environmental\07 GIS\APRX\HangtownSewer_ISMND\HangtownSewer_ISMND.aprx

# Project Vicinity




**Sewer Line Relocation Clay St to Locust Ave, City of Placerville, CA**

**Figure 2-2**

**Legend**

- Project Study Area (4.75 acres)
- Roads

0 200 Feet

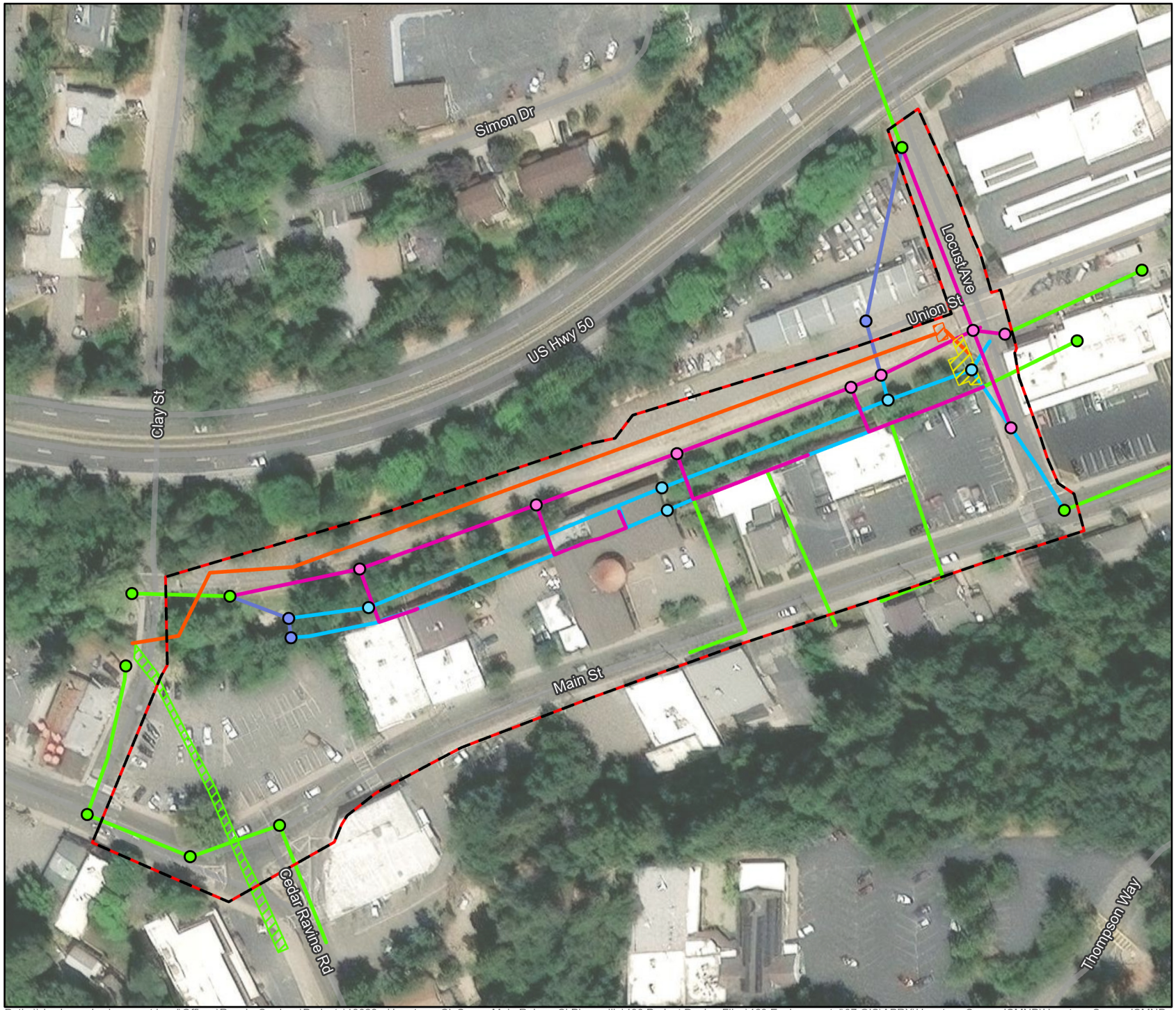
N

Author: I. Ciraulo
Last updated on Friday, November 15, 2024

Dewberry

Path: U:\19028 - Hangtown Ck Sewer Main Reloc - Ci Placerville\400 Project Design Files\460 Environmental\07 GIS\APRX\HangtownSewer_ISMND\HangtownSewer_ISMND.aprx

