



CITY OF PLACERVILLE

3101 Center Street
Placerville, California 95667

INITIAL STUDY MITIGATED NEGATIVE DECLARATION

1. **Project Title:** Placerville Station Phase II – Park & Bus
(Temporary Parking/Transit Facility)
2. **Lead Agency Name and Address:** City of Placerville, 3101 Center Street, Placerville,
CA 95667
3. **Contact Person and Phone Number:** A. Cory Schiestel, Associate Civil Engineer (530)
642-5250
4. **Project Location:** A 0.8-acre parcel located at 2950 Mosquito Road, immediately
adjacent to the existing Placerville Station “Park and Bus” facility. See Exhibits “A” &
“B”
5. **Project Sponsor's Name and Address:** City of Placerville, 3101 Center Street,
Placerville, CA 95667
6. **General Plan Designation:** Heavy Commercial
7. **Zoning:** HC (Heavy Commercial)
8. **Description of Project:** Placerville Station Phase II consists of grading, surfacing,
landscaping, and utility pole replacement/relocation. At the completion of this work, this
facility will provide parking spaces for approximately 60 additional vehicles and buses,
and include improved pedestrian and bicycle facilities.

The property is currently being used as an unpaved/graveled parking lot. The nature of the work is more specifically described as follows:

1. A 6-inch thick section of asphalt concrete will be used to surface the facility for vehicle parking and striping.
2. Realign and improve the existing El Dorado Trail into a Class 1 pedestrian and bicycle facility.
3. Install vegetated drainage bio-swales to improve storm water quality and increase infiltration.
4. Plant approximately 30 new trees and construct landscaped buffer areas.
5. Install bicycle racks.
6. Install decorative lighting for nighttime security use of the facility.
7. Relocate overhead utilities currently in conflict with proposed improvements.
8. Replace aging sewer, water, and storm drain facilities in Mosquito Road adjacent to Park & Bus facility.
9. Widen/repave Mosquito Road adjacent to Park & Bus and add a right turn pocket.

All work will be accomplished in conformance with the City of Placerville Grading Ordinance, the El Dorado County Air Quality Management District dust control regulations, the requirements of the State of California Public Contract Code, and the Americans with Disabilities Act.

9. **Surrounding Land Uses and Setting:** The site is currently an unpaved/graveled parking lot. Surrounding land uses include Medium Density Residential to the west, Heavy Commercial to the north, Low Density Residential to the east, and Locust Avenue and U.S. Highway 50 to the South.
10. **Other agencies whose approval is required:** Sacramento Regional Transit District
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

Local Native American Tribes were notified in writing of the project on May 25. The City received one comment regarding inadvertent discoveries, and no requests for consultation as of August 13, 2018.

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

Placerville Station – Park & Bus – Phase II

Detailed Project Description

The Placerville Station (Phase I) was completed in 2001 and has been owned and operated by the City of Placerville since. Placerville Station has sometimes been referred to as the 'Park and Bus' Facility. The facility currently serves temporary parking for persons using El Dorado County Transit bus service to destinations outside the City and Sacramento, Amtrak service, and parking for the El Dorado Trail.

The Phase I facility includes approximately 55 parking spaces, restrooms, a covered shelter, electric vehicle charging stations, and other amenities. Additional parking is needed to support expanded transit service, the facility is needed to compensate for a loss of downtown parking associated with recent street improvements. The City also currently has a shortage of parking for Buses.

Local funds will be used to improve adjacent sewer, water, storm drainage, and roadway while the Federally-funded project is designed and constructed in accordance with Federal requirements.

The Placerville Station Phase II expansion will occur on the unimproved 0.8-acre parcel located between the intersection of Locust Avenue and Mosquito Road and Placerville Station Phase I. The project location is immediately adjacent to the south of Placerville Station Phase I, and will add approximately 60 additional parking spaces, for a total of approximately 115 spaces. Bus parking and bicycle racks will also be included. The City intends to donate this parcel to the project as an in-kind match to the Federal Transit Administration grant as allowed under 49 CFR 18.24, and FTA Circular 5010.1C, Chapter II, Section (2)(a)(5).

