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October 30, 2025

VIA ELECTRONIC MAIL

Anna Quan, Senior Planner
Planning and Building Department
Planning Division
2850 Fairlane Court, Building C
Placerville, CA 95667
anna.quan@edcgov.us

Re: Response to Hazard

Dear Anna Quan,

Our firm represents the applicant, Strauch and Company (“Applicant”), who requests a Conditional Use Permit for the construction of a 100-foot automatic car wash (CUP23-0007) as part of a new ARCO AM/PM gas station, convenience store, and car wash on the southwest corner of the South Shingle Road and Durock Road intersection (APNs: 109-080-012-000 and 109-080-013-000). The gas station and associated convenience store uses are permitted by right in the Commercial Community (“CC”) zone. However, the car wash facility is a “Automotive and Equipment, Repair Shop” and permitted in the CC zone with a Conditional Use Permit (“CUP”). Because a CUP is a discretionary entitlement, the gas station, convenience store, and car wash facility uses (collectively, the “Project”) were subjected to environmental review under the California Environmental Quality Act (“CEQA”) and an Initial Study/Mitigated Negative Declaration (“IS/MND”) was prepared based on the County’s determination that the Project will avoid or mitigate any significant environmental impacts to a point where no significant impact will occur, as further explained below. On September 17, 2025, the County issued a *Notice of Intent to Adopt a Mitigated Negative Declaration*, which commenced a 30-day public review period of the IS/MND from September 18, 2025 to October 17, 2025.

During the public review period for the IS/MND, the County received various public comments generally raising concerns about potential Project-related traffic and existing traffic conditions at surrounding intersections and at US-50 off-ramps and on-ramps. According to these public comments, these existing conditions are due to congestion, outdated signalization at intersections, and school traffic. Considering these comments, County staff asked the Applicant team to confirm whether the Project will cause vehicles to back up on US-50 and result in hazardous conditions.

We, therefore, submit this letter to specifically respond to staff's request for confirmation on whether the Project will result in vehicles backing up on US-50. This letter also provides a brief overview of the County's planned US-50/Ponderosa Road/South Shingle Springs Road Interchange Improvements Project ("Interchange CIP" or "CIP") and its impacts on the Project. Lastly, we offer some context regarding the analysis of traffic impacts under CEQA to clarify, for the record, that the existing traffic congestion and deficiencies in the vicinity of the Project are not evidence of the Project's impacts for purposes of CEQA.

We ask that this letter be made part of the record of proceedings in this matter.

Staff's Request for Confirmation Regarding Project's Impacts on US-50

As indicated above, the staff asked the Applicant to confirm whether the Project will generate traffic that will cause a vehicle backup on US-50. The Applicant team provided staff with a response stating that the Traffic Impact Study ("TIS") found that the Project would have a negligible effect on any delays in the US-50 intersections studied, which ranged from a reduction of up to 5.6 seconds to an increase up to 0.2 seconds, with these intersections maintaining the same Level of Service ("LOS") between existing conditions; near-term conditions with the Project (meaning with the completion of Phase 1B of the Interchange CIP); and cumulative conditions (meaning completion of the Interchange CIP) with the Project (*Attachment 1- Email to Staff on October 20, 2025*). Accordingly, any additional queueing attributable to the Project will not exceed the existing storage capacity at US-50 intersections during peak hours (*Attachment 2 – Table 18 from TIS*). This is likely due to a variety of factors, including a majority of trips to the Project being "pass-by" trips (62% in AM and 56% PM/daily), meaning vehicles already on the adjacent roadway network (not from US-50); a limited amount of gas stations currently exist to serve the residential areas north and south of US-50 off of Ponderosa Road and South Shingle Springs; and gas purchases are not subject to fixed time constraints (*Attachment 3 – Table 4 and Figure 20 from TIS*).

US-50/Ponderosa Road Interchange CIP - Phase 1B – Durock Road Realignment

As noted in several public comments regarding the Project, the existing traffic conditions at the US-50 and Ponderosa Road and South Shingle Road Interchange, and along the surrounding frontage roads, are substandard. The County's Initial Study/Mitigated Negative Declaration (2018), Addendum to the Mitigated Negative Declaration (2025), and other documents related to the Interchange CIP are consistent with that assessment (LINK: [Public Meeting March 19, 2025](#)). The CIP intends to reduce existing travel delays in the CIP's project area, add multimodal access (pedestrian and bicycle) and ADA compliance features, and accommodate future and local traffic growth (LINK: [Addendum to MND for Interchange CIP, March 2025](#)).