# Project Details




**Sewer Line Relocation**
**Clay St to Locust Ave, City of Placerville, CA**

**Figure 2-3**

**Legend**

- Project Study Area

**Construction Creek Diversion**

- Cofferdam
- Bypass Pump
- Bypass Line

**Proposed Utilities**

- Proposed Sanitary Sewer
- Proposed Manholes

**Existing Utilities**

- Existing Storm Drain Box Culvert
- Existing Sanitary Sewer
- Existing Sanitary Sewer to be Removed
- Existing Sanitary Sewer to be Abandoned in Place
- Existing Manholes
- Existing Manholes to be Removed
- Existing Manholes to be Abandoned in Place

N

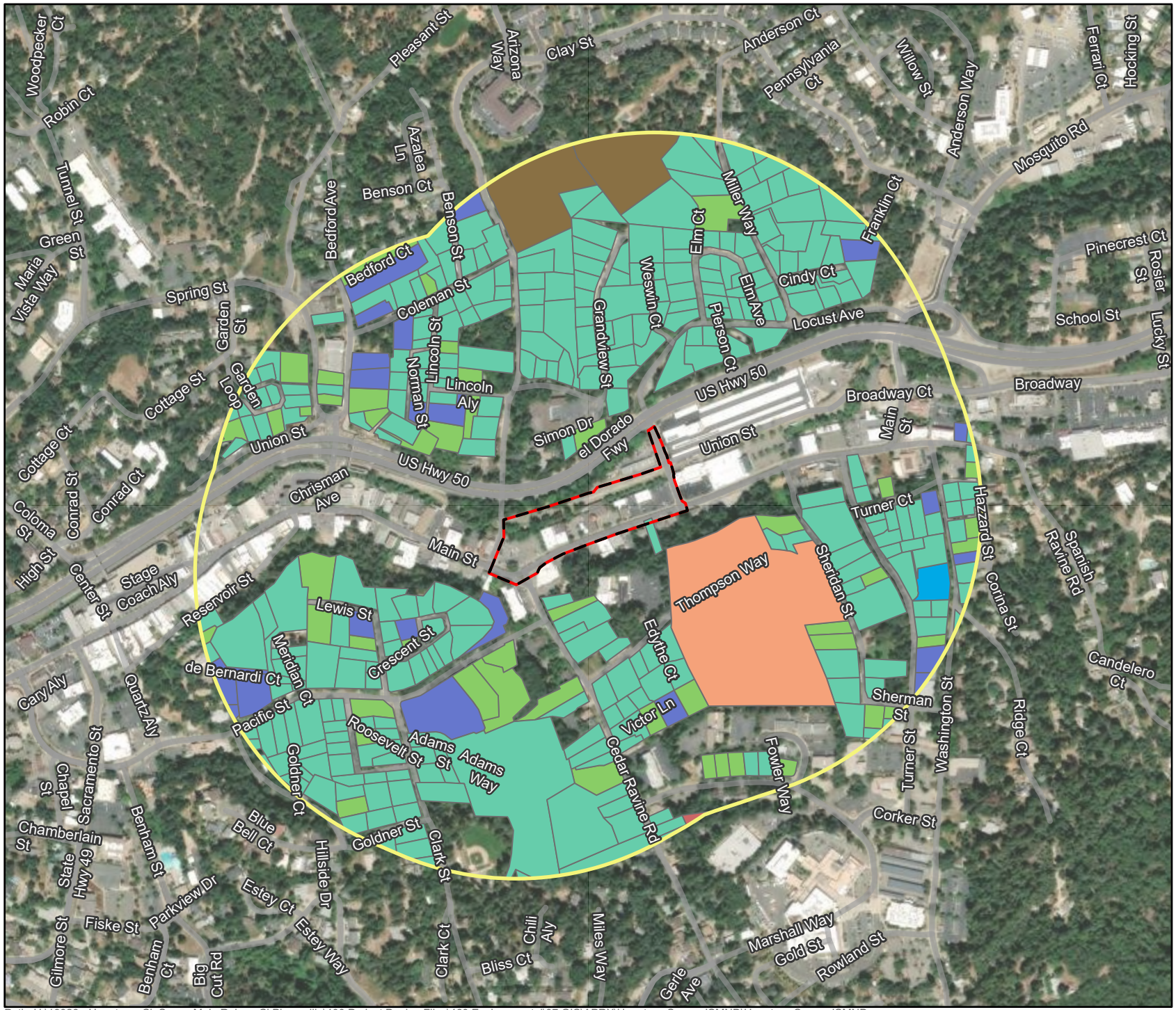
0 120 Feet

Author: I. Ciraulo
Last updated on Wednesday, August 21, 2024

Dewberry

Path: \\dewberry.dewberryroot.local\Offices\RanchoCordova\Projects\19028 - Hangtown Ck Sewer Main Reloc - Ci Placerville\400 Project Design Files\460 Environmental\07 GIS\APRX\HangtownSewer_ISMND\HangtownSewer_ISMND.aprx

# Sensitive Receptors




## Sewer Line Relocation Clay St to Locust Ave, City of Placerville, CA

Figure 4.1-1

**Legend**

- Project Study Area
- Quarter-Mile Buffer
- Hospitals & Convalescent Hospitals
- Multi-Residential 2-3 Units
- Multi-Residential 4+ Units
- Retirement Housing
- Rural Residential
- Single Family Residential
- Placerville Elementary School District
- Roads

0 600 Feet

N

Author: A. Der-Gevorgian
Last updated on Friday, November 15, 2024

Dewberry

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# Vegetation Communities and Land Uses


**Sewer Line Relocation Project - Clay St to Locust Ave, City of Placerville, CA**

**Figure 4.2-1**

**Legend**

- Biological Study Area (4.75 ac)
- Roads

**Vegetation Communities**

- White Alder Forest & Woodland Alliance (0.63 ac)
- Developed (4.12 ac)

**Tree Species**

- Arroyo willow
- Black poplar
- Gray pine
- Incense Cedar
- Interior live oak
- Oregon white oak
- Valley oak
- White alder

0 150 Feet

N

Author: A. Der-Gevorgian
Last updated on Monday, September 23, 2024

Dewberry

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# Aquatic Resources


**Sewer Line Relocation Project - Clay St to Locust Ave, City of Placerville, CA**

**Figure 4.2-2**

**Legend**

- Project Study Area (4.75 ac)
- Data Point
- Ordinary High Water Mark
- Wetlands (0.09 ac)
- Non-Wetland Waters (0.39 ac)

