

Initial Study Negative Declaration

for the

Revision to Standard 101-C of the Design and Improvement Standard's Manual

October 2007



CEQA Lead Agency
El Dorado County
2830 Fairlane Court
Placerville, CA 95667

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1 Introduction

BACKGROUND:

The overall purpose of the "Design and Improvement Standards Manual" (DISM) is to establish and maintain Countywide standards for land development and infrastructure improvements related to subdivisions, grading and drainage, water and sewer and roads based on generally accepted engineering practices. The road design standard details within the Manual are provided as design guidelines for the various types and intensities of land uses in the County, including commercial/Industrial, major and minor subdivision roadways, local access roadways, collectors, arterials, etc.

The design detail of Standard Plan 101-C sets forth standards for Rural Subdivision and Parcel Map Roadways. The DISM was originally adopted by the Board of Supervisors on May 27, 1986, and revised in November 1988, May 1990, June 1991, March 1994 and March 2007. The most recent revision for this particular standard detail was May 1990.

PROJECT:

The El Dorado County Department of Transportation is proposing a revision to the existing design detail, Standard Plan 101C, to achieve conformance with best engineering practices, the El Dorado County General Plan, the County Storm Water Management Plan, and other County ordinance requirements. A detailed explanation of this revision is contained in the Project Description section of this document.

The County has prepared this Initial Study to consider the potential for revision of this standard to result in significant impacts pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). The County is the CEQA lead agency for the project and this document has been prepared based on the requirements of the state CEQA Guidelines (14 California Administrative Code, Section 14000 et seq.).

Based on the results of this Initial Study, the County has determined that the project could not have a significant effect on the environment.

This document is divided into the following sections:

- **Section 1, Introduction:** Provides purpose and background of the project;
- **Section 2, Initial Study Findings:** Provides the County's CEQA findings pursuant to this Initial Study;
- **Section 3, Project Description:** Provides a detailed description of the project;
- **Section 4, Initial Study Checklists and Supporting Documentation:** Provides CEQA Initial Study resource impact checklists and supporting documentation; and
- **Section 5, Supporting Information Sources**—Provides a listing of sources of information used for the preparation of this document.

2 Initial Study Findings

1. **Project Title:** Revision to Standard 101-C of the El Dorado County Design and Improvement Standard's Manual
2. **Lead agency name and address:**
El Dorado County
2850 Fairlane Court
Placerville, CA 95667
3. **Contact person and phone number:** Jim Ware, (530) 621-5900
4. **Project location:** El Dorado County – County Wide where relevant
5. **Project sponsor's name and address:** N/A
6. **General Plan designation:** N/A 7. **Pre-zoning:** N/A
8. **Description of project:** A revision to the Design and Improvement Standards Manual Detail 101C road standard.
9. **Surrounding land uses and setting:** N/A
10. **Other required public agencies approvals:** None

INITIAL STUDY DETERMINATION:

On the basis of this initial evaluation:

✓	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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

Date

Name and Title: Janet Postlewait, Principal Planner

3 PROJECT DESCRIPTION

3.1 Project Background, Purpose, and Objectives

The Design and Improvement Standards Manual (DISM) was adopted by the Board of Supervisors on May 27, 1986 per Resolution 136-86 and has been revised 7 times since its adoption. The most recent revision was approved on March 13, 2007 as part of the revisions to the County's Grading Ordinance. Standard Plan 101-C (101C) of the DISM was last amended in 1990.

The current County Standard for Parcel Map roadways requires the roadways to be 24 feet wide with a 2 foot wide shoulder on each side and with a gravel surface for up to 3,000 vehicles per day. The same standards in 101C also allow a chip seal surface for up to 5,000 vehicles per day. It had been past practice of DOT staff performing discretionary review of Parcel map applications to concur with many waiver requests to the 101C standards. This has resulted in inconsistencies throughout the county and road approved with various widths, design speeds, grades, and surfacing. These revised standards will result in conformance with best engineering practices, the El Dorado County General Plan, the County Storm Water Management Plan, and will result in improvements more appropriate to the traffic needs of the area the road would serve.