The Transportation Analysis Report ("Traffic Report") for the CIP, prepared in November 2024, examined five of the same intersections that the Project's TIS analyzed. The Traffic Report evaluated intersection conditions and average maximum queue lengths under existing conditions and projected "Horizon Year" 2049 conditions with and without the CIP. The Report found that under the existing conditions, on southbound Ponderosa Road and westbound N. Shingle Road,

and eastbound left turn on S. Shingle Road/Mother Lode/US-50 operate at LOS F during the peak hours of 7:45 to 8:45 AM and 3:00 to 4:00 PM (*Attachment 4- Section 3.2 Intersection Operations from Traffic Report*). This is consistent with the public comments indicating that school traffic is the cause of the existing congestion. With respect to queue length, the available storage is exceeded at the northbound Ponderosa Rd./US-50 Westbound ramps and the eastbound S. Shingle Road/Mother Lode/US-50 in the AM peak hour (*Attachment 5- Table 16 from Traffic Report*). The Report also analyzed freeway operations and determined that peak hours for eastbound US-50 are 7:45 to 8:45 AM and 4:15 to 5:15 PM, and for westbound US-50, 7:15 to 8:15 AM to 3:00 to 4:00 PM (*Attachment 6- Tables 17 & 18 from Traffic Report*). The Report confirmed that, without the Interchange CIP, by 2049, most of the study intersections will experience a deterioration in LOS to LOS F.

For these reasons, the County is proceeding with the CIP. Phase 1B of the CIP will realign Durock Road to the south, eliminate the current intersection, and connect it to a roundabout at Sunset Lane (*Exhibit G of Staff Report*). Once completed, Phase 1B will modify the Project's two driveways by providing full access to a widened South Shingle Road, and the second driveway will connect to a Park-and-Ride, from which customers will have right-turn-only egress from and ingress to South Shingle Road.

CEQA Review and Transportation/Traffic Impacts

As indicated earlier, an IS/MND was prepared for the Project, which included the following technical studies: the TIS, a Biological Resources Report, Oak Resources Technical Report, Air Quality and Greenhouse Gas Report, and Acoustical (Noise) Report (*Exhibit P of the Staff Report*). The IS/MND identified four potentially significant impacts that will be mitigated by the implementation of the four measures identified in the Mitigation and Monitoring Reporting Program ("MMRP"; *Exhibit Q of the Staff Report*). These measures address biological resources, greenhouse gas emissions, and noise impacts.

From a CEQA perspective, the Project will have less than significant transportation/traffic impacts as it is consistent with the County's transportation policies, does not substantially increase hazards due to design features or incompatible uses, will not result in inadequate emergency access, and will result in a net reduction in Vehicle Miles Traveled ("VMT"). Changes in State law have revised how traffic impacts are measured for CEQA purposes. Previously, the Level of Service (LOS) metric was used. LOS measures traffic operating conditions by measuring the average vehicle delay at intersections during peak travel times and assigns a letter grade based on that average. As explained in the TIS, "LOS 'A' represents free-flow conditions with little to no delays, while LOS 'F' represents jammed or grid-lock conditions". VMT is a metric that calculates the number of vehicle trips generated by a project and the length of those trips. Here, the Project is estimated to generate 761 new daily trips or "primary" trips (*Attachment 3- Table 4*). The majority of trips (56% daily) generated by the Project will be vehicles that are already on roads nearby, known as "pass-by" trips, with 21% of daily trips to the Project being "diverted" trips, which are vehicles already on the road network that must make a short diversion to get to the site. Primary and diverted trips will on average travel longer distances to arrive at the Project; however, pass-by trips from the south will travel a shorter distance of approximately 470 feet then required

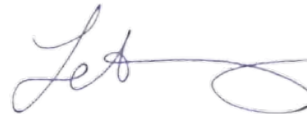
by visiting the existing gas stations. Combined, the Project will result in a decrease of 104.2 VMT compared to the existing conditions, thereby reducing sprawl, greenhouse gas emissions, and leading to less than significant traffic impacts for CEQA purposes (*Attachment 7 – Vehicle Miles Traveled (VMT) Analysis from TIS*).

While not a CEQA issue, the existing traffic congestion and roadway deficiencies identified in the public comments and documented in the County's Traffic Report for the CIP and the Project's TIS show that improvements are needed to improve the LOS at the intersections studied and demonstrate that the CIP will improve those conditions to meet the County's LOS policies in the future. If approved, the Project will contribute its fair share to fund those improvements as required by the County's General Plan policies.

As noted above, the US-50/Ponderosa Road/South Shingle Road interchange and adjacent frontage roads of Durock Road, North Shingle Road, and Wild Chapparal Drive require modifications to improve current and future condition congestion, LOS, and overall access and safety. From a CEQA and County transportation perspective, the Project will not exacerbate those conditions. On the contrary, the Project is alleviating or addressing those conditions by paying traffic impact fees, reducing VMT, and constructing frontage improvements, including sidewalks, curbs, and bicycle lanes.