0 150 Feet

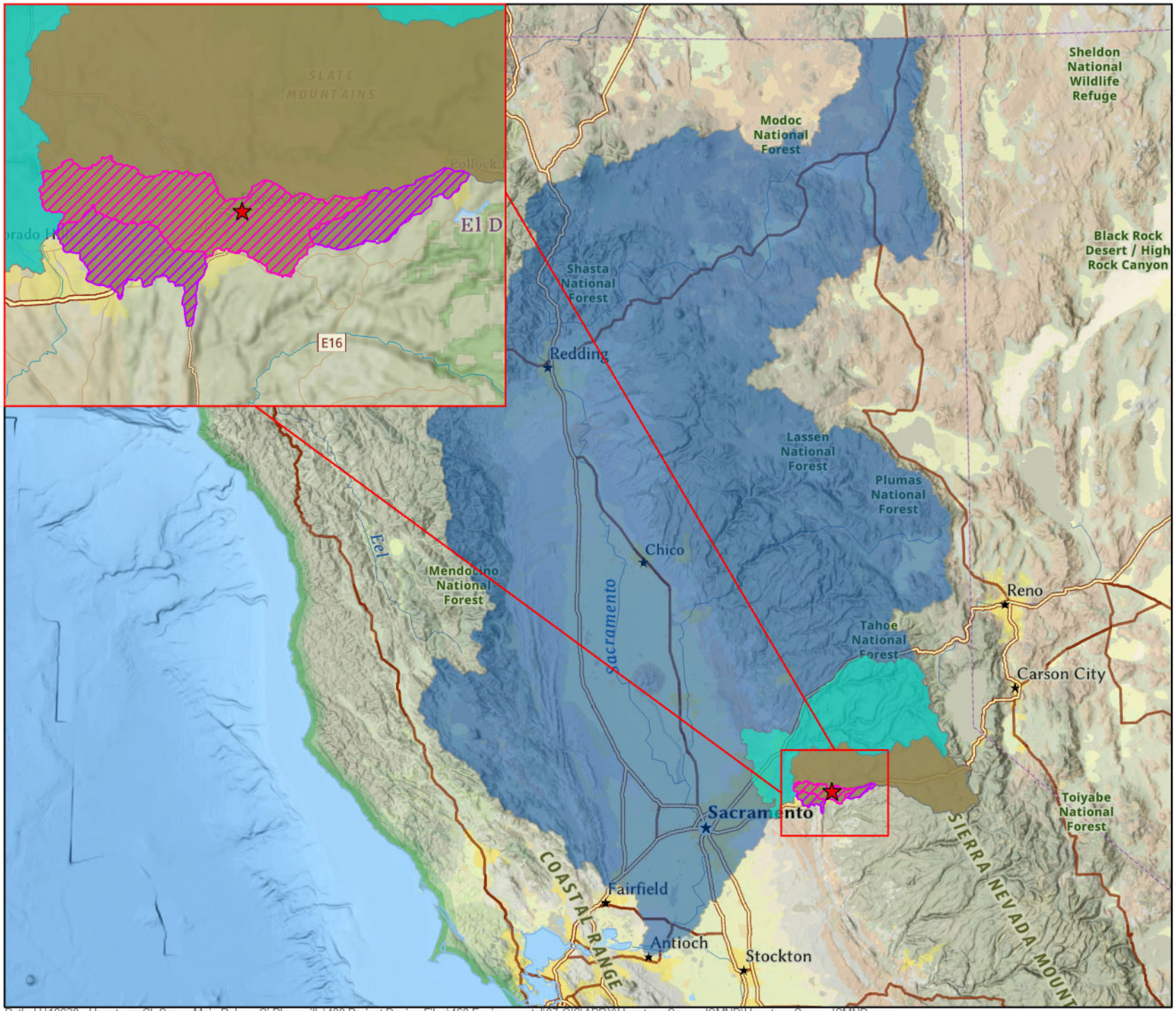
N

Author: A. Der-Gevorgian
Last updated on Friday, September 13, 2024

Dewberry

Path: \\dewberry.dewberryroot.local\Offices\RanchoCordova\Projects\19028 - Hangtown Ck Sewer Main Reloc - Ci Placerville\400 Project Design Files\460 Environmental\07 GIS\APRX\ARD\ARD.aprx

# Hydrology




Sewer Line Relocation
Clay St to Locust Ave,
City of Placerville, CA

Figure 4.7-1

**Legend**

- Project Location
- Indian Creek-Weber Creek Subwatershed
- Weber Creek Watershed
- South Fark American Hydrologic Area
- American River Hydrologic Unit
- Sacramento River Hydrologic Region

0 40 Miles

N

Author: I. Ciraulo
Last updated on Thursday, August 29, 2024

Dewberry

Path: U:\19028 - Hangtown Ck Sewer Main Reloc - Ci Placerville\400 Project Design Files\460 Environmental\07 GIS\APRX\HangtownSewer_ISMND\HangtownSewer_ISMND.aprx

# Appendix B

# Air Quality and Greenhouse Gas CalEEMod Results

# Sewer Line Relocation - Clay Street to Locust Avenue Detailed Report

## Table of Contents

8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Sewer Line Relocation - Clay Street to Locust Avenue |
| Construction Start Date | 9/1/2025 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.30 |