The property is currently being used as a parking lot. The nature of the work is more specifically described as follows:

1. A 6-inch thick section of asphalt concrete will be used to surface approximately 25,000 square feet for vehicle parking, and the facility will be striped.
2. Realign and improve approximately 330 feet of the existing El Dorado Trail into a Class 1 pedestrian and bicycle facility.
3. Install vegetated drainage bio-swales to improve storm water quality and increase infiltration.
4. Plant approximately 30 new trees and construct landscaped buffer areas.
5. Install two new bicycle racks.
6. Install nine decorative lighting standards for nighttime use of the facility.
7. Relocate five overhead utility poles currently in conflict with proposed improvements.
8. Replace approximately 300 linear feet of aging sewer, water, and storm drain facilities in Mosquito Road adjacent to Park & Bus facility.
9. Widen/repave Mosquito Road adjacent to Park & Bus and add a right turn pocket.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 2 for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Mandatory Findings of Significance				

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: <i>Pierre Rivas</i>	Date: <i>10-4-18</i>
Printed Name: Pierre Rivas	For: City of Placerville

CEQA Environmental Checklist

Placerville Station Phase II – Park & Bus

City of Placerville

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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I. AESTHETICS: Would the project:

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

The project site is adjacent to a scenic highway; however, the highway is substantially elevated adjacent to the site. The subject site cannot be seen from the highway and is not located on a scenic vista; therefore, the proposed project will not have an impact on the scenic vista or scenic highway. The project improves and enhances an existing graveled "park and ride" facility.

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

Refer to (a) above. There are no scenic or historical resources within the project area.

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

The project scope includes the planting of approximately 30 trees, the addition of new landscaping, and the relocation of overhead utilities which will improve the appearance of the facility which is currently used as a graveled parking lot.

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

There are five (5) high pressure sodium street lights (HPS) currently located at or adjacent to the facility. The project will replace two existing HPS located within the park and bus, with nine (9) uniformly spaced, 175 watt metal halide ornamental luminaires similar to the lights that were installed with phase I of the project. New parking lot lighting will use shielded light standards that direct lighting mostly downward rather than outward to adjoining properties reducing light trespass and nuisance glare. Parking lot lighting shall be provided to the minimum extent necessary to provide safety to the facility. (See Exhibit "B")

The remaining three (3) obsolete high pressure sodium street lights located on Mosquito Road and on Locust Ave will be relocated, and replaced with energy efficient LED street lights. Lighting improvements are not expected to significantly impact existing nighttime views in the area.

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

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

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

No farmland will be impacted by this project.

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

Refer to (a) above.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No forest land or timberland will be impacted by this project.

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

Refer to (c) above.

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

Refer to (c) above.

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

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

By providing additional transit opportunities and thereby encouraging transit use, a reduction in vehicle trips in the vicinity and U.S. Highway 50 corridor is anticipated thus reducing any degradation of air quality, a central benefit of the project. During construction, dust and particulates will be mitigated through fugitive dust control measures including wetting disturbed soil, preventing tracking on paved surfaces, keeping stockpiles covered, and suspending work in high winds if necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Refer to (a) above.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (a) above.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no sensitive receptors near the subject site.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is not expected to create any objectionable odors.

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The subject site is one which has been previously disturbed, consists of only ruderal vegetation, and is surrounded by fully developed urban uses. The site contains no wetlands or riparian habitat, but there are several existing mature trees adjacent to the project area.