Very Truly Yours,

THATCH & HOOPER, LLP



LETICIA M. RAMIREZ

LMR/sy

Encl: Attachment 1- *Email to Staff on October 20, 2025*
Attachment 2- Table 18 from TIS
Attachment 3- Table 4 and Figure 20 from TIS
Attachment 4- Section 3.2 Intersection Operations from Traffic Report
Attachment 5- Table 16 from Traffic Report
Attachment 6- Tables 17 & 18 from Traffic Report
Attachment 7- Vehicle Miles Traveled (VMT) Analysis from TIS

CC: Marc Strauch, Strauch and Company
Ande Flower, Planning Manager
Jefferson Billingsley, Deputy County Counsel

Attachment 1- Email to Staff on October 20, 2025



RE: follow up on traffic hazard question (BCE#21863)

From Anna Y. Quan <Anna.Quan@edcgov.us>

Date Tue 10/21/2025 11:29 AM

To Kacey Held <kheld@barghausen.com>

Cc Elizabeth Benuto <ebenuto@barghausen.com>; Leslie Burnside <lburnside@barghausen.com>; Leticia Ramirez <lr Ramirez@thatchlaw.com>; Mario Tambellini <mtambellini@woodrogers.com>; pim <pim@barghausen.com>

Thanks for your response, Kacey. I will review with DOT staff.

Best,

Anna Quan, AICP

Senior Planner

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From: Kacey Held <kheld@barghausen.com>

Sent: Tuesday, October 21, 2025 10:44 AM

To: Anna Y. Quan <Anna.Quan@edcgov.us>

Cc: Elizabeth Benuto <ebenuto@barghausen.com>; Leslie Burnside <lburnside@barghausen.com>; Leticia Ramirez <lr Ramirez@thatchlaw.com>; Mario Tambellini <mtambellini@woodrogers.com>; pim <pim@barghausen.com>

Subject: Re: follow up on traffic hazard question (BCE#21863)

Hi Anna - thanks for your time to discuss the staff report for the Durock Road Fuel Station. During the meeting, we were asked to provide confirmation that the project will not result in cars backing up onto SR-50 that would result in a hazardous condition. This response should be evaluated for the Existing Plus Project, Near-Term, and Culminative Conditions. It should be noted that intersection traffic operations were evaluated for the weekday AM and PM peak hours. The AM peak hour is the highest one hour of traffic flow counted between 7AM-9AM and the PM peak hour is defined as the highest one hour of traffic flow counted between 4PM-6PM. The counts were collected during the school year. Results for intersection #2 (Ponderosa Road and WB-50) and intersection #3 (S. Shingle Road and EB-50) are shown below.

Existing Plus Project:

Table 5. Existing Plus Project Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Existing			Existing Plus Project		
					Delay (sec/veh) ²	LOS ²	Warrant Met ³	Delay (sec/veh) ²	LOS ²	Warrant Met ³
2	Ponderosa Road & Westbound US-50 Ramps	Signal	E	AM	16.2	B	-	16.4	B	-
				PM	14.4	B	-	9.3	A	-
3	South Shingle Road & Mother Lode Drive /Eastbound US-50 Ramps	Signal	E	AM	47.6	D	-	46.2	D	-
				PM	52.0	D	-	47.7	D	-

In both AM and PM conditions, the delay is reduced or slightly increased (intersection 2, AM, 0.2 sec), and the LOS remains the same or improves (intersection 2, PM).

Queuing:

Table 18. Off-Ramp Queueing

Intersection	Approach	Storage (ft) ¹	Peak Hour	95 th Percentile Queue (ft) ¹	
				Existing Conditions	Existing Plus Project Conditions
#3, South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive	EB	1,310	AM	448	448
			PM	390	390

The project is not anticipated to affect queuing in the existing plus project condition in the EB approach but is expected to increase the queue for the WB approach. The storage provided is generous for the anticipated queue.

Near Term + project:

Table 7. Near-Term Plus Project Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Near-Term			Near-Term Plus Project		
					Delay (sec/veh) ²	LOS ²	Warrant Met ³	Delay (sec/veh) ²	LOS ²	Warrant Met ³

Table 7. Near-Term Plus Project Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Delay (sec/veh) ²	LOS ²	Warrant Met ³	Delay (sec/veh) ²	LOS ²	Warrant Met ³
3	South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive	Signal	E	AM	68.6	E	-	63.0	E	-
				PM	47.8	D	-	46.2	D	-

In both AM and PM conditions, the delay is reduced and the LOS remains the same.