| Precipitation (days) | 42.6 |
| Location | 38.729558270522375, -120.79508335650848 |
| County | El Dorado-Mountain County |
| City | Placerville |
| Air District | El Dorado County AQMD |
| Air Basin | Mountain Counties |
| TAZ | 422 |
| EDFZ | 4 |
| Electric Utility | Pacific Gas & Electric Company |
| Gas Utility | Pacific Gas & Electric |
| App Version | 2022.1.1.26 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| User Defined Linear | 0.19 | Mile | 4.75 | 0.00 | — | — | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.53 | 2.12 | 18.8 | 23.2 | 0.04 | 0.87 | 0.00 | 0.87 | 0.80 | 0.00 | 0.80 | — | 4,689 | 4,689 | 0.19 | 0.04 | 0.00 | 4,705 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.53 | 2.12 | 18.8 | 23.2 | 0.04 | 0.87 | 0.00 | 0.87 | 0.80 | 0.00 | 0.80 | — | 4,691 | 4,691 | 0.19 | 0.04 | 0.00 | 4,707 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.99 | 0.83 | 6.98 | 8.84 | 0.02 | 0.30 | 0.00 | 0.30 | 0.28 | 0.00 | 0.28 | — | 1,877 | 1,877 | 0.08 | 0.02 | 0.00 | 1,883 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.18 | 0.15 | 1.27 | 1.61 | < 0.005 | 0.06 | 0.00 | 0.06 | 0.05 | 0.00 | 0.05 | — | 311 | 311 | 0.01 | < 0.005 | 0.00 | 312 |