MITIGATION MEASURE - BR-1: If project-related activities are scheduled during the nesting season (typically February 1 to August 31), a focused survey for nests shall be conducted by a qualified biologist within three (3) days prior to the beginning of project-related activities. The qualified biologist shall survey the area for all nests within a minimum 500-foot radius around the project area. The results of the survey shall be made available upon request. If an active nest is found, the qualified biologist shall establish a non-disturbance buffer sized appropriately for the particular species and level of disturbance around the nest. The buffer shall be maintained until the nest is no longer active. If a lapse in project-related work of fifteen (15) days or longer occurs, another focused survey will be required before project work can be reinitiated.

Timeframe for Implementation: Within three (3) days prior to the contractor mobilizing for construction activities

Responsibility for Implementation: Development Services – Engineering Division and Qualified Biologist. Biologist to provide survey results memo to the Engineering Division.

Oversite of Implementation: Development Services – Engineering Division

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (a) above.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Refer to (a) above.

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

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?

The site is not located within a migration corridor.

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

The project will cause the removal of five (5) interior live oak trees (quercus wislizeni).

MITIGATION MEASURE – BR-2: The project will include the planting of a minimum of six (6) new native interior live oak trees.

Timeframe for Implementation: Additional oak (quercus wislizeni) plantings will be included into the final construction documents prior to advertising for public bidding

Responsibility for Implementation: Development Services – Engineering Division and Consulting Landscape Architect

Oversite of Implementation: Development Services – Engineering Division

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?

The project will not conflict with the provisions adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

V. CULTURAL RESOURCES: Would the project:

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

Due to the previously disturbed nature of the land within the project area, and that the project would require minimal excavation, the proposed "Park & Bus" facility is not expected to impact cultural, archaeological or historical resources. However, utility pole relocations will require three excavations for three new poles.

MITIGATION MEASURE – CR-1: If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists or other Project personnel during construction activities, work will cease within one-hundred (100) feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

If adverse impacts to tribal cultural resources, unique archeology, or other cultural resources occurs, then consultation with UAIC regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments.

Timeframe for Implementation: During grading, utility pole relocations, and construction activities involving excavation

Responsibility for Implementation: Development Services – Engineering Division and Qualified Archaeologist

Oversite of Implementation: Development Services – Engineering Division

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

Refer to (a) above.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site contains no known paleontological or geologic resources.

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

Refer to (a) above.

VI. GEOLOGY AND SOILS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A Geotechnical Investigation Report was prepared for the "Park & Bus" Phase II expansion in 2010 by Parikh Consultants, Inc. revealed no usual geological anomalies affecting the proposed project.

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?

Refer to above.

ii) Strong seismic ground shaking?

Refer to above.

iii) Seismic-related ground failure, including liquefaction?

Refer to above.

iv) Landslides?

Refer to above.

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

Refer to above.

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?

Refer to above.

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

Refer to above.

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

Existing sewer is located adjacent to the project site. Placerville Station Phase I included the construction of a public restroom.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

The nature of the project is to promote carpooling, reducing greenhouse gases. No significant increase in emissions is expected to occur.

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

Refer to (a) above.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

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

Transport, use, or disposal of hazardous materials will not be permitted at the site before, during, or after construction.

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?

Refer to (a) above.

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

Refer to (a) above.

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?

The Phase II Environmental Site Assessment – Water and Soil Sampling Analysis has been prepared by Carlton Engineering dated June 1999 for 6.6 acres of undeveloped property adjacent to and including the project site. Since the report was written, hazardous materials that were identified have been mitigated and parcels adjacent to the "Park & Bus" expansion have been successfully developed. According to the report, levels of lead and hydrocarbon byproducts were identified near the proposed 0.8 acre "Park & Bus" expansion site, but there were no hazardous materials associated with the five soil samples taken within the project area that exceed regulatory action levels. No hazardous materials are expected to be discovered or created as a result of the project.

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

The site is not located in or near an airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The site is not located in or near a private airstrip.

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

The park & bus will not interfere with any emergency response plans.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The site is not expected to increase fire risk.

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Violate any water quality standards or waste discharge requirements?

