

Appendix J: General Plan Policies and Project Consistency Evaluation

GENERAL PLAN POLICIES AND PROJECT CONSISTENCY EVALUATION

Table 1 describes the Diamond Springs Parkway Project’s consistency with the applicable goals and policies of the 2004 El Dorado County General Plan. The table shows that the project is consistent with all applicable goals and policies of the General Plan.

Table 1: General Plan Consistency Evaluation

Element	Goal/Policy Number	Goal/Policy	Consistency Determination
Chapter 2: Land Use Element	Policy 2.1.1.7	Development within Community Regions, as with development elsewhere in the County, may proceed only in accordance with all applicable General Plan Policies, including those regarding infrastructure availability as set forth in the Transportation and Circulation and the Public Services and Utilities Elements. Accordingly, development in Community Regions and elsewhere will be limited in some cases until such time as adequate roadways, utilities, and other public service infrastructure become available and wildfire hazards are mitigated as required by an approved Fire Safe Plan.	Consistent: Section 4.9, Land Use and Planning, of this Draft EIR analyzes project consistency with all applicable General Plan Policies. The proposed project will add and improve infrastructure availability for future planned development projects as outlined in the General Plans.
	Goal 2.3	Natural Landscape Features: Maintain the characteristic natural landscape features unique to each area of the County.	Consistent: The proposed project is located in an industrially and commercially zoned area that has been disturbed by current and past uses. Refer to Section 4.2, Aesthetics for further discussion regarding the project’s impacts on the visual environment, and Section 4.4, Biological Resources for further discussion regarding the project’s impacts on the natural environment.
	Policy 2.3.1.1	The County shall continue to enforce the tree protection provisions in the Grading Erosion and Sediment Control Ordinance and utilize the hillside road standards.	Consistent: The proposed project is a County of El Dorado Department of Transportation (DOT) project and therefore is not required to obtain a grading permit. The County will ensure that the project complies with tree protection provisions, as well as grading, erosion, and sediment control ordinances.

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	Policy 2.3.2.1	Disturbance of slopes thirty (30) percent or greater shall be discouraged to minimize the visual impacts of grading and vegetation removal.	Consistent: The proposed project would construct two retention walls that would require the disturbance of slopes of thirty (30) percent or greater. These retention walls are required to maintain public safety and for roadway stability.
	Goal 2.8	Lighting: Elimination of high intensity lighting and glare consistent with prudent safety practices.	Consistent: No high-intensity lighting or glare would result from project implementation. Lighting and glare would be limited to street signals, streetlights, and car headlights, as necessary, for safety purposes.
	Policy 2.8.1.1	Development shall limit excess nighttime light and glare from parking area lighting, signage, and buildings. Consideration will be given to design features, namely directional shielding for street lighting, parking lot lighting, sport field lighting, and other significant light sources, that could reduce effects from nighttime lighting. In addition, consideration will be given to the use of automatic shutoffs or motion sensors for lighting features in rural areas to further reduce excess nighttime light.	Consistent: New sources of light and glare along resulting from the proposed project would be installed only at signalized intersections, as needed for traffic safety purposes. All lighting would be directional or shielded in order to reduce light spillage onto adjacent land uses and constructed in accordance with California Department of Transportation Standards. Refer to Section 4.2, Aesthetics, Light, and Glare, for further discussion.
Chapter 3: Transportation and Circulation Element	Goal TC-1	To plan for and provide a unified, coordinated, and cost-efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods.	Consistent: The proposed project would increase circulation and reduce pressure on local roadways within Diamond Springs, thereby increasing the safe, orderly, and efficient movement of people and goods in the project area.
	Policy TC-1a	The County shall plan and construct County-maintained roads as set forth in Table TC-1 of the El Dorado County General Plan. Road design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) design standards and by County Department of Transportation standards. County standards include typical cross sections by road classification, consistent with right-of-way widths summarized in Table TC-1.	Consistent: The proposed project would construct roadway improvements and a four-lane divided road in accordance with regulations set forth in Table TC-1, AASHTO standards, Caltrans design standards and County DOT standards. Refer to Section 4.12, Traffic and Transportation, for further discussion.
	Policy TC-1b	In order to provide safe, efficient roads, all roads should incorporate the cross sectional road features set forth in Table TC-1 of the El Dorado County General Plan.	Consistent: The project design incorporates cross sectional road features set forth in Table TC-1 of the General Plan.