Queuing:

Intersection	Movement	Storage (ft) ¹	Peak Hour	95 th Percentile Queue (ft) ¹	
				Near-Term	Near-Term Plus Project
#2, Ponderosa Road & Wild Chaparral Drive/Westbound US-50 Ramps (realigned)	WBL	275	AM	112	138
			PM	123	143

#3, South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive	NBL	235	AM	68	83
			PM	79	101
	EBR	350	AM	26	36
			PM	58	62
	WBL	265	AM	206	186
			PM	191	170

Intersection #2: Only the WBL lane was analyzed, as the project is not anticipated to add additional trips to the other WB lane. The WBL lane is noted to have sufficient storage.

Intersection #3: Only the EBR lane was analyzed, as the project is not anticipated to add additional trips to the other EB lane. The EBR lane is noted to have sufficient storage.

Cumulative + project:

Table 9. Cumulative Plus Project Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Cumulative			Cumulative Plus Project		
					Delay (sec/veh) ²	LOS ²	Warrant Met? ³	Delay (sec/veh) ²	LOS ²	Warrant Met? ³
2	Ponderosa Road & Wild Chaparral Drive/Westbound US-50 Ramps (realigned)	Signal	E	AM	33.7	C	-	33.7	C	-
				PM	24.0	C	-	24.0	C	-
3	South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive	Signal	E	AM	70.8	E	-	71.0	E	-
				PM	71.7	E	-	71.8	E	-

In both AM and PM conditions, the delay is increased in the slightest manner (.2 sec max) and the LOS remains the same.

Queuing:

Intersection	Movement	Storage (ft) ¹	Peak Hour	95 th Percentile Queue (ft) ¹	
				Cumulative	Cumulative Plus Project
#3, South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive	NBL	235	AM	95	113
			PM	151	178
	EBR	350	AM	41	43
			PM	170	197
	WBL	265	AM	252	254
			PM	356	354

Intersection #2: Only the WBL lane was analyzed, as the project is not anticipated to add additional trips to the other WB lane. The WBL lane is noted to have sufficient storage.

Intersection #3: Only the EBR lane was analyzed, as the project is not anticipated to add additional trips to the other EB lane. The EBR lane is noted to have sufficient storage.

As you can see in the provided tables, any additional delay to the project is negligible and thus does not present an added hazard to the project.

Thanks,
Kacey

From: Anna Y. Quan <Anna.Quan@edcgov.us>

Sent: Monday, October 20, 2025 3:31 PM

To: Kacey Held <kheld@barghausen.com>

Cc: Elizabeth Benuto <ebenuto@barghausen.com>; Leslie Burnside <lburnside@barghausen.com>

Subject: follow up on traffic hazard question

Hi Kacey,

I realize I did not specify a day/time to respond to me regarding the traffic hazard question. Could you provide the response before 10 am tomorrow to me? I have a meeting to discuss with DOT staff tomorrow morning.

Thank you!

Best,

Anna Quan, AICP

Senior Planner

Current Planning Division

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Attachment 2 – Table 18 from TIS

Table 18. Off-Ramp Queueing

Intersection	Approach	Storage (ft) ¹	Peak Hour	95 th Percentile Queue (ft) ¹	
				Existing Conditions	Existing Plus Project Conditions
#2, Ponderosa Road & Wild Chaparral Drive/Westbound US-50 Ramps (realigned)	WB	1,560	AM	119	131
			PM	82	99
#3, South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive	EB	1,310	AM	448	448
			PM	390	390
Notes: ¹ Queues and storage length are reported per lane. Storage is measured from the limit line to the gore area. Bold represent queues that exceed existing storage.					

II. PROJECT-RELATED DEFICIENCIES AND IMPROVEMENTS

This chapter summarizes deficiencies caused by the Project at study facilities and identifies potential improvements.

II.1 INTERSECTIONS

All study intersections are projected to operate at acceptable LOS (LOS “E” or better) under all scenarios analyzed. CA MUTCD Peak Hour Signal Warrant #3 is projected to be met for the South Shingle Road & Project Driveway 1 intersection during the PM peak hour under Cumulative Plus Project conditions, however, as this intersection is projected to operate at LOS C or better, a Project-related deficiency is not considered to occur.

II.2 ROADWAY SEGMENTS

The study roadway segments are projected to operate at acceptable LOS with and without the addition of Project trips.

II.3 QUEUEING ANALYSIS

Under Existing and Existing Plus Project conditions, the westbound left turn queue at the South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive intersection is projected to exceed available storage length.