3.2 Project Description

The project consists of a revision to Standard Detail 101C of the County's Design Improvements Standards Manual for non-County maintained roads in rural regions and rural centers. The revision consists of a scalable reduction of the required roadway surface widths on roads with a projected Average Daily Trips (ADT) volume of less than 600 vehicles per day for private, non-County maintained roads. See Exhibit A for the new design detail, Exhibit B for the existing detail, and Table 3-1 for a comparison of the two.

The design parameters contained in the revision meet Fire Safe Standards. Roads above 600 ADT are proposed to be improved to higher standards than those currently allowed. Roads that meet the low ADT's but are located above 3,000 feet in elevation, or have grades in excess of 12%, will be paved.

GREATER THAN 2,000 ADT USE STANDARD PLAN 101A OR 101B

NOT TO SCALE

ADT	RW	ROADWAY WIDTH	SHOULDER WIDTH	DESIGN SPEED	MAX GRADE	STRUCTURAL SECTION
1-150	50'	18'	1' (EACH SIDE)	20 MPH	15% PAVED 12% UNPAVED *	6" CLASS 2 AB (SEE NOTE 10)
151-600	50'	18'	2' (EACH SIDE)	25 MPH	(SEE NOTE 4)	
601-1500	60'	20'	5' (EACH SIDE)	40 MPH	13% *	4" AC ON 7" AB
1501-2000	60'	22'	6' (EACH SIDE)	40 MPH		4" AC ON 8" AB

* 15% WITH COUNTY ENGINEER'S APPROVAL (NOT TO EXCEED 600 LF.)

NOTES:

- STANDARD PLAN 101A OR 101B SHALL BE USED FOR ALL COUNTY MAINTAINED ROADS AND ALL NON-COUNTY MAINTAINED ROADS WITHIN COMMUNITY REGIONS.
- ADT DATA SHOWN IN THE TABLE ARE THE FORECASTED FOR 20-YEAR OUT DAILY VOLUMES.
- ROADS ABOVE 3,000 FT ELEVATION SHALL BE AC PAVED. THE MINIMUM STRUCTURAL SECTION SHALL BE 2.5" AC ON 6" AB FOR ROADS WITH ADTS LESS THAN 601.
- ROADS WITH ADT LESS THAN 601 MAY EXCEED THE 12% MAXIMUM GRADE UP TO A MAXIMUM OF 15% FOR MORE THAN 600 LF IF THEY ARE PAVED WITH A MINIMUM OF 2.5" AC ON 6" AB.
- WIDENING OF EXISTING ON-SITE ROADS SHALL COMPLY WITH MINIMUM STRUCTURAL SECTION REQUIRED AND HAVE AS GOOD OR BETTER SURFACING THAN EXISTING ROAD.
- ANY MODIFICATION TO STRUCTURAL SECTION SHOWN SHALL BE BASED ON "R" VALUE AND "T.I." DESIGN TO BE SUBMITTED TO DOT FOR REVIEW AND APPROVAL.
- AC SHALL BE TYPE B.
- THE TOP 6" OF SUBGRADE AND ALL CLASS 2 AB SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
- FABRIC REINFORCEMENT IS REQUIRED ON ALL YIELDING SUBGRADES UNLESS AN ALTERNATIVE DESIGN IS PREPARED BY THE ENGINEER AND APPROVED BY THE COUNTY.
- DOUBLE-CHIP SEAL MAY BE SUBSTITUTED FOR 2" OF AB FOR ROADS WITH ADT BELOW 601.
- CUT AND FILL SLOPES SHALL BE NO STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL UNLESS A CIVIL ENGINEER DETERMINES THAT A STEEPER SLOPE WILL BE SAFE FOR THE INTENDED USE AND WILL NOT BE SUSCEPTIBLE TO EROSION. SLOPES OVER 10 (TEN) HORIZONTAL TO 1 (ONE) VERTICAL ARE TO BE KEPT WHEN PLACING EMBANKMENT FILL.
- CONSTRUCTION/SLOPE EASEMENTS SHALL EXTEND 5' BEYOND HINGE POINTS, SLOPE TOES, AND DRAINAGE STRUCTURES.