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	Policy TC-1k	The County shall continue to work with the El Dorado County Transportation Commission, Sacramento Area Council of Governments, California Department of Transportation, Tahoe Regional Planning Agency, and other agencies to maintain a current Regional Transportation Plan, to identify funding priorities, and to develop expenditure plans for available regional transportation funds in accordance with regional, state, and federal transportation planning and programming procedures. Such regional programming may include improvements to state highways, city streets, and county road.	Consistent: The Parkway is included in the County’s 2009 CIP plan and 20-year TIM Fee Program and would implement several goals established in the Regional Transportation Plan.
	Policy TC-1n	The County shall generally base expenditure of discretionary road funds for road uses on the following sequence of priorities: A. Maintenance, rehabilitation, reconstruction, and operation of the existing County-maintained road system; B. Safety improvements where physical modifications or capital improvements would reduce the number and/or severity of accidents; and C. Capital improvements to expand capacity or reduce congestion on roadways at or below County level of service standards, and to expand the roadway network, consistent with other policies of this General Plan.	Consistent: The proposed project would reconstruct several portions of existing roadway and construct a new roadway to alleviate traffic congestion on local roads, thereby improving safety, capacity, and level of service. As such, expenditure of discretionary road funds for the proposed project would fall under priority A, B and C of this policy.
	Policy TC-1q	The County shall utilize road construction methods that seek to reduce air, water, and noise pollution associated with road and highway development.	Consistent: Standard construction practices and mitigation measures proposed throughout this Draft EIR would ensure that the proposed project would utilize road construction methods that reduce air, water, and noise pollution associated with road development to the maximum extent feasible. Refer to Sections 4.3, Air Quality; 4.4, Biological Resources; 4.8, Hydrology and Water Quality; and 4.10, Noise, for further discussion.
	Policy TC-1r	The County shall accept classified roads, as defined on Figure TC-1, into the County-maintained road system when constructed to County standards.	Consistent: The proposed project would be constructed according to County standards as included on Figure TC-1 of the General Plan.

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	Policy TC-1t	The County shall identify locations of needed future road rights-of-way, consistent with Figure TC-1, through analysis and adoption of road alignment plan lines where appropriate. Circumstances where road alignment plan line analysis and adoption are acceptable shall include the following: <ul style="list-style-type: none"> A. Where major roads or corridors are expected to require additional through lanes within a 20-year planning horizon; B. Where the future alignment is expected to deviate from the existing alignment, or to be developed asymmetrically about the existing section or centerline; C. Where the adjacent properties are substantially undeveloped, so that property owners may benefit from prior knowledge of the location of rights-of-way of planned roads before constructing improvements or developing property in a way that may ultimately conflict with identified transportation needs; and D. Future facilities as identified in Figure TC-1. 	<p>Consistent: The proposed project is identified as a future 4-lane undivided road on Figure TC-1 of the General Plan and therefore falls under circumstance D of this policy. Accordingly, road alignment plan line analyses and adoptions have been conducted.</p>
	Goal TC-X	To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.	<p>Consistent: Upon completion, the Parkway would reduce traffic congestion on surrounding alternative routes, thereby increasing adequate levels of service on County roads for existing and future planned development.</p>
	Policy TC-Xa	The following policies shall remain in effect until December 31, 2018 unless extended by the voters prior to that time: <ul style="list-style-type: none"> 1. Traffic from residential development projects of five or more units or parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county. 2. The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads (shown in Table TC-2) that are allowed to operate at Level of Service F without first getting the voters' approval. 	<p>Consistent: The proposed project does not include residential development, would not add a road at an operation Level of Service F, would not create traffic impacts and would effectively reduce traffic congestion on adjacent roads, specifically, Missouri Flat Road, Pleasant Valley Road and SR-49/Diamond Road.</p>

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		<ol style="list-style-type: none"> 3. Developer-paid traffic impact fees shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county. 4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Exceptions are allowed if county voters first give their approval. 5. Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs. 	
	Policy TC-Xd	<p>Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Tables TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.</p>	<p>Consistent: The proposed project would not cause a roadway to operate at an unacceptable Level of Service and would not cause any existing roadway segment listed on Table TC-2 to exceed listed volume to capacity ratios.</p> <p>Analysis conducted in Section 4.12, Traffic and Transportation, of this Draft EIR has considered ADT, AM Peak Hour and PM Peak Hour traffic volumes. Mitigation measures designed to reduce the traffic-related impacts of constructing the Parkway have been incorporated into the project to effectively reduce traffic congestion on adjacent roads, specifically, Missouri Flat Road, Pleasant Valley Road and SR-49/Diamond Road. Refer to Section 4.12, Traffic and Transportation, for further discussion.</p>