Storm water quality is expected to improve because drainage will be routed through new vegetated drainage swales. No storm water quality standards will be violated and no waste will be discharged.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not involve additions or withdrawals, groundwater, or aquifers. Therefore, the project will not cause a change in quantity of groundwater.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Existing drainage patterns will not be significantly altered by the project. The parcel will continue to drain to adjacent Randolph Creek which is tributary to Hangtown Creek.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is proposed to place a new asphalt concrete surface. The existing site consists of highly compacted native clay material and asphalt concrete grindings with poor infiltration characteristics, so reduction of the infiltration rate is expected to be negligible. Furthermore, a decrease in peak flow runoff volume is expected during small storm events because drainage will be routed through new vegetated drainage swales with improved infiltration characteristics. Peak flow volumes are expected to remain roughly the same as existing during moderate to large storm events.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (a) and (d) above. No polluted runoff will be permitted to leave the site.

f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No water quality degradation will result from the project.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is not associated with housing or any other structures.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No flood flows will be impeded or redirected by the project.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no dams or levees in the vicinity of the project.

j) Inundation by seiche, tsunamis, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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These risks are not associated with this project in any way.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project will not create a division in any communities.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Land Use and Zoning for the subject site allows for heavy commercial uses. The proposed Placerville Station Phase II is consistent with uses permitted for the Land Use and Zoning Designations under the City of Placerville's General Plan.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (b) above.

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no known mineral resources in the project area.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (a) above.

XII. NOISE: Would the project result in:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The subject site realizes a high ambient noise level since it is adjacent to U.S. Highway 50. The proposed project will not cause a change in the ambient noise levels of the general vicinity.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (a) above.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (a) above.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Ambient noise levels are expected to increase during construction. The estimated duration for construction with the use of construction equipment is not yet determined but is expected to be as much as 100 working days. Construction hours will be limited to 7:00 AM to 7:00 PM with no work on Sunday. After project completion ambient noise levels are expected to return to pre-construction levels.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The site is not located in or near an airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The site is not located in or near a private airstrip.

XIII. POPULATION AND HOUSING: Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not involve housing; therefore, will not induce significant population growth.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not displace housing.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to (b) above.

XIV. PUBLIC SERVICES:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Fire protection?
The proposed project does not have an effect upon or result in the need for new or altered government services in the area of fire protection.

Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not have an effect upon or result in the need for new or altered government services in the area of police protection.

Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not have an effect upon or result in the need for new or altered government services in the area of schools.

Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not have an effect upon or result in the need for new or altered government services in the area of parks.

Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not have an effect upon or result in the need for new or altered government services of any type.

XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project will have no effect on City parks.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not include any recreational facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not conflict with any transportation modes. A central project benefit is to improve carpool and mass transit access, and bicycle and pedestrian facilities.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not conflict with any congestion management program.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project will not affect air traffic patterns.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The existing conditions of the site will remain essentially the same. No increase in design hazards are being proposed.

e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project will not effect of any emergency access.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project will improve public transit, bicycle, and pedestrian facilities by constructing a class 1 bike trail, bicycle racks, adding 6 bus parking spaces, and improved lighting for nighttime use.

XVII. 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:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not listed or known to be eligible to be listed California Register of Historical Resources, or in a local register of historical resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Tribes were notified of the project in writing on May 25. One comment was received from the United Auburn Indian Community (UAIC) who requested that the following inadvertent discovery mitigation measure was included in the environmental document and project specifications:

Develop a standard operating procedure, points of contact, timeline and schedule for the project so all possible damages can be avoided or alternatives and cumulative impacts properly accessed.

If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists or other Project personnel during construction activities, work will cease within one-hundred (100) feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

If adverse impacts to tribal cultural resources, unique archeology, or other cultural resources occurs, then consultation with UAIC regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments.

No other comments or requests for consultation by California Native American tribes were received by the City as of August 13, 2018.