APPROVED BY: 2/11/07

RICHARD W. SHEPARD, P.E. NO. 35439
DIRECTOR, EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

DATE: _____

BOARD OF SUPERVISOR'S RESOLUTION NO. _____

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS

LOCAL ROADWAYS:
RURAL REGIONS &
RURAL CENTERS

STD.
PLAN
101C

**EXHIBIT A
PROPOSED REVISION TO STANDARD PLAN 101-C**

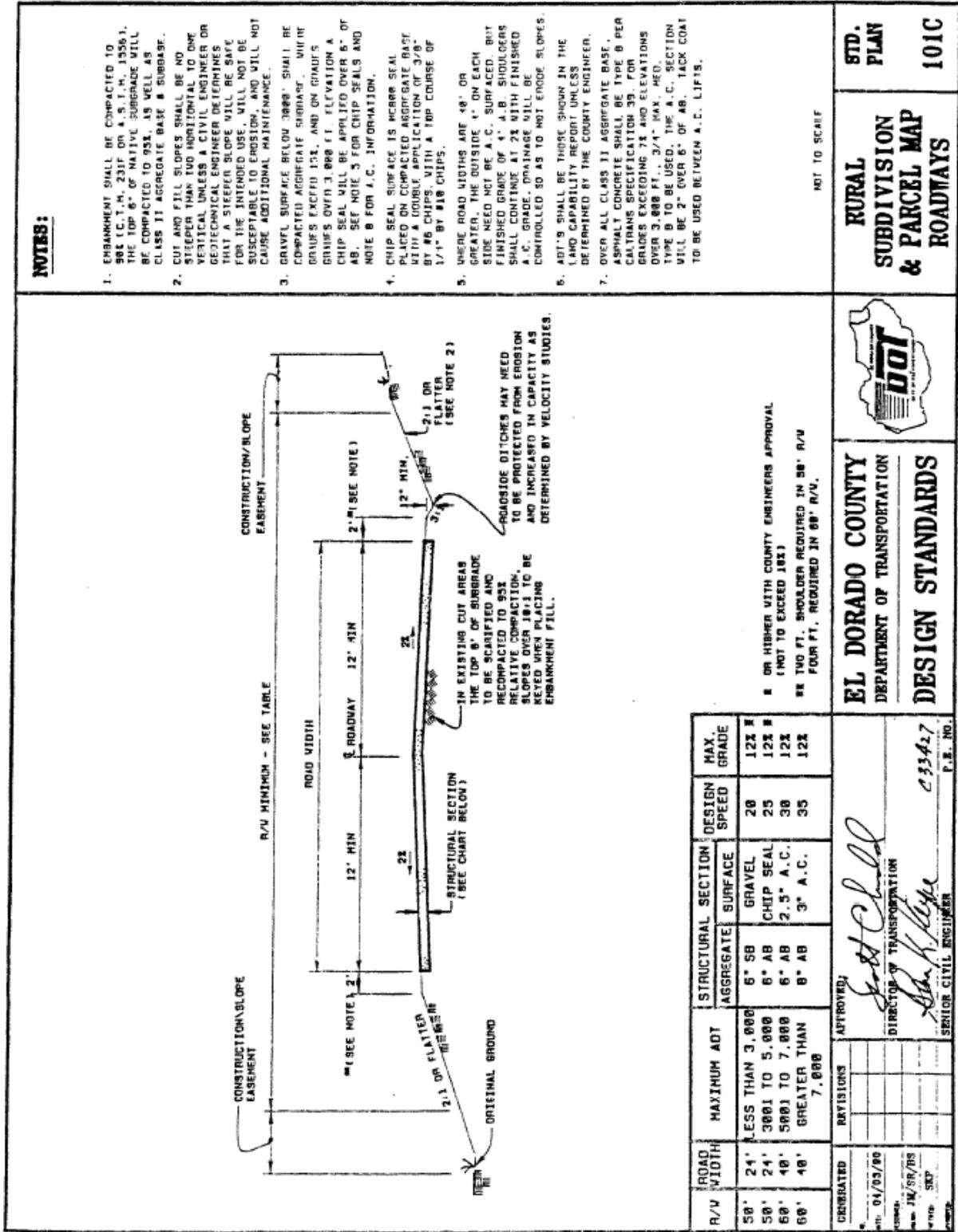


EXHIBIT B
EXISTING STANDARD PLAN 101-C

**TABLE 3-1
COMPARISON OF EXISTING AND PROPOSED STANDARD PLAN 101-C**

		Existing Standard		Proposed Standard	
Width	Up to 5,000 ADT	24' roadway 2' shoulders each side	Up to 2,000 ADT Less than 150 ADT 151-600 ADT 601-1500 ADT 1501-2000 ADT	Roadway widths vary from 18' to 22', shoulders vary from 1' to 6', each side 18' w/ 1' shoulder each side 18' w/ 2' shoulder each side 20' w/ 5' shoulder each side 22' w/6' shoulder each side	
			Above 2,000 ADT	Use Standard Plan 101A or 101B	
Structural Section	Up to 3,000 ADT	Gravel	Less than 150 ADT 151-600 ADT 601-1500 ADT 1501-2000 ADT	6" Class 2 Aggregate Base (AB) 6" Class 2 Aggregate Base 4" Asphalt concrete (AC) on 7" (AB) 4: AC on 8" AB	
	3,001 to 5,000	Chip Seal over Aggregate Base	Above 2,000 ADT Use Standard Plan 101A or 101B		
	5,001 and above	AC over Aggregate Base			
Grades	12% Maximum Grade (Can go up to 18% with County Engineer's Approval)		Up to 600 ADT	12% unpaved, 15% paved	
			Above 601 ADT	13%	
Design Speed (MPH)	Under 3,000 ADT	20	Under 150 ADT	20	
	3,001 to 5,000	25	151 to 600	25	
	5,001 to 7,000	30	601 to 2,000	40	
	Above 7,000	35	Above 2,001	Use Standard Plan 101A or 101B	

4 Initial Study Checklists and Supporting Documentation

4.1 Aesthetics

Would the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) Substantially degrade the existing visual character or quality of the site and its surroundings?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Significance Conclusion: a through d - No Impact.