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	Policy TC-2f	The County shall work with the El Dorado Transit Authority and support the provision of paratransit services and facilities for elderly and disabled residents, and those of limited means, which shall include bus shelters, bus stops, and ramps at stops.	Consistent: The proposed project includes an eastbound and westbound bus turnout on the Parkway. In addition, a bus turnout would be constructed near the intersection of SR-49 and Black Rice Road. The El Dorado Transit Authority would be consulted regarding the installation of transit infrastructure at these locations and at other appropriate locations within the project area. All paratransit facilities would be constructed to meet Americans with Disability Act requirements.
	Goal TC-3	To reduce travel demand on the County’s road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.	Consistent: Implementation of the proposed project would reduce travel demand on the existing roadways in the project vicinity by constructing an additional roadway, thereby increasing efficiency and reducing idle time spent on congested roadways.
	Policy TC-3a	The County shall support all standards and regulations adopted by the El Dorado County Air Quality Management District governing transportation control measures and applicable state and federal standards.	Consistent: Section 4.3, Air Quality, includes mitigation measures to ensure that project implementation supports all applicable State and federal standards as well as regulations adopted by the El Dorado County Air Quality Management District.
	Policy TC-3b	The County shall consider Transportation Systems Management measures to increase the capacity of the existing road network prior to constructing new traffic lanes. Such measures may include traffic signal synchronization and additional turning lanes.	Consistent: The proposed project would ultimately widen SR-49 to four-lanes. Measures including signalization, signal synchronization, and additional turning lanes have been incorporated into the project to ensure that appropriate traffic flow and Level of Service standards are met.
	Policy TC-3d	Signalized intersections shall be synchronized where possible as a means to reduce congestion, conserve energy, and improve air quality.	Consistent: Signaling installed along the Parkway would be synchronized and optimized where feasible and necessary. The existing signal at the SR-49/Diamond Road/Fowler Lane intersection would also be synchronized to ensure efficient traffic movement.
	Goal TC-4	To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.	Consistent: Connections to the El Dorado Multi-Use Trail (EDMUT) have been incorporated into the proposed project, and the project would construct a parking lot for trail users.

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	TC-4a	The County shall implement a system of recreational, commuter, and inter-community bicycle routes in accordance with the County's Bikeway Master Plan. The Plan should designate bikeways connecting residential areas to retail, entertainment, and employment centers and near major traffic generators such as recreational areas, parks of regional significance, schools, and other major public facilities, and along recreational routes.	Consistent: Upon full build-out, the proposed Parkway would include Class II bike lanes in each direction. Furthermore, the project would provide connecting routes and a parking lot for the EDMUT. As such, the project would assist in the creation of bicycle routes according to the County's Bikeway Master Plan.
	Policy TC-4b	The County shall construct and maintain bikeways in a manner that minimizes conflicts between bicyclists and motorists.	Consistent: Bike lanes included in the proposed project would not create a conflict between bicyclists and motorists above the normally accepted level.
	Policy TC-4c	The County shall give priority to bikeways that will serve population centers and destinations of greatest demand and to bikeways that close gaps in the existing bikeway system.	Consistent: The proposed Park would provide Class II bikeways upon final build out. Bikeways along the Parkway would provide a link between SR-49 and Missouri Flat Road and allow access to the EDMUT at the Diamond Springs Parkway and Missouri Flat Road intersection.
	Policy TC-4d	The County shall develop and maintain a program to construct bikeways, in conjunction with road projects, consistent with the County's Bikeway Master Plan, taking into account available funding for construction and maintenance.	Consistent: The proposed road project would include Class II bike lanes and a connecting route and parking lot for the EDMUT and would utilize available funding for construction and maintenance of these facilities.
	Policy TC-4f	The County shall sign and stripe Class II bicycle routes in accordance with the County's Bikeway Master Plan, on roads shown on Figure TC-1, when road width, safety, and operational conditions permit safe bicycle operation.	Consistent: Upon full build-out, the proposed Parkway would include Class II bike lanes in each direction. Bike lanes would be constructed, signed, and striped in accordance with the County's Bikeway Master Plan.
	Policy TC-4g	The County shall support development of facilities that help link bicycling with other modes of transportation.	Consistent: The proposed project includes the construction of an EDMUT access point, including a 40-space parking lot, which would link bicycling with automobile and transit transportation on the Parkway.
	Policy TC-4h	Where hiking and equestrian trails abut public roads, they should be separated from the travel lanes whenever possible by curbs and barriers (such as fences or rails), landscape buffering, and spatial distance. Existing public corridors such	Consistent: The proposed project would construct a connection from the EDMUT to the signalized intersection of the Parkway and Missouri Flat Road. The connection would be well marked and separated from automobile travel lanes. A retaining wall