The Ponderosa Interchange Improvements Project would lengthen the westbound turn pocket at this intersection to 265 feet. However, the westbound left-turn queue is projected exceed storage by 91 feet under Cumulative conditions and by 89 feet under Cumulative Plus Project conditions. Under future conditions, this turn pocket would have small striped island in between another westbound left turn pocket on Mother Lode Drive. The striped island could be shortened to slightly lengthen the westbound turn pocket; however, the turn pocket would not be able to be extended enough to accommodate projected queues.

The remaining 95th percentile queues are anticipated to be accommodated by the existing available storage.

Attachment 3 – Table 4 and Figure 20 from TIS

Table 4. Project Trip Generation

ITE Code	Land Use Category	Quantity	Units	Daily Trips ¹	AM Peak Hour ¹			PM Peak Hour ¹		
					Total	In	Out	Total	In	Out
945	Convenience Store/Gas Station (GFA 2-4k) ³	12	FP ⁴	2,750	193	97	96	221	111	110
948	Automated Car Wash ²	1	Car Wash Tunnels	1,116	78	39	39	78	39	39
<i>Internal Capture between Gas Station and Car Wash (50% of Car Wash Trips)</i>				-558	-39	-20	-19	-39	-20	-19
Net Total Gas Station and Car Wash Trips				3,308	232	116	116	260	130	130
<i>Gas Station and Car Wash Pass-By Trips⁵: AM = 62%, PM & Daily = 56%</i>				1,852	144	72	72	146	73	73
<i>Gas Station and Car Wash Diverted Trips⁵: AM & Daily = 21%, PM = 31%</i>				695	49	25	24	81	41	40
Net Total Primary Trips				761	39	19	20	33	16	17
Notes: ¹ The daily trip rate is based on the fitted curve equation and peak hour trips rates are based on the average rates for the proposed land use consistent with information contained in the ITE Trip Generation Manual, 11th Edition ² Daily and AM peak hour trip rates are not provided for Automated Car Wash use. The daily trip rate was estimated by dividing the PM peak hour Automated Car Wash rate by the ratio of the average rates for Daily and PM peak hour trip generation for Convenience Store/Gas Station (ITE 945) use (calculated to be ~0.07). The AM peak hour rate is assumed to be the same as the PM peak hour rate for Automated Car Wash. ³ GFA = Gross Floor Area ⁴ FP = Fueling Positions ⁵ Based on data contained in the ITE Trip Generation Handbook, 3rd Edition. The Car Wash was assumed to have the same pass-by and diverted trip rates as the Convenience Store/Gas Station since they would be operating as a single facility.										

3.2.2 Trip Distribution and Assignment

The Project trip distribution was determined based on existing traffic counts and travel patterns, knowledge of the area, and engineering judgement. Separate trip distributions and assignments were prepared for the primary trips, pass-by trips, and diverted trips and are shown in **Figure 5**, **Figure 6**, and **Figure 7**, respectively. Primary trips are defined as new trips on the local roadway network generated by the Project. **Figure 8** provides the final Combined Project Trips which represent a summation of all Project primary, pass-by, and diverted trips.

Figure 20. Gas Stations Within the Project Area and Potential Project Customers



**Attachment 4- Section 3.2 Intersection Operations from
Traffic Report**

Sunset Lane is a north/south local road that connects South Shingle Road on the south to Mother Lode Drive on the north and continues north to provide access to various commercial properties adjacent to US 50. The two-lane road does not have posted speed limit signs.

US 50 is a transcontinental highway that extends from West Sacramento, CA to Ocean City, MD. In the study area, US 50 serves commuter and commercial traffic in the Sacramento metropolitan area, and freight and recreational traffic between the Sacramento and Lake Tahoe regions. US 50 transitions from a six-lane freeway with HOV lanes east of Cameron Park Drive to a four-lane freeway to the west. An eastbound auxiliary lane exists between Shingle Springs Drive and Red Hawk Parkway.

The US 50/Cameron Park interchange has a tight diamond (Type L-1) configuration in the eastbound direction and a partial cloverleaf (Type L-9) configuration in the westbound direction. The US 50/Ponderosa Road/South Shingle Road interchange has a partial cloverleaf (Type L-7) in the eastbound direction and a partial cloverleaf (Type L-9) in the westbound direction. The US 50/Shingle Springs Drive interchange has a tight diamond (Type L-1) for both directions. In the study area, ramp meters exist and are operating only at Ponderosa Road/South Shingle Road.

3.2 Intersection Operations

Table 15 shows the AM and PM peak hour intersection operations results for existing conditions. During the AM peak hour, intersection operations are LOS E at Ponderosa Road/North Shingle Road. The delay is highest for the southbound approach which is associated with trips from Ponderosa High School. The remaining intersections have LOS D or better conditions.