Discussion: Standard 101-C is intended to address roads with lower traffic volumes, most of which are in rural areas of the county. Revision of this standard reduces required road widths for roads with ADT's of less than 600, reducing effects on visual resources than would have occurred under the existing standard. Widths increase as the ADT's increase. (See Table 3-1) For example, for roads with less than 150 ADT, the width is 18' with 1' shoulders on either side. For roads 151 to 600 ADT, the width is 18' with 2' shoulders on either side. Roads with ADT's greater than 600 up to 2000 will be another two (2) to six (6) feet wider. For ADT's above 2,000, a higher standard (Standard Plan 101A or 101B), will be applied for safety and operational purposes. (see Table 3-1). Additionally, whereas the current standard allows gravel for roads up to 3,000 ADT, the new standard requires paving for roads above 600 ADT, and above 3,000 feet in elevation in all cases. Paving is not considered a negative visual affect.

Project specific CEQA review is required prior to new road construction that would address visual impacts. Approval of this revision does not result in automatic project approval.

4.2 Agricultural Resources

Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the California Resources Agency Farmland Mapping & Monitoring Program, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Significance Conclusion: a through c - No Impact.

Discussion: Given that Standard Plan 101-C is generally geared toward rural areas with lower ADT's, many of the roads within agricultural areas would be subject to this standard. The revision results in a reduction of required road widths for such roads and would therefore reduce or have no appreciable effect on the intensity of any potential impacts to Agriculture than it would have had under the current Plan 101-C. Roads with ADT's greater than 600 up to 2000 will be two (2) to six (6) feet wider and paved. Approval of this standard revision would not result in automatic project approval. Project specific CEQA environmental review is required prior to new road construction.

4.3 Air Quality

Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality standard (including release of emissions exceeding quantitative thresholds for ozone precursors)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

Significance Conclusion: a through e - No Impacts.