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		as power transmission line easements, railroad rights-of-way, irrigation district easements, and roads should be put to multiple use for trails, where possible.	would be constructed between a portion of the EDMUT and the proposed Parkway in order to provide appropriate trail/road separation.
	Goal TC-5	To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.	Consistent: Under Phase 2 of the proposed project, sidewalks would be constructed along the Parkway, thereby providing safe, continuous, and accessible pedestrian facilities.
Chapter 5: Public Services and Utilities Element	Goal 5.1	Provision of Public Services: Provide and maintain a system of safe, adequate, and cost-effective public utilities and services; maintain an adequate level of service to existing development while allowing for additional growth in an efficient manner; and, ensure a safe and adequate water supply, wastewater disposal, and appropriate public services for rural areas.	Consistent: Construction of the Parkway would require either the relocation of existing power poles or the construction of an Underground Utility District (UUD). Implementation of utility upgrades would be conducted in cooperation with the appropriate service providers and the CPUC. Accordingly, the project would incorporate the construction of updated utility infrastructure and maintain an adequate level of service to existing development and future planned development. Concurrently, new and replacement EID waterlines would be constructed in accordance with EID's CIP, ensuring safe and adequate water supply for current and future planned development. Refer to Section 4.13, Utilities and Service Systems, for further information.
	Policy 5.1.1.1	The County, in cooperation with other affected service providing agencies, shall develop long-range facilities plans for public services and utilities including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, and schools. The Capital Improvement Program (CIP) for the County road system shall be coordinated with the infrastructure plan of the above services and utilities.	Consistent: See Consistency Determination for Goal 5.1.
	Policy 5.1.3.1	Growth and development and public facility expenditures shall be primarily directed to Community Regions and Rural Centers.	Consistent: Implementation of the proposed project's roadway and utility upgrades would occur within the Placerville Community Region.
	Goal 5.4	Storm Drainage: Manage and control storm water runoff to prevent flooding, protect soils from erosion, prevent contamination of surface waters, and minimize impacts to existing drainage infrastructure.	Consistent: A Preliminary Drainage Plan has been prepared for the project to ensure proper management and control of stormwater runoff. The project would obtain a National Pollutant Discharge Elimination Systems (NPDES) General

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			Construction Permit, which would include a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would ensure that pre- and post-construction stormwater would be properly managed to prevent flooding, pollution of soils and water, and impacts to existing drainage infrastructure. New drainage infrastructure would be constructed to properly regulate stormwater. Refer to Section 4.8, Hydrology and Water Quality, for further discussion.
	Policy 5.4.1.1	Require storm drainage systems for discretionary development that protect public health and safety, preserve natural resources, prevent erosion of adjacent and downstream lands, prevent the increase in potential for flood hazard or damage on either adjacent, upstream or downstream properties, minimize impacts to existing facilities, meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian areas.	Consistent: See Consistency Determination for Goal 5.4.
	Goal 5.6	Gas, Electric, and Other Utility Services: Sufficient utility service availability consistent with the needs of a growing community.	Consistent: See Consistency Determination for Goal 5.1.
	Policy 5.6.1.1	Promote and coordinate efforts with utilities for the undergrounding of existing and new utility distribution lines in accordance with current rules and regulations of the California Public Utility Commission and existing overhead power lines within scenic areas and existing Community Regions and Rural Centers.	Consistent: The proposed project may include the undergrounding of existing overhead utility lines. Relocation activities would comply with appropriate regulations, including those of the CPUC.
	Policy 5.6.1.2	Reserve adequate rights-of-way to facilitate expansion of services in a timely manner.	Consistent: Phase 1 may include right-of-way acquisitions and grading for a two-lane Parkway or for the full roadway prism to accommodate the four-lane improvements. If the right of way acquisitions and grading are phased, any right of way acquisitions and grading required for the four-lane Parkway that were not conducted under Phase 1 would be conducted under Phase 2.

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			EID maintains a permanent easement along SR-49 and would be conveyed a new easement within the Parkway right-of-way. These easements would allow expansion and upgrades to EID's infrastructure would be facilitated in a timely manner.
	Goal 5.7	Emergency Services: Adequate and comprehensive emergency services, including fire protection, law enforcement, and emergency medical services.	Consistent: The proposed project would not create any permanent additional demands on existing emergency services. The new Parkway and roadway improvements would improve circulation and safety in the project vicinity, which is considered beneficial for emergency service response.
	Goal 6.3	Geologic and Seismic Hazards: Minimize the threat to life and property from seismic and geologic hazards.	Consistent: Section 4.6, Geology and Soils, of this Draft EIR address the project related seismic and geologic hazards to ensure that threats to life and property are minimized.
Chapter 6: Health, Safety & Noise Element	Goal 6.5	Acceptable Noise Levels: Ensure that County residents are not subjected to noise beyond acceptable levels.	Consistent: Section 4.10, Noise, of this Draft EIR addresses the project-related noise impacts and provides mitigation to ensure that nearby residents are not subjected to noise beyond acceptable levels.
	Policy 6.5.1.2	Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 6-2 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.	Consistent: An Environmental Noise Assessment/acoustical analysis was conducted as part of this Draft EIR. Refer to Appendix K and Section 4.10, Noise, for further discussion and mitigation ensuring acceptable noise levels.
	Policy 6.5.1.3	Where noise mitigation measures are required to achieve the standards of Tables 6-1 and 6-2, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project and the noise barriers are not incompatible with the surroundings.	Consistent: Refer to the Consistency Determination for Policy 6.5.1.2,