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:

The proposed project will not result in the need for new utilities. However, modifications of utilities is included in the project scope to relocate facilities either in conflict with project improvements or replace facilities adjacent to the project area that have reached the end of service life.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Any increase of wastewater produced by the facility will be negligible.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No new wastewater expansions will be necessary as a result of this project.

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

A poorly located/ineffective existing storm drain inlet will be relocated. No significant environmental effects will result.

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

An existing 6-inch water main which has reached the end of service life will be removed and replaced with a new 8-inch main.

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

Any increase of wastewater produced by the facility will be negligible.

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

No additional solid waste will be produced as a result of the project.

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

The project will comply with all federal, state, and local statutes and regulations related to solid waste.

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

There are no known habitats for fish or wildlife species, or rare plants that will be affected by the project.

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)?

There are no cumulative considerable environmental impacts with past projects, and there is currently no plan for any additional projects associated with the Park & Bus.

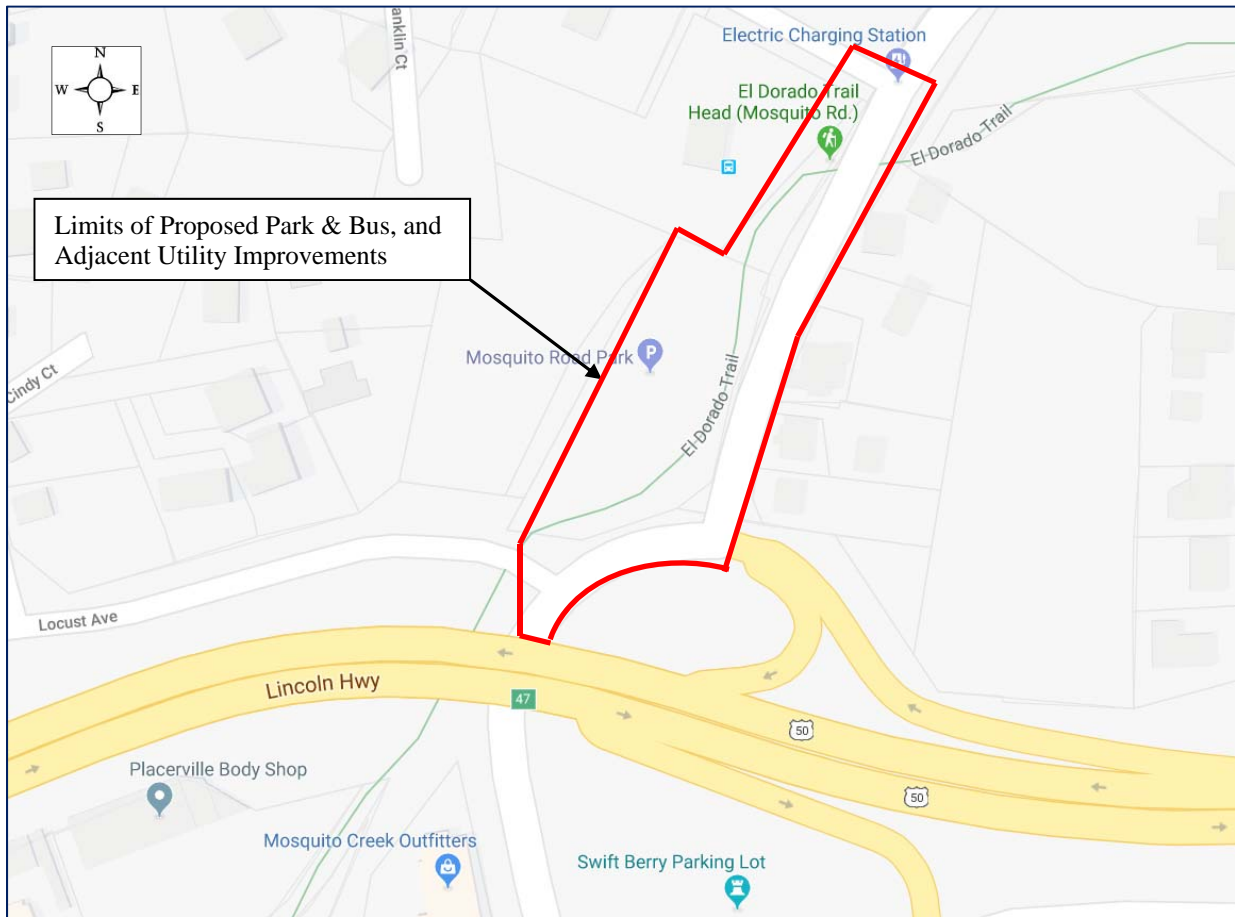
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