Discussion: Roads with low traffic volumes are generally not those that trigger exceedance of air quality thresholds due to congestion. The revision of Standard 101-C reduces required road widths for roads with ADT's of less than 600 within the County. Roads with ADT's greater than 600 up to 2000 will be two (2) to six (6) feet wider and paved. The revision would also reduce the number of unpaved roads creating less dust– (see comparison in Table 3-2 above). Short term air quality impacts that may occur during construction are mitigated through County construction standards. Project specific CEQA review is required prior to new road construction. Approval of this standard revision would not result in automatic project approval. Approval of this 101-C revision would have no appreciable effect on the intensity of potential adverse Air Quality impacts that may otherwise occur under the existing standard.

4.4 Biological Resources

Would the project:

- a) Have a substantial adverse effect 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 & Game (DFG) or US Fish & Wildlife Service (FWS)?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in plans, policies, regulations or by the DFG or US FWS?
- c) Have a substantial adverse effect on federally protected wetlands per Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other?
- d) Interfere with movement of native resident, fish or wildlife species or established native resident or migratory wildlife corridors, or impede use of native wildlife nursery sites?
- e) Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Significance Conclusion: a through f - No Impacts.

Discussion: Maintaining the current width requirements under the existing Standard 101-C for low volume roads has the potential to result in unnecessary biological impacts due to increased soil disturbance, grading and tree removal. This proposed revision reduces required road widths for roads with ADT's of less than 600. Roads with ADT's greater than 600 up to 2000 will be two to six feet wider and paved. Adoption of this revision would have no appreciable effect on biological impacts that may otherwise occur under the existing standard.

Project specific CEQA review is required prior to new road construction. Approval of this standard revision does not result in automatic project approval.

4.5 Cultural Resources

Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

Significance Conclusion: a through d - No Impacts.

Discussion: Maintaining the current width requirements for lower volume roads (up to 600 ADT) may result in unnecessary impacts to cultural resources due to increased soil disturbance, grading and tree removal. Adoption of this standard revision reduces the standard widths and therefore reduces the level of impact on cultural resources that would otherwise occur under the current standard. Project specific environmental review is required prior to new road construction at which time impacts to cultural resources will be reviewed under CEQA in detail. Approval of this revision does not constitute approval of any project.

4.6 Geology and Soils

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as shown on the Alquist-Priolo Earthquake Map issued by the State Geologist other substantial evidence of a known fault?
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure?
 - iv) Landslides?
- b) Substantial soil erosion or topsoil loss?
- c) Result in on- or off-site landslide, lateral spreading, subsidence, liquefaction etc.)
- d) Be located on expansive soil, as defined in Table 18-1-B of the BUC (1994), creating substantial risks to life or property?
- e) Be incapable of supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available?

Significance Conclusion: a through e - No Impacts.

Discussion: The revision of this standard reduces the required road widths for roads with ADT's of less than 600 ADT, resulting in a reduction of all geological impacts that would otherwise occur if and when identified during a project specific environmental review prior to road construction. Approval of this revision does not constitute approval of any project.

4.7 Hazards and Hazardous Materials

Would the project:

- a) Create a hazard through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard through reasonably foreseeable upset & accident conditions from the release of hazardous materials?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a hazardous materials list of sites compiled per Government Code 65962.5?
- e) For a project located within two miles of a public airport, would the project result in a safety hazard for people in the project area?
- f) If within the vicinity of a private airstrip, would the project result in a safety hazard for people in the project area?
- g) Impair or physically interfere with an adopted emergency response or emergency evacuation plan?
- h) Expose people or structures to risk of loss, injury or death due to wildland fires,?

Significance Conclusion: a through h - No Impacts.

Discussion: The revision of this standard reduces the required road widths for roads with ADT's of less than 600 (see Table 3-1), resulting in a reduction of potential impacts having to do with hazards or hazardous materials that would otherwise occur under the existing standard. Project specific environmental review is required under CEQA prior to construction of new roads. Approval of this revision does not constitute approval of any project.