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	Policy 6.5.1.9	Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6-1 at existing noise-sensitive land uses.	Consistent: Refer to the Consistency Determination for Policy 6.5.1.2,
	Policy 6.5.1.11	The standards outlined in Tables 6-3, 6-4, and 6-5 shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.	Consistent: Construction of the proposed project will adhere to all applicable noise standards. Refer to the Consistency Determination for Policy 6.5.1.2,
	Policy 6.5.1.12	When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration. A. Where existing or projected future traffic noise levels are less than 60 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 5 dBA L_{dn} caused by a new transportation noise source will be considered significant; B. Where existing or projected future traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 3 dBA L_{dn} caused by a new transportation noise source will be considered significant; and C. Where existing or projected future traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA L_{dn} caused by a new transportation noise will be considered significant.	Consistent: Refer to the Consistency Determination for Policy 6.5.1.2,
	Goal 6.7	Air Quality Maintenance: A. Strive to achieve and maintain ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.	Consistent: Mitigation has been proposed as part of this Draft EIR that would regulate air pollutants emitted as a result of project construction and operation. Refer to Section 4.3, Air Quality, for further discussion.

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		B. Minimize public exposure to toxic or hazardous air pollutants and air pollutants that create unpleasant odor.	
	Policy 6.7.2.3	To improve traffic flow, synchronization of signalized intersections shall be encouraged as a means to reduce congestion, conserve energy, and improve air quality.	Consistent: Traffic signals installed along the proposed Parkway would be synchronized and/or optimized to maximize the conservation of energy, improve air quality, and reduce congestion. Refer to Section 4.12, Traffic and Transportation, and Section 4.4, Air Quality, for further discussion.
	Policy 6.7.7.1	The County shall consider air quality when planning the land uses and transportation systems to accommodate expected growth, and shall use the recommendations in the most recent version of the El Dorado County Air Quality Management (AQMD) Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act, to analyze potential air quality impacts (e.g., short-term construction, long-term operations, toxic and odor-related emissions) and to require feasible mitigation requirements for such impacts. The County shall also consider any new information or technology that becomes available prior to periodic updates of the Guide. The County shall encourage actions (e.g., use of light-colored roofs and retention of trees) to help mitigate heat island effects on air quality.	Consistent: The proposed project's consistency with applicable air quality regulations, including those of the El Dorado County AQMD, have been analyzed as a part of this Draft EIR. Mitigation has been included in order to achieve an appropriate level of compliance. Refer to Section 4.3, Air Quality, for further discussion.
	Goal 6.9	Highway Safety: Provide highways within the County that provide for the safe movement of goods and people throughout the County.	Consistent: Roadway construction and existing roadway improvements included in the proposed project would increase circulation and safety on and around the project site and ensure the safe movement of goods and people in the project vicinity.
	Policy 6.9.1.3	New roads connecting to County roads shall be designed to provide safe access as required by the County Design and Improvement Standards Manual.	Consistent: The project would abide by all applicable regulations set forth by the County Design and Improvement Standards Manual.

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	Goal 7.1	Soil Conservation: Conserve and protect the County’s soil resources.	Consistent: Under the proposed project, construction activities would adhere to County policies and regulations regarding erosion. Furthermore, the project is not located in the Mineral Resources Overlay for El Dorado County. Refer to Section 4.6, Geology and Soils, for further discussion.
	Policy 7.1.2.2	Discretionary and ministerial projects that require earthwork and grading, including cut and fill for roads, shall be required to minimize erosion and sedimentation, conform to natural contours, maintain natural drainage patterns, minimize impervious surfaces, and maximize the retention of natural vegetation. Specific standards for minimizing erosion and sedimentation shall be incorporated into the Zoning Ordinance.	Consistent: Under the proposed project, construction activities would adhere to all County policies and regulation regarding earthwork and grading activities. Furthermore, BMPs from the SWPPP would be implemented to avoid stormwater related erosion. Refer to Section 4.6, Geology and Soils, and Section 4.8, Hydrology and Water Quality, for further discussion.
	Policy 7.1.2.3	Enforce Grading Ordinance provisions for erosion control on all development projects and adopt provisions for ongoing, applicant-funded monitoring of project grading.	Consistent: The DOT would prepare an erosion control plan and abide by all applicable regulations set forth by the Grading Ordinance.
	Goal 7.3	Water Quality and Quantity: Conserve, enhance, and manage water resources and protect their quality from degradation.	Consistent: The project would obtain an NPDES General Construction Permit, which would include a SWPPP. The SWPPP and its incorporated BMPs would ensure that pre- and post-construction stormwater would be properly managed to prevent flooding, pollution of soils and water, and impacts to existing drainage infrastructure. New drainage infrastructure would be constructed to properly regulate stormwater. Refer to Section 4.8, Hydrology and Water Quality, of this Draft EIR for further discussion.
Chapter 7: Conservation and Open Space Element	Policy 7.3.1.1	Encourage the use of Best Management Practices, as identified by the Soil Conservation Service, in watershed lands as a means to prevent erosion, siltation, and flooding.	Consistent: Refer to the Consistency Determination for Goal 7.3.
	Policy 7.3.2.1	Stream and lake embankments shall be protected from erosion, and streams and lakes shall be protected from excessive turbidity.	Consistent: Standard erosion prevention measures as well as mitigation included in this Draft EIR would ensure that erosion and excessive turbidity would not occur as a result of project implementation. Refer to Section 4.8, Hydrology and Water Quality, and Section 4.4, Biological Resources, of this Draft EIR for further discussion.