There are no substantial adverse effects on human beings associated with the project.

Placerville Station Phase II – Park & Bus – Exhibit “A”



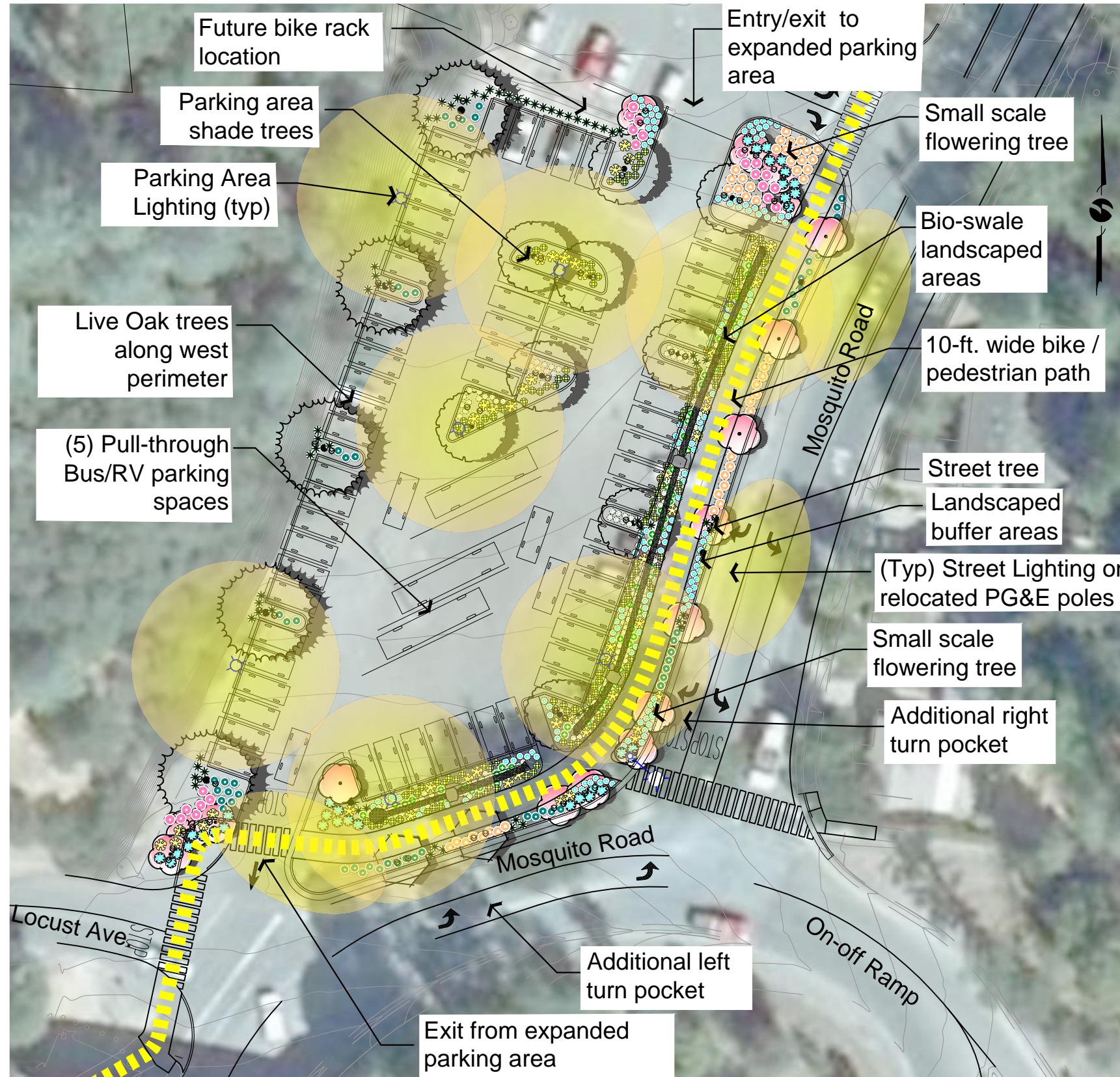
Vicinity Map (No Scale)