## 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 2.53 | 2.12 | 18.8 | 23.2 | 0.04 | 0.87 | 0.00 | 0.87 | 0.80 | 0.00 | 0.80 | — | 4,689 | 4,689 | 0.19 | 0.04 | 0.00 | 4,705 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2026 | 2.23 | 1.87 | 16.2 | 21.0 | 0.04 | 0.69 | 0.00 | 0.69 | 0.64 | 0.00 | 0.64 | — | 4,371 | 4,371 | 0.18 | 0.04 | 0.00 | 4,386 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 2.53 | 2.12 | 18.8 | 23.2 | 0.04 | 0.87 | 0.00 | 0.87 | 0.80 | 0.00 | 0.80 | — | 4,689 | 4,689 | 0.19 | 0.04 | 0.00 | 4,705 |
| 2026 | 2.43 | 2.04 | 17.8 | 23.1 | 0.04 | 0.79 | 0.00 | 0.79 | 0.73 | 0.00 | 0.73 | — | 4,691 | 4,691 | 0.19 | 0.04 | 0.00 | 4,707 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.60 | 0.51 | 4.49 | 5.53 | 0.01 | 0.21 | 0.00 | 0.21 | 0.19 | 0.00 | 0.19 | — | 1,120 | 1,120 | 0.05 | 0.01 | 0.00 | 1,123 |
| 2026 | 0.99 | 0.83 | 6.98 | 8.84 | 0.02 | 0.30 | 0.00 | 0.30 | 0.28 | 0.00 | 0.28 | — | 1,877 | 1,877 | 0.08 | 0.02 | 0.00 | 1,883 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.11 | 0.09 | 0.82 | 1.01 | < 0.005 | 0.04 | 0.00 | 0.04 | 0.03 | 0.00 | 0.03 | — | 185 | 185 | 0.01 | < 0.005 | 0.00 | 186 |
| 2026 | 0.18 | 0.15 | 1.27 | 1.61 | < 0.005 | 0.06 | 0.00 | 0.06 | 0.05 | 0.00 | 0.05 | — | 311 | 311 | 0.01 | < 0.005 | 0.00 | 312 |