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	Policy 7.3.3.1	For projects that would result in the discharge of material to or that may affect the function and value of river, stream, lake, pond, or wetland features, the application shall include a delineation of all such features. For wetlands, the delineation shall be conducted using the U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual.	Consistent: As part of this Draft EIR, a wetland delineation has been conducted and submitted to the USACE. Refer to Appendix E, Delineation of Jurisdictional Waters and Wetlands for further discussion.
	Policy 7.3.3.4	<p>The Zoning Ordinance shall be amended to provide buffers and special setbacks for the protection of riparian areas and wetlands. The County shall encourage the incorporation of protected areas into conservation easements or natural resource protection areas.</p> <p>Exceptions to riparian and wetland buffer and setback requirements shall be provided to permit necessary road and bridge repair and construction, trail construction, and other recreational access structures such as docks and piers, or where such buffers deny reasonable use of the property, but only when appropriate mitigation measures and Best Management Practices are incorporated into the project. Exceptions shall also be provided for horticultural and grazing activities on agriculturally zoned lands that utilize BMPs as recommended by the County Agricultural Commission and adopted by the Board of Supervisors.</p> <p>Until standards for buffers and special setbacks are established in the Zoning Ordinance, the County shall apply a minimum setback of 100 feet from all perennial streams, rivers, lakes, and 50 feet from intermittent streams and wetlands. These interim standards may be modified in a particular instance if more detailed information relating to slope, soil stability, vegetation, habitat, or other site- or project-specific conditions supplied as part of the review for a specific project demonstrates that a different setback is necessary or would be sufficient to protect the particular riparian area at issue.</p>	Consistent: As part of this Draft EIR, a delineation of waters of the US, including wetlands, has been conducted within the study area according to USACE guidelines and development immediately adjacent to USACE-jurisdictional features would minimize impacts on these resources. DOT is required to secure a USACE Section 404 permit that will include specific mitigation requirements to compensate for direct and indirect impacts to USACE-jurisdictional features. In addition, BMPs would be incorporated into the project in order to reduce potential impacts.

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		For projects where the County allows an exception to wetland and riparian buffers, development in or immediately adjacent to such features shall be planned so that impacts on the resources are minimized. If avoidance and minimization are not feasible, the County shall make findings, based on documentation provided by the project proponent, that avoidance and minimization are infeasible.	
	Policy 7.3.3.5	Rivers, streams, lakes and ponds, and wetlands shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site while disturbance to the resource is avoided or minimized and fragmentation is limited.	Consistent: All water drainages within the project area have been identified. BMPs and mitigation measures have been incorporated into the project design in order to minimize impact to protected areas and areas of biological significance. Refer to Section 4.4, Biological Resources, for further discussion.
	Policy 7.3.4.2	Modification of natural stream beds and flow shall be regulated to ensure that adequate mitigation measures are utilized.	Consistent: Mitigation proposed in Section 4.4, Biological Resources, of this Draft EIR would ensure that any modifications to natural stream beds occurring as a result of project implementation would be appropriately mitigated. Furthermore, a drainage plan has been prepared for the project to ensure that post-construction water flows and water quality are protected.
	Goal 7.4	Wildlife and Vegetation Resources: Identify, conserve, and manage wildlife, wildlife habitat, fisheries, and vegetation resources of significant biological, ecological, and recreational value.	Consistent: This EIR has identified special-status resources and would implement mitigation measures to protect resources of value. Refer to Section 4.4, Biological Resources, for further discussion.
	Policy 7.4.1.6	All development projects involving discretionary review shall be designed to avoid disturbance or fragmentation of important habitats to the extent reasonably feasible. Where avoidance is not possible, the development shall be required to fully mitigate the effects of important habitat loss and fragmentation. Mitigation shall be defined in the Integrated Natural Resources Management Plan (INRMP) (see Policy 7.4.2.8 and Implementation Measure CO-M).	Consistent: Mitigation proposed in this Draft EIR would reduce project-related impacts to important habitats and wildlife corridors. Refer to Section 4.4, Biological Resources, for further discussion.