Project Location Map (No Scale)

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ILLUSTRATIVE PLAN



DESIGN IMPROVEMENTS

- Proposed Parking Increase (60 spaces):
 - (55) standard spaces (9'x18')
 - (5) RV pull through spaces
- Improved Intersection Traffic Flow and Safety
- Relocated Overhead Utility Lines
- Improved Bike / Pedestrian Connection

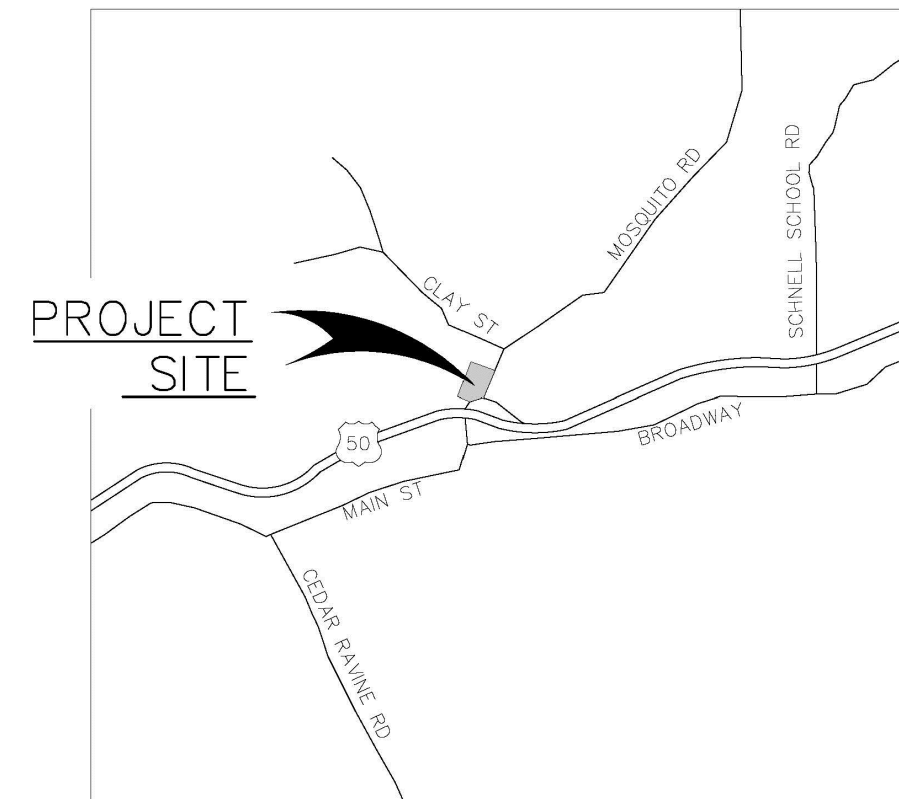
LIGHTING IMPROVEMENTS

- Light fixture to reflect existing fixtures in first phase parking lot.



LANDSCAPE IMPROVEMENTS

The landscape design incorporates native trees, trees selected to provide shade, trees for accent, seasonal color, drought tolerant species, and a variety of specialty grasses used in the bio-swale areas.



Placerville Station Park n' Ride Phase II

Placerville, California