Table 15: Intersection Operations – Existing Conditions

Intersection	Control	AM Peak Hour	PM Peak Hour
1. Ponderosa Rd/North Shingle Rd/Wild Chaparral Dr	Signal	E / 79	E / 61
2. Ponderosa Rd/US 50 Westbound Ramps	Signal	D / 41	C / 20
3. South Shingle Rd/Mother Lode Dr/US 50 Eastbound Ramps	Signal	D / 55	D / 50
4. South Shingle Rd/Durock Rd	Signal	C / 23	D / 47
5. South Shingle Rd/Sunset Ln	Side Street Stop	A / 7 (WB LT)	A / 9 (WB LT)

Notes: Level of service and delay are shown with delay reported in seconds per vehicle. Bold and underline font indicate deficient LOS F conditions. The peak hours are 7:45 to 8:45 AM and 3:00 to 4:00 PM. For side street stop control, the level of service and delay are reported for the worst movement with the worst movement noted in parentheses.

On the north side of the interchange, the two closely spaced intersections operate with one signal controller that provides a separate phase for each approach to minimize queues between the two intersections. As a result, southbound Ponderosa Road and westbound North Shingle Road have LOS F and northbound through Ponderosa Road at the US 50 Westbound Ramps has LOS E. At the South Shingle Road/Mother Lode Drive intersection, the eastbound approach (US 50 eastbound off-ramp) also has LOS E conditions, with LOS F for the eastbound left turn.

Attachment 5- Table 16 from Traffic Report

During the PM peak hour, Ponderosa Road/North Shingle Road again has LOS E conditions with LOS F for the southbound and westbound approaches, similar to the AM peak hour. The South Shingle Road/Mother Lode Drive intersection has LOS D as during the AM peak hour, but the South Shingle Road/Durock Road worsens to LOS D. The Mother Lode Drive intersection has LOS E for the southbound and westbound approaches. The eastbound approach at Durock Road is at LOS F.

Table 16 shows the average maximum queue length for selected approaches at the study intersections. During the AM peak hour, vehicle queues are greater than 1,000 feet for the southbound approach and 650 feet for the westbound approach at Ponderosa Road/North Shingle Road, which correspond with the LOS F conditions reported above. The northbound approach at the US 50 Westbound Ramps queues back into the US 50 Eastbound Ramps intersection. The photos⁶ below show the observed queues for westbound North Shingle Road and northbound Ponderosa Road during the AM peak hour.

Table 16: Average Maximum Queue Length – Existing Conditions

Intersection	Approach	Storage Length	Queue Length	
			AM Peak Hour	PM Peak Hour
1. Ponderosa Rd/North Shingle Rd/Wild Chaparral Dr	Southbound	> 1,000	1,050	800
	Westbound	> 1,000	650	700
2. Ponderosa Rd/US 50 Westbound Ramps	Northbound	725	<u>>750</u>	725
	Westbound	1,275	325	275
3. South Shingle Rd/Mother Lode Dr/US 50 Eastbound Ramps	Eastbound	1,300	<u>1,350</u>	925
	Southbound	725	450	625
	Westbound	> 1,000	550	575
4. South Shingle Rd/Durock Rd	Eastbound	> 1,000	250	700
	Northbound	> 1,000	350	350

Notes: Storage and queue lengths are reported in feet. The peak hours are 7:45 to 8:45 AM and 3:00 to 4:00 PM. Bold and underlined font indicates a queue length that exceeds the storage length. Storage length is either the pocket length or the distance upstream to the nearest intersection or freeway gore point.

⁶ The photos were taken on January 9, 2024, which is the day prior to the days that the traffic counts were taken.

Attachment 6- Tables 17 & 18 from Traffic Report

Table 17: Freeway Operations Eastbound US 50 – Existing Conditions

Freeway Segment	Facility Type	AM Peak Hour	PM Peak Hour
Cameron Park Dr Off-ramp	Diverge (Basic)	B / 15	C / 20
Cameron Park Dr Off to On-ramp	Basic	B / 18	C / 23
Cameron Park Dr On-ramp	Merge	C / 20	C / 26
Cameron Park Dr to South Shingle Rd	Basic	C / 22	D / 28
South Shingle Rd Off-ramp	Diverge	C / 23	D / 32
South Shingle Rd Off to On-ramp	Basic	B / 14	B / 18
South Shingle Rd On-ramp	Merge	B / 13	B / 17
South Shingle Rd to Shingle Springs Dr	Basic	B / 16	C / 20
Shingle Springs Dr Off-ramp	Diverge	B / 16	C / 20
Shingle Springs Dr Off to On-ramp	Basic	B / 15	C / 19
Shingle Springs Dr to Red Hawk Pkwy	Weave	B / 11	B / 14

Notes: Level of service and density are shown with density reported in vehicles per lane per mile. Bold and underline font indicate deficient LOS F conditions. The peak hours are 7:45 to 8:45 AM and 4:15 to 5:15 PM.