# 3. Construction Emissions Details

## 3.1. Phase 1: Trunk Sewer Installation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.53 | 2.12 | 18.8 | 23.2 | 0.04 | 0.87 | — | 0.87 | 0.80 | — | 0.80 | — | 4,689 | 4,689 | 0.19 | 0.04 | — | 4,705 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.53 | 2.12 | 18.8 | 23.2 | 0.04 | 0.87 | — | 0.87 | 0.80 | — | 0.80 | — | 4,689 | 4,689 | 0.19 | 0.04 | — | 4,705 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.60 | 0.51 | 4.49 | 5.53 | 0.01 | 0.21 | — | 0.21 | 0.19 | — | 0.19 | — | 1,120 | 1,120 | 0.05 | 0.01 | — | 1,123 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.09 | 0.82 | 1.01 | < 0.005 | 0.04 | — | 0.04 | 0.03 | — | 0.03 | — | 185 | 185 | 0.01 | < 0.005 | — | 186 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.3. Phase 1: Trunk Sewer Installation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.43 | 2.04 | 17.8 | 23.1 | 0.04 | 0.79 | — | 0.79 | 0.73 | — | 0.73 | — | 4,691 | 4,691 | 0.19 | 0.04 | — | 4,707 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.29 | 0.24 | 2.09 | 2.71 | 0.01 | 0.09 | — | 0.09 | 0.09 | — | 0.09 | — | 551 | 551 | 0.02 | < 0.005 | — | 553 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.38 | 0.50 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 91.2 | 91.2 | < 0.005 | < 0.005 | — | 91.5 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.5. Phase 2: Cofferdam Constructed (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.78 | 5.61 | 6.97 | 0.02 | 0.22 | — | 0.22 | 0.20 | — | 0.20 | — | 1,974 | 1,974 | 0.08 | 0.02 | — | 1,980 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.78 | 5.61 | 6.97 | 0.02 | 0.22 | — | 0.22 | 0.20 | — | 0.20 | — | 1,974 | 1,974 | 0.08 | 0.02 | — | 1,980 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.37 | 0.46 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 130 | 130 | 0.01 | < 0.005 | — | 130 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.07 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 21.5 | 21.5 | < 0.005 | < 0.005 | — | 21.6 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.7. Phase 3: Laterals Rerouted (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.23 | 1.87 | 16.2 | 21.0 | 0.04 | 0.69 | — | 0.69 | 0.64 | — | 0.64 | — | 4,371 | 4,371 | 0.18 | 0.04 | — | 4,386 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.27 | 0.23 | 1.95 | 2.53 | < 0.005 | 0.08 | — | 0.08 | 0.08 | — | 0.08 | — | 527 | 527 | 0.02 | < 0.005 | — | 529 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.36 | 0.46 | < 0.005 | 0.02 | — | 0.02 | 0.01 | — | 0.01 | — | 87.2 | 87.2 | < 0.005 | < 0.005 | — | 87.5 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.9. Phase 4: Existing Trunk Sewer and Cofferdam Removal (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.12 | 1.78 | 14.6 | 17.9 | 0.04 | 0.64 | — | 0.64 | 0.59 | — | 0.59 | — | 3,818 | 3,818 | 0.15 | 0.03 | — | 3,831 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.37 | 0.31 | 2.57 | 3.14 | 0.01 | 0.11 | — | 0.11 | 0.10 | — | 0.10 | — | 669 | 669 | 0.03 | 0.01 | — | 672 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.07 | 0.06 | 0.47 | 0.57 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 111 | 111 | < 0.005 | < 0.005 | — | 111 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00 | 0.00 | — | 0.00 | 0.00 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Phase 1: Trunk Sewer Installation | Linear, Grading & Excavation | 9/1/2025 | 3/1/2026 | 5.00 | 130 | — |
| Phase 2: Cofferdam Constructed | Linear, Grading & Excavation | 3/2/2026 | 4/2/2026 | 5.00 | 24.0 | — |
| Phase 3: Laterals Rerouted | Linear, Drainage, Utilities, & Sub-Grade | 4/3/2026 | 6/3/2026 | 5.00 | 44.0 | — |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Linear, Drainage, Utilities, & Sub-Grade | 6/4/2026 | 9/1/2026 | 5.00 | 64.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Phase 1: Trunk Sewer Installation | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Phase 1: Trunk Sewer Installation | Bore/Drill Rigs | Diesel | Average | 1.00 | 8.00 | 83.0 | 0.50 |
| Phase 1: Trunk Sewer Installation | Other Construction Equipment | Diesel | Average | 4.00 | 8.00 | 82.0 | 0.42 |
| Phase 1: Trunk Sewer Installation | Cement and Mortar Mixers | Diesel | Average | 1.00 | 8.00 | 10.0 | 0.56 |
| Phase 1: Trunk Sewer Installation | Cranes | Diesel | Average | 1.00 | 4.00 | 367 | 0.29 |
| Phase 1: Trunk Sewer Installation | Dumpers/Tenders | Diesel | Average | 1.00 | 8.00 | 16.0 | 0.38 |