4/8 Hydrology and Water Quality

Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere with groundwater recharge for net deficit in aquifer volume or lowering of local groundwater table level?
- c) Substantially alter the drainage pattern of the site or area, including the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d) Substantially alter the existing drainage pattern of the site or area, including 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?
- 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?
- f) Otherwise substantially degrade water quality?
- 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?
- 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?
- j) Inundation by seiche, tsunami, or mudflow?

Significance Conclusion: a through j - No Impacts.

Discussion: Maintaining the current width requirements for the lower volume roads may result in unnecessary hydrological and/or water quality impacts due to the increased soil disturbance, grading and tree removal that may be necessary to construct new roadways that will ultimately have fairly low ADT's. The revision of this standard reduces the required road

widths for roads with ADT's of less than 600 (see Table 3-1). This results in a reduction of potential impacts that may otherwise occur under the existing standard. Project specific environmental review under CEQA is required prior to new road construction. Approval of this revision does not constitute approval of any project.

4.9 Land Use and Planning

Would the project:

- a) Physically divide an established community?
- 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?
- c) Conflict with applicable habitat conservation plan or natural community conservation plan?

Significance Conclusion a, b, and c - *No Impact*

Discussion:

Project specific environmental review is required prior to approval and construction of any road project. That review addresses conflicts with applicable policies or agency regulation, as well as applicable habitat conservation plans that may be in affect at the time. The revision of this standard to reduce road widths for low ADT roads is consistent with requirements of the County General Plan. Applicable Polices and Implementation Measures of the General Plan are:

MEASURE TC-C

Revise and update the Design and Improvement Standards Manual (DISM) to accomplish the following:

- *Specify minimum rights-of-way and road surface widths for the County road system and other design requirements. [Policies TC-1a, TC-1b, TC-1p, and TC-4h];*
- *Specify minimum distance between access points onto the County road system [Policy TC-1a];*
- *Provide detailed specifications for new development improvements, including private roads dedicated to public use [TC-1a];*
- *Provide detail for bicycle facilities [Goal TC-4]; and*
- *Provide standards for the requirement of sidewalks in new development and capital improvement projects. [Goal TC-5]*

MEASURE TC-U

Revise the County Design and Improvement Standards Manual to allow for narrower streets and roadways. The standards should recognize the need to minimize visual impacts, preserve rural character, and ensure neighborhood quality to the maximum extent possible consistent with the needs of emergency access, on-street parking, and vehicular and pedestrian safety. [Policies TC-1p, TC-1u, and TC-4i].

4.10 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?
- 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?

Significance Conclusion: a and b - No Impacts.

Discussion: Revision of this standard reduces the required road widths for roads with ADT's of less than 600 (see Table 3-1), resulting a reduction of potential impacts to mineral resources that would otherwise occur under the existing standard. Project specific environmental review is required prior to new road construction to address these types of issues relative to mineral resources. This standard does not result in automatic project approval.

4.11 Noise

Would the project result in:

- 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?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without 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 expose people residing or working in the project area to excessive noise levels?
- 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?

Significance Conclusion: a through f - No Impacts.

Discussion: Standard plan 101-C is focused primarily on rural roadways that will ultimately have fairly low ADT's (see Table 3-1). The revision of this standard reduces the required road widths for roads with ADT's of less than 600 and requires less grading and vegetation removal, the retention of which may aide in the absorption of noise. Therefore, potential noise impacts that may otherwise occur under the existing standards are either appreciably unaffected or reduced. Environmental review under CEQA is required on a project specific basis prior to construction. Adoption of this standard revision would not exacerbate any potential noise impacts.

4.12 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)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Significance Conclusion a through c - No Impacts.

Discussion: The revision of this standard would have no impact on population and housing impacts that would otherwise occur if identified during project specific environmental review. Standard Plan 101-C is designed primarily to address parcel maps (Lot split proposals into 4 parcels or less) in rural areas which are already identified in the General Plan as lower density areas. Land Use designations cannot be changed without intensive CEQA review. Additionally if higher density development is proposed, intensive CEQA review will address the subsequent need for wider roads at that time under a higher standard such as Standard Plan 101-B.