Table 18: Freeway Operations Westbound US 50 – Existing Conditions

Freeway Segment	Facility Type	AM Peak Hour	PM Peak Hour
Shingle Springs Dr Off-ramp	Diverge	B / 15	B / 18
Shingle Springs Dr Off to On-ramp	Basic	B / 15	B / 17
Shingle Springs Dr On-ramp	Merge	B / 13	B / 16
Shingle Springs Dr to Ponderosa Rd	Basic	B / 16	C / 19
Ponderosa Rd Off-ramp	Diverge	B / 16	C / 20
Ponderosa Rd Off to Northbound On-ramp	Basic	B / 14	B / 17
Ponderosa Rd Northbound On-ramp	Merge	B / 16	B / 17
Ponderosa Rd Southbound On-ramp	Merge	C / 20	C / 22
Ponderosa Rd to Cameron Park Dr	Basic	C / 23	C / 25
Cameron Park Dr Off-ramp	Diverge	C / 24	D / 28
Cameron Park Dr Off to Northbound On-ramp	Basic	C / 20	C / 18
Cameron Park Dr Northbound On-ramp	Merge	B / 15	B / 15
HOV Lane Add to Cameron Park Dr SB On-ramp	Basic	C / 20	C / 19
Cameron Park Dr Southbound On-ramp	Merge	C / 18	B / 18

Notes: Level of service and density are shown with density reported in vehicles per lane per mile. Bold and underline font indicate deficient LOS F conditions. The peak hours are 7:15 to 8:15 AM and 3:00 to 4:00 PM.

During the PM peak hour, Ponderosa Road/North Shingle Road again has LOS E conditions with LOS F for the southbound and westbound approaches, similar to the AM peak hour. The South Shingle Road/Mother Lode Drive intersection has LOS D as during the AM peak hour, but the South Shingle Road/Durock Road worsens to LOS D. The Mother Lode Drive intersection has LOS E for the southbound and westbound approaches. The eastbound approach at Durock Road is at LOS F.

Table 16 shows the average maximum queue length for selected approaches at the study intersections. During the AM peak hour, vehicle queues are greater than 1,000 feet for the southbound approach and 650 feet for the westbound approach at Ponderosa Road/North Shingle Road, which correspond with the LOS F conditions reported above. The northbound approach at the US 50 Westbound Ramps queues back into the US 50 Eastbound Ramps intersection. The photos⁶ below show the observed queues for westbound North Shingle Road and northbound Ponderosa Road during the AM peak hour.

Table 16: Average Maximum Queue Length – Existing Conditions

Intersection	Approach	Storage Length	Queue Length	
			AM Peak Hour	PM Peak Hour
1. Ponderosa Rd/North Shingle Rd/Wild Chaparral Dr	Southbound	>1,000	1,050	800
	Westbound	>1,000	650	700
2. Ponderosa Rd/US 50 Westbound Ramps	Northbound	725	<u>>750</u>	725
	Westbound	1,275	325	275
3. South Shingle Rd/Mother Lode Dr/US 50 Eastbound Ramps	Eastbound	1,300	<u>1,350</u>	925
	Southbound	725	450	625
	Westbound	>1,000	550	575
4. South Shingle Rd/Durock Rd	Eastbound	>1,000	250	700
	Northbound	>1,000	350	350

Notes: Storage and queue lengths are reported in feet. The peak hours are 7:45 to 8:45 AM and 3:00 to 4:00 PM. Bold and underlined font indicates a queue length that exceeds the storage length. Storage length is either the pocket length or the distance upstream to the nearest intersection or freeway gore point.

⁶ The photos were taken on January 9, 2024, which is the day prior to the days that the traffic counts were taken.

Attachment 7- Vehicle Miles Traveled (VMT) Analysis
from TIS

13. ADVERSE EFFECTS ON BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

This section discusses projected Project effects on study area bicycle and pedestrian facilities. This section also identifies planned bicycle and pedestrian facility improvements in the study area.

13.1 PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian sidewalks are planned to be constructed on all study area roadways as part of the Interchange Improvements Project. Based on Map 3 of the *El Dorado County Active Transportation Plan* (February 2020), Class II Bike Lanes are planned on Durock Road, Mother Lode Drive, South Shingle Road, and Ponderosa Road within the study area. The Project is not anticipated to cause a notable increase in pedestrian or bicycle demand in the study area that would put existing or planned facilities over capacity. The Project would not adversely affect existing or proposed pedestrian and bicycle facilities in a way that would discourage their use.