| Phase 1: Trunk Sewer Installation | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase 1: Trunk Sewer Installation | Off-Highway Trucks | Diesel | Average | 2.00 | 4.00 | 376 | 0.38 |
| Phase 1: Trunk Sewer Installation | Generator Sets | Diesel | Average | 1.00 | 4.00 | 14.0 | 0.74 |
| Phase 1: Trunk Sewer Installation | Pavers | Diesel | Average | 1.00 | 4.00 | 81.0 | 0.42 |
| Phase 1: Trunk Sewer Installation | Rollers | Diesel | Average | 1.00 | 4.00 | 36.0 | 0.38 |
| Phase 1: Trunk Sewer Installation | Forklifts | Diesel | Average | 1.00 | 4.00 | 82.0 | 0.20 |
| Phase 2: Cofferdam Constructed | Dumpers/Tenders | Diesel | Average | 1.00 | 8.00 | 16.0 | 0.38 |
| Phase 2: Cofferdam Constructed | Off-Highway Trucks | Diesel | Average | 2.00 | 4.00 | 376 | 0.38 |
| Phase 2: Cofferdam Constructed | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 4.00 | 84.0 | 0.37 |
| Phase 2: Cofferdam Constructed | Generator Sets | Diesel | Average | 1.00 | 4.00 | 14.0 | 0.74 |
| Phase 2: Cofferdam Constructed | Other Construction Equipment | Diesel | Average | 1.00 | 4.00 | 82.0 | 0.42 |
| Phase 2: Cofferdam Constructed | Forklifts | Diesel | Average | 1.00 | 4.00 | 82.0 | 0.20 |
| Phase 3: Laterals Rerouted | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Phase 3: Laterals Rerouted | Bore/Drill Rigs | Diesel | Average | 1.00 | 8.00 | 83.0 | 0.50 |
| Phase 3: Laterals Rerouted | Other Construction Equipment | Diesel | Average | 3.00 | 8.00 | 82.0 | 0.42 |
| Phase 3: Laterals Rerouted | Cement and Mortar Mixers | Diesel | Average | 1.00 | 8.00 | 10.0 | 0.56 |
| Phase 3: Laterals Rerouted | Cranes | Diesel | Average | 1.00 | 4.00 | 367 | 0.29 |
| Phase 3: Laterals Rerouted | Dumpers/Tenders | Diesel | Average | 1.00 | 8.00 | 16.0 | 0.38 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase 3: Laterals Rerouted | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Phase 3: Laterals Rerouted | Off-Highway Trucks | Diesel | Average | 2.00 | 4.00 | 376 | 0.38 |
| Phase 3: Laterals Rerouted | Generator Sets | Diesel | Average | 1.00 | 4.00 | 14.0 | 0.74 |
| Phase 3: Laterals Rerouted | Pavers | Diesel | Average | 1.00 | 4.00 | 81.0 | 0.42 |
| Phase 3: Laterals Rerouted | Rollers | Diesel | Average | 1.00 | 4.00 | 36.0 | 0.38 |
| Phase 3: Laterals Rerouted | Forklifts | Diesel | Average | 1.00 | 4.00 | 82.0 | 0.20 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Air Compressors | Diesel | Average | 1.00 | 8.00 | 37.0 | 0.48 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Other Construction Equipment | Diesel | Average | 3.00 | 8.00 | 82.0 | 0.42 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Cranes | Diesel | Average | 1.00 | 4.00 | 367 | 0.29 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Dumpers/Tenders | Diesel | Average | 1.00 | 8.00 | 16.0 | 0.38 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Off-Highway Trucks | Diesel | Average | 2.00 | 4.00 | 376 | 0.38 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Generator Sets | Diesel | Average | 1.00 | 4.00 | 14.0 | 0.74 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Pavers | Diesel | Average | 1.00 | 4.00 | 81.0 | 0.42 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Rollers | Diesel | Average | 1.00 | 4.00 | 36.0 | 0.38 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Forklifts | Diesel | Average | 1.00 | 4.00 | 82.0 | 0.20 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Phase 1: Trunk Sewer Installation | — | — | — | — |
| Phase 1: Trunk Sewer Installation | Worker | 0.00 | 14.3 | LDA,LDT1,LDT2 |
| Phase 1: Trunk Sewer Installation | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Phase 1: Trunk Sewer Installation | Hauling | 0.00 | 20.0 | HHDT |
| Phase 1: Trunk Sewer Installation | Onsite truck | — | — | HHDT |
| Phase 2: Cofferdam Constructed | — | — | — | — |
| Phase 2: Cofferdam Constructed | Worker | 0.00 | 14.3 | LDA,LDT1,LDT2 |
| Phase 2: Cofferdam Constructed | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Phase 2: Cofferdam Constructed | Hauling | 0.00 | 20.0 | HHDT |
| Phase 2: Cofferdam Constructed | Onsite truck | — | — | HHDT |
| Phase 3: Laterals Rerouted | — | — | — | — |
| Phase 3: Laterals Rerouted | Worker | 0.00 | 14.3 | LDA,LDT1,LDT2 |
| Phase 3: Laterals Rerouted | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Phase 3: Laterals Rerouted | Hauling | 0.00 | 20.0 | HHDT |
| Phase 3: Laterals Rerouted | Onsite truck | — | — | HHDT |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | — | — | — | — |

| | | | | |
|---|---|---|---|---|
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Worker | 0.00 | 14.3 | LDA,LDT1,LDT2 |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Hauling | 0.00 | 20.0 | HHDT |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Phase 1: Trunk Sewer Installation | — | — | 4.75 | 0.00 | — |
| Phase 2: Cofferdam Constructed | — | — | 4.75 | 0.00 | — |
| Phase 3: Laterals Rerouted | — | — | 4.75 | 0.00 | — |
| Phase 4: Existing Trunk Sewer and Cofferdam Removal | — | — | 4.75 | 0.00 | — |

### 5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| User Defined Linear | 4.75 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2025 | 0.00 | 204 | 0.03 | < 0.005 |
| 2026 | 0.00 | 204 | 0.03 | < 0.005 |

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 26.7 | annual days of extreme heat |
| Extreme Precipitation | 13.7 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 13.4 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | 2 | 0 | 0 | N/A |
| Sea Level Rise | N/A | N/A | N/A | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | 0 | 0 | 0 | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | 2 | 1 | 1 | 3 |
| Sea Level Rise | N/A | N/A | N/A | N/A |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | 1 | 1 | 1 | 2 |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 75.1 |

| | |
|---|---|
| AQ-PM | 11.4 |
| AQ-DPM | 18.5 |
| Drinking Water | 11.4 |
| Lead Risk Housing | 44.9 |
| Pesticides | 34.7 |
| Toxic Releases | 11.6 |
| Traffic | 58.6 |
| Effect Indicators | — |
| CleanUp Sites | 0.00 |
| Groundwater | 72.5 |
| Haz Waste Facilities/Generators | 76.4 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 35.7 |
| Sensitive Population | — |
| Asthma | 55.7 |
| Cardio-vascular | 31.8 |
| Low Birth Weights | 91.9 |
| Socioeconomic Factor Indicators | — |
| Education | 26.9 |
| Housing | 56.0 |
| Linguistic | 8.49 |
| Poverty | 45.1 |
| Unemployment | 53.9 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |

| | |
|---|---|
| Above Poverty | 55.78082895 |
| Employed | 11.89529065 |
| Median HI | 36.96907481 |
| Education | — |
| Bachelor's or higher | 53.34274349 |
| High school enrollment | 100 |
| Preschool enrollment | 66.85486975 |
| Transportation | — |
| Auto Access | 29.34684974 |
| Active commuting | 39.20184781 |
| Social | — |
| 2-parent households | 55.38303606 |
| Voting | 83.83164378 |
| Neighborhood | — |
| Alcohol availability | 80.77762094 |
| Park access | 31.81059926 |
| Retail density | 20.36442962 |
| Supermarket access | 27.33222122 |
| Tree canopy | 98.89644553 |
| Housing | — |
| Homeownership | 58.4370589 |
| Housing habitability | 54.57461825 |
| Low-inc homeowner severe housing cost burden | 39.34300013 |
| Low-inc renter severe housing cost burden | 40.98549981 |
| Uncrowded housing | 82.07365584 |
| Health Outcomes | — |
| Insured adults | 83.11305017 |
| Arthritis | 0.0 |

| | |
|---|---|
| Asthma ER Admissions | 45.0 |
| High Blood Pressure | 0.0 |
| Cancer (excluding skin) | 0.0 |
| Asthma | 0.0 |
| Coronary Heart Disease | 0.0 |
| Chronic Obstructive Pulmonary Disease | 0.0 |
| Diagnosed Diabetes | 0.0 |
| Life Expectancy at Birth | 63.6 |
| Cognitively Disabled | 10.7 |
| Physically  Disabled | 7.8 |
| Heart Attack ER Admissions | 40.0 |
| Mental Health Not Good | 0.0 |
| Chronic Kidney Disease | 0.0 |
| Obesity | 0.0 |
| Pedestrian Injuries | 69.7 |
| Physical Health Not Good | 0.0 |
| Stroke | 0.0 |
| Health Risk Behaviors | — |
| Binge Drinking | 0.0 |
| Current Smoker | 0.0 |
| No Leisure Time for Physical Activity | 0.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 82.4 |
| SLR Inundation Area | 0.0 |
| Children | 71.1 |
| Elderly | 9.8 |
| English Speaking | 83.4 |
| Foreign-born | 2.5 |

| | |
|---|---|
| Outdoor Workers | 28.3 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 92.8 |
| Traffic Density | 28.4 |
| Traffic Access | 0.0 |
| Other Indices | — |
| Hardship | 35.9 |
| Other Decision Support | — |
| 2016 Voting | 83.4 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 41.0 |
| Healthy Places Index Score for Project Location (b) | 55.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
| --- | --- |
| Construction: Construction Phases | Realistic Phasing. |
| Construction: Off-Road Equipment | Client provided construction equipment list. |

# Appendix C

# Response to Comments (Placeholder)