4.13 Public Services

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

Significance Conclusion: *No Impacts*

Discussion: The revision of this standard would have no impact on public services. These revisions are consistent with fire safe standards thereby maintaining acceptable service ratios, response times or any other public service performance objectives. Additionally, new road or road improvement would be further reviewed under CEQA on a project specific basis

4.14 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?
- 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?

Significance Conclusion: *No Impacts*

Discussion: The revision of this standard would have no impact on recreation than may otherwise occur under the current standard if identified during project specific environmental review. Road width requirements are reduced for roads with ADT's of less than 600 resulting in less overall grading and vegetation removal. Approval of this revision does not constitute approval of any project. Environmental review under CEQA is required a project specific basis prior to construction. Adoption of this standard revision would not exacerbate any potential impacts on recreation.

4.15 Transportation/Traffic

Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- 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?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Result in inadequate parking capacity?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Significance Conclusion: a through g - No Impacts

Discussion: The revision of Standard 101-C is designed to address new roads in rural areas which generally have low ADT's and would have no impact on transportation or circulation than may have otherwise occurred under the current standard. Project specific environmental review is required prior to construction of new roads. This standard will be applied to all roads that fit the parameters outlined in the revised Standard 101-C. Revision of the standard does not constitute approval of any specific project.

4.16 Utilities and Service Systems

Would the project:

- a) Exceed wastewater treatment requirements of the Regional Water Quality Control Board?
- 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?
- 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?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 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?
- f) Be served by a landfill with sufficient capacity to accommodate solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

Significance Conclusion a through g No Impacts

Discussion: The revision of this standard would have no impact on utilities and service systems that would otherwise occur under the current standard. Project specific environmental review under CEQA is required prior to construction of new roads that would address all thresholds of significance having to do with Utilities. Revision of this standard does not constitute project approval.

4.16 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, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant. As discussed throughout this checklist, the revision of this standard will not degrade the quality of the environment, reduce the habitat or affect populations of any fish or wildlife species or eliminate important examples of the major period of California history or prehistory. Project specific environmental analysis will determine the level of impact and mitigation necessary to reduce any identified impacts.

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

Less than Significant. The revision of this standard would result in an overall, cumulative reduction of required road widths County wide for roads with average daily trips (ADT's) of less than 600 within the County (See Table 3-1). This standard will be applied to all roads that fit the parameters outlined in the revised Standard 101-C. Therefore, the incorporation of this revision would either cumulatively reduce or have no cumulative effect on any potential impacts that otherwise would have been identified under the existing standard with regard to: Aesthetics, Agricultural, Biological, or Cultural Resources, Air Quality, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Service, Recreation, Transportation and Traffic, or Utilities and Service Systems. Project specific environmental review is required under CEQA prior to road construction and appropriate mitigation will be incorporated.

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

Less than Significant. The revision of Standard 101-C to reduce road widths would not result in substantial direct or indirect adverse effects from noise, either during project operation or construction, nor would it result in impacts to air quality, water quality, or utilities and public services. Therefore, the project would have a less than significant impact on human beings.

5 Supporting Information Sources

- El Dorado County Air Quality Management District CEQA Guide to Air Quality Assessment (2002)
- El Dorado County General Plan Draft Environmental Impact Report (2003 and 2004)
 - Volume I - Comments on Draft Environmental Impact Report
 - Volume II - Response to Comment on DEIR
 - Volume III - Comments on Supplement to DEIR
 - Volume IV - Responses to Comments on Supplement to DEIR
 - Volume V - Appendices
- El Dorado County General Plan: A Plan for Managed Growth and Open Roads; a Plan for Quality Neighborhoods and Traffic Relief (2004)
- County of El Dorado Grading, Erosion and Sediment Control Ordinance (Ordinance No. 3883, amended Ordinance Nos. 4061, 4167, 4170)
- California Environmental Quality Act (CEQA) Statutes (Public Resources Code Section 21000, et seq.)
- Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (Section 15000, et seq.)
- County of El Dorado Design and Improvement Standards Manual, Adopted May 27, 1986 along with subsequent revisions.