As Project construction of frontage improvements with sidewalks and curb and gutter may be in conflict with the future Interchange Improvements Project, the Project would be conditioned to enter into a Deferred Frontage Improvement Agreement.

13.2 TRANSIT FACILITIES

The existing Park-and-Ride facility adjacent to the Project site would be improved under Phase I conditions. Access to the existing Park-and-Ride lots on Ponderosa Road would also be improved with construction of sidewalks on Ponderosa Road and Wild Chaparral Drive. The Project is not anticipated to cause an increase in transit demand in the study area that would put existing or planned facilities over capacity. The Project would not adversely affect existing or proposed transit facilities in a way that would discourage their use.

14. VEHICLE MILES TRAVELED (VMT) ANALYSIS

Senate Bill 743 (SB 743), signed in 2013, required changes to CEQA guidelines on the measurement and identification of transportation impacts due to new projects in California. Revised CEQA Guidelines were adopted in 2018 which identified VMT as the most appropriate metric to evaluate transportation impacts. Statewide implementation of assessment of VMT as a metric of transportation impact occurred for all jurisdictions on July 1, 2020. The Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory) (December 2018), contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

OPR guidance states the following:

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact...Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.

As the Project gross square footage is planned to be less than 50,000 square feet, under OPR guidance, the Project may be considered "local-serving retail" and would not be considered a VMT increasing project.

However, El Dorado County Resolution 141-2020 (adopted October 6, 2020), which contains County VMT thresholds and screening criteria for land use projects, does not contain screening criteria for local-serving retail projects. County Resolution 141-2020 provides the following significance threshold for retail projects: “no net increase in VMT”.

In order to estimate the Project’s effect on area VMT, the Project area gas station trips were evaluated before and after development of the Project. As gas stations are generally local serving and a necessity for the majority of vehicle operators, customers will typically visit gas stations that are closest to their residence or along their commute route. Additionally, since gas stations are necessities, they typically do not generate all new trips to the area, but instead reroute trips from other existing gas stations in the area. As shown in **Figure 20**, there are two existing gas stations with convenience stores (76 and Chevron) in the immediate vicinity of the Project site. The blue shaded area in **Figure 20** represents the potential local customers that would patronize the proposed Project and likely currently patronize the existing 76 and Chevron in the Project area.

Figure 21 through **Figure 28** illustrate the projected change in gas station customer trip length before and after construction of the Project for all Project trip types. The projected change in trip length is shown by comparing the different distances/routes traveled to the existing gas stations vs. the Project gas station. For example, **Figure 21** shows that vehicles traveling to a gas station from the north (i.e., from US 50 or north Shingle Springs) would have to travel only an average of 270 feet east of the South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive intersection to reach the existing gas stations, while they would have to travel an average of 410 feet south/west of the South Shingle Road & Eastbound US-50 Ramps/Mother Lode Drive intersection to reach the Project, or an increase of approximately 140 feet one-way. Conversely, **Figure 22** shows that vehicles traveling to a gas station from the south would have to travel an average of 470 feet further north (one-way) to reach the existing 76 or Chevron instead of the Project.

Table 20 and **Table 21** summarize the projected change in gas station customer trip length for all trip types and origins/destinations. **Table 22** shows the total projected net change in daily VMT due to the Project.

Table 20. Change in Daily VMT due to Project Primary and Diverted Trips

Origin/Destination	Trips	Change in Distance (ft)	Change in VMT
North	1,076	+280	+57.1
South	152	-940	-27.1
East	114	+1,160	+25.0
West	114	-1,040	-22.5
Total	1,456	-	+32.6

Table 21. Change in Daily VMT due to Project Pass-By Trips

Travel Direction	Trips	Change in Distance (ft)	Change in VMT
NB	741	-330	-46.3
SB	741	-450	-63.2
EB	185	-330	-11.6
WB	185	-450	-15.8
Total	1,852	-	-136.8

Table 22. Net Change in Daily VMT due to the Project

Trip Types	Change in VMT
Primary and Diverted	+32.6
Pass-By	-136.8
Net Change	-104.2

As shown in **Table 20** and **Table 21**, the Project is generally projected to result in shorter gas station trips in the study area, consistent with the OPR Technical Advisory's discussion on local-serving retail projects. As shown in **Table 22**, the Project is projected to result in a net decrease in area VMT. Therefore, the Project would not exceed the County's no net increase threshold for retail land uses and is expected to result in a **less-than-significant** transportation impact.