Element	Goal/Policy Number	Goal/Policy	Consistency Determination
	Policy 7.4.2.1	To the extent feasible in light of other General Plan policies and to the extent permitted by State law, the County of El Dorado will protect identified critical fish and wildlife habitat, as identified on the Important Biological Resources Map maintained at the Planning Department, through any of the following techniques: utilization of open space, Natural Resource land use designation, clustering, large lot design, setbacks, etc.	Consistent: This Draft EIR has identified critical fish and wildlife habitat within the project area and proposed mitigation measures to protect resources of value. Refer to Section 4.4, Biological Resources. for further discussion.
	Policy 7.4.4.2	Through the review of discretionary projects, the County, consistent with any limitations imposed by State law, shall encourage the protection, planting, restoration, and regeneration of native trees in new developments and within existing communities.	Consistent: Mitigation included in this Draft EIR would require the implementation of an Oak Woodland Management Plan which will identify required retention and replacement quantities as outlined in Policy 7.4.4.4. As such, the project would protect native trees within the project site. Refer to Section 4.4, Biological Resources, for further discussion.
	Policy 7.4.4.4	<p>For all new development projects (not including agricultural cultivation and actions pursuant to an approved Fire Safe Plan necessary to protect existing structures, both of which are exempt from this policy) that would result in soil disturbance on parcels that (1) are over an acre and have at least 1 percent total canopy cover or (2) are less than an acre and have at least 10 percent total canopy cover by woodlands habitats as defined in this General Plan and determined from base line aerial photography or by site survey performed by a qualified biologist or licensed arborist, the County shall require one of two mitigation options: (1) the project applicant shall adhere to the tree canopy retention and replacement standards described below; or (2) the project applicant shall contribute to the County's INRMP conservation fund described in Policy 7.4.2.8.</p> <p>Option A: The County shall apply the following tree canopy retention standards, as shown the table below.</p>	Consistent: Refer to the Consistency Determination for Policy 7.4.4.2.

Element	Goal/Policy Number	Goal/Policy	Consistency Determination														
		<p style="text-align: center;">Tree Canopy Retention Standards</p> <table border="1" data-bbox="562 365 1199 732"> <thead> <tr> <th data-bbox="562 365 867 435">Percent Existing Canopy Cover</th> <th data-bbox="867 365 1199 435">Canopy Cover to be Retained</th> </tr> </thead> <tbody> <tr> <td data-bbox="562 435 867 488">80 - 100%</td> <td data-bbox="867 435 1199 488">60% of existing</td> </tr> <tr> <td data-bbox="562 488 867 542">60 - 70%</td> <td data-bbox="867 488 1199 542">70% of existing</td> </tr> <tr> <td data-bbox="562 542 867 596">40 - 59%</td> <td data-bbox="867 542 1199 596">80% of existing</td> </tr> <tr> <td data-bbox="562 596 867 649">20 - 39%</td> <td data-bbox="867 596 1199 649">85% of existing</td> </tr> <tr> <td data-bbox="562 649 867 703">10 - 19%</td> <td data-bbox="867 649 1199 703">90% of existing</td> </tr> <tr> <td data-bbox="562 703 867 732">1-9% for parcels >1 acre</td> <td data-bbox="867 703 1199 732">90% of existing</td> </tr> </tbody> </table> <p data-bbox="537 768 1199 976">Under Option A, the project applicant shall also replace woodland habitat removed at 1:1 ratio. Impacts on woodland habitat and mitigation requirements shall be addressed in a Biological Resources Study and Important Habitat Mitigation Plan as described in Policy 7.4.2.8. Woodland replacement shall be based on a formula, developed by the County, that accounts for the number of trees and acreage affected.</p> <p data-bbox="537 1000 1199 1391">Option B: The project applicant shall provide sufficient funding to the County's INRMP conservation fund, described in Policy 7.4.2.8, to fully compensate for the impact to oak woodland habitat. To compensate for fragmentation as well as habitat loss, the preservation mitigation ratio shall be 2:1 and based on the total woodland acreage onsite directly impacted by habitat loss and indirectly impacted by habitat fragmentation. The costs associated with acquisition, restoration, and management of the habitat protected shall be included in the mitigation fee. Impacts on woodland habitat and mitigation requirements shall be addressed in a Biological Resources Study and Important Habitat Mitigation Plan as described in Policy 7.4.2.8.</p>	Percent Existing Canopy Cover	Canopy Cover to be Retained	80 - 100%	60% of existing	60 - 70%	70% of existing	40 - 59%	80% of existing	20 - 39%	85% of existing	10 - 19%	90% of existing	1-9% for parcels >1 acre	90% of existing	
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	Policy 7.4.4.5	Where existing individual or a group of oak trees are lost within a stand, a corridor of oak trees shall be retained that maintains continuity between all portions of the stand. The retained corridor shall have a tree density that is equal to the density of the stand.	Consistent: Refer to the Consistency Determination for Policy 7.4.4.2.
	Policy 7.4.5.2	It shall be the policy of the County to preserve native oaks wherever feasible, through the review of all proposed development activities where such trees are present on either public or private property, while at the same time recognizing individual rights to develop private property in a reasonable manner. To ensure that oak tree loss is reduced to reasonable acceptable levels, the County shall develop and implement an Oak Tree Preservation Ordinance that includes the noted components.	Consistent: Refer to the Consistency Determination for Policy 7.4.4.2.
	Goal 7.5	Cultural Resources: Ensure the preservation of the County’s important cultural resources.	Consistent: No significant cultural resources are located within the project’s Area of Potential Effect. Should a cultural resource be encountered during project construction, the DOT would abide by standard county practice to cease all construction activities within a 100-foot radius of the find until a qualified archaeologist determines whether the resource requires further study. Refer to Section 4.5, Cultural and Historic Resources, for further discussion.
	Policy 7.5.1.3	Cultural resource studies (historic, prehistoric, and paleontological resources) shall be conducted prior to approval of discretionary projects. Studies may include, but are not limited to, record searches through the North Central Information Center at California State University, Sacramento, the Museum of Paleontology, University of California, Berkeley, field surveys, subsurface testing, and/or salvage excavations. The avoidance and protection of sites shall be encouraged.	Consistent: A Section 106 Cultural Resources Assessment report has been completed, including appropriate record searches and field surveys, as part of this Draft EIR. Refer to Section 4.5, Cultural Resources, and Appendix F for further discussion.

Element	Goal/Policy Number	Goal/Policy	Consistency Determination
	Policy 7.5.1.6	The County shall treat any significant cultural resources (i.e., those determined California Register of Historical Resources/National Register of Historic Places eligible and unique paleontological resources), documented as a result of a conformity review for ministerial development, in accordance with CEQA standards.	Consistent: No significant cultural resources are located within the project’s Area of Potential Effect. Mitigation has been included to prevent impact to previously unknown cultural resources that may be unearthed during project construction. Refer to Section 4.5, Cultural Resources, for further discussion.
	Policy 7.5.2.4	The County shall prohibit the modification of all National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) listed properties that would alter their integrity, historic setting, and appearance to a degree that would preclude their continued listing on these registers. If avoidance of such modifications on privately owned listed properties is deemed infeasible, mitigation measures commensurate with NRHP/CRHR standards shall be formulated in cooperation with the property owner.	Consistent: No NRHP/CRHR-listed properties are included in the project’s Area of Potential Effect. Refer to Section 4.5, Cultural Resources, for further discussion.
	Goal 7.6	Open Space Conservation: Conserve open space land for the continuation of the County’s rural character, commercial agriculture, forestry and other productive uses, the enjoyment of scenic beauty and recreation, the protection of natural resources, for protection from natural hazards, and for wildlife habitat.	Consistent: The proposed project is located in area containing industrial type uses and would not remove or alter any existing lands designated as open space.
	Policy 9.1.2.8	Integrate and link, where possible, existing and proposed National, State, regional, county, city and local hiking, bicycle, and equestrian trails for public use.	Consistent: The project would connect to the EDMUT via a trail connection to the Missouri Flat Road/Diamond Springs Parkway intersection. A parking lot with up to 40 spaces would be constructed for trail users. The proposed project would also construct an 8-foot wide, Class I bike path along the western side of Missouri Flat Road, which would provide connection to the future extension of the Sacramento-Placerville Transportation Corridor, west of the project.

Element	Goal/Policy Number	Goal/Policy	Consistency Determination
	Goal 10.2	Public Services and Infrastructure: Provide adequate levels of public services and infrastructure for existing residents and targeted industries and establish equitable methods to assure funding of needed improvements to existing infrastructure and services and new facilities to further economic development consistent with the County's custom, culture, and economic stability.	Consistent: The Parkway and associated roadway improvements are included in the County's 2009 CIP plan and 20-year TIM Fee Program and would assist several goals set forth in the Regional Transportation Plan. Further, the EID Intertie Improvements Project component would be constructed to ensure that adequate infrastructure is in place to ensure continued water supply and service. As such, the project lead agencies have assured funding for the project, and the proposed project would increase the availability of public infrastructure for existing residents and future planned growth.
	Policy 10.2.1.6	Provision of new infrastructure and facilities shall be coordinated with existing infrastructure and facilities and shall maximize use of existing facilities capacity to the extent that any exists.	Consistent: The EID Intertie Improvements Project has been included in this EIR in order to maximize the use of existing and reserved rights-of-way within roadway infrastructure.
	Policy 10.2.3.1	Coordinate major infrastructure construction within the County, particularly the transportation system network and extension of sewer and water service, to assure consistency of these improvements with the General Plan. Where it has legal authority to do so, the County, through its membership on LAFCO or otherwise, should deny proposals by special districts found to be inconsistent with the County's General Plan.	Consistent: The EID Intertie Improvements Project has been included in this EIR in order to maximize the use of existing and reserved right-of-ways within roadway infrastructure and to comply with the applicable regulations of the General Plan.
Chapter 10: Economic Development Element	Policy 10.2.7.3	Missouri Flat Road Corridor Area: The County shall commit to the comprehensive development of the needed road circulation plan for this area immediately following adoption of the General Plan. This plan shall also include the identification and development of a specific funding mechanism that overcomes existing deficiencies and accommodates future traffic demands to the year 2015.	Consistent: This project implements the development of identified road circulation improvements needed in the Missouri Flat Road Corridor